

Maryland Department of Transportation

CONSOLIDATED TRANSPORTATION PROGRAM

2012 State Report on Transportation • FY 2012 – 2017

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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), and Washington Metropolitan Area Transit Authority (WMATA).

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

For further information about this document, please contact the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288.

This document also is available online at:

<http://www.mdot.maryland.gov/Planning/Index.html>.

For the hearing impaired, Maryland Relay 711.

For more information on Maryland transportation, please visit us on the web 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 2012-2017 Consolidated Transportation Program (CTP). Our transportation system provides Maryland many great benefits, and continued investment is necessary to sustain, enhance and strengthen our quality of life. The CTP is the comprehensive listing of transportation investments to be made by the State of Maryland. This year's CTP will be impacted by a wide array of multifaceted issues including: the growing concern over the nation's debt, Congressional inaction on transportation authorization, the national economic downturn, weak revenues supporting the Transportation Trust Fund, the Base Realignment and Closure (BRAC) process and related growth and environmental issues such as water quality and climate change.

These issues require MDOT to be strategic in how we propose to make investment decisions. By focusing on our investments as part of the broader sustainability agenda of the Governor's Smart, Green and Growing initiative, MDOT can: address safety and system preservation needs, improve our environment, enhance accessibility and encourage healthier lifestyles while providing more effective, longer-lasting solutions.

Each year, MDOT publishes the State Report on Transportation (SRT). The SRT contains three important documents: the Maryland Transportation Plan

(MTP), the Consolidated Transportation Program (CTP) and the annual Attainment Report (AR) on Transportation System Performance. To address Maryland's transportation issues and priorities, MDOT must undertake new approaches: to planning and design, to construction, to operation and to maintenance of our transportation network.

Major capital projects generally include a new, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition and construction or purchase of essential equipment related to the facility or service.

In 2010, the Maryland General Assembly passed a bill intended to enhance transparency and accountability in the evaluation and selection of proposed major capital projects for the Consolidated Transportation Program (CTP). This year, like last, you will see some additional information on the Project Information Forms (PIF) for construction projects that respond to elements of this legislation.

KEY FACTORS AFFECTING PRIORITIZATION

Transportation priorities are influenced by the everyday experience of our network users. Key concerns include:

- Our transportation system is increasingly challenged due to traffic congestion and dispersed land-use patterns. Over the next 20 years, Maryland's 6.2 million acres of land will be home to 547,000 households, 762,000 jobs and more than 6.6 million people. Maryland's growing population will increase demands on our land, water and air as well as our transportation infrastructure. Developed land consumes about 1.3 million acres of Maryland. Although it took 300 years to develop the first 650,000 acres in our State, it took a mere 30 years to develop the second 650,000 acres.
- Maryland relies heavily upon fees generated from fuel consumption and vehicle purchases to finance its transportation system. The fuel based non-renewable resources will become increasingly scarce in the future. Approximately one-quarter of Maryland's overall energy usage goes toward transportation. Maryland residents consume more than 448 gallons of gasoline per capita each year, higher than both California (414) and New York (293), but lower than the U.S. average (464).

- Unsafe driving and highway conditions result in death, injury, disability and financial hardship to Maryland citizens. From 1996 to 2005, more than 6,000 people died on Maryland roads and highways and more than 600,000 were injured at a cost of more than \$4.5 billion annually. MDOT's State Highway Administration (SHA) set a goal to reduce annual motor vehicle injuries to fewer than 50,000 by 2010. The state reached this goal in 2008 and has continued to make progress with its continual daily efforts to make our roads as safe as possible. In 2010 the recorded injuries were 44,401 and 459 deaths on all roads.

- Until 2008, Vehicle Miles Traveled (VMT) had increased every year since World War II. Drivers in Maryland traveled 57 billion vehicle miles in 2006. This figure represents a 40% increase in VMT from 1990, outpacing growth in both population (17%) and new lane miles (8%) during the same time period. Such a significant increase in driving strains Maryland's transportation system, its economy and its environment. MDOT is focused on moving people (not just vehicles) throughout Maryland by providing a transportation system that accommodates all users, including: vehicles, transit riders, freight shippers, bicyclists and pedestrians.

- MDOT places a high priority on allocating funds toward safety and system preservation. The MTP and the CTP both reflect significant investments in operational improvements to the transportation system, bridge program, highway and runway resurfacing, rail car overhauls and replacements, bus replacements and facility upkeep. SHA is focused on reducing the number of structurally deficient bridges in the state and on maintaining a strong highway system that ensures safe travel for all Maryland motorists.

- The Environmental Protection Agency has established a "pollution budget" for the Chesapeake Bay and its tributary rivers that will regulate the amount of certain pollutants that can be discharged to the waters of the Bay states. Paved urban areas, including highways and other transportation facilities, represent a significant source of those pollutants. MDOT will play a significant role in the Bay restoration effort by treating stormwater runoff from both new infrastructure and from facilities built before the regulation of stormwater.

- Marylanders are growing older. By 2030, the percentage of the population over age 65 is expected to grow to nearly 20% from just 7.6% in 1970.

- With Maryland's population increasing and the average household size decreasing, we will need more homes to house us. Improvements to transportation infrastructure and differences in housing costs and consumer

demand means that residential development and employment are becoming increasingly dispersed.

- As people become more mobile and the demand for goods movement grows, congestion is increasing.

- By 2026, the number of licensed drivers is expected to increase in Maryland by more than 23% and the number of registered vehicles is expected to increase by 40%.



ESTABLISHING TRANSPORTATION PRIORITIES

The 2009 Maryland Transportation Plan establishes a 20-year vision for a world-class multimodal system. It outlines key statewide transportation policies and identifies five long-term goals to guide investment decisions. As of 2010, Maryland State Law Chapter 725 requires that requests for project funding include an explanation of how the projects will contribute to these statewide goals. A description of each of the five goals is included below:

- **Quality of Service:** Enhance users' access to and positive experience with all MDOT transportation services;
- **Safety and Security:** Provide transportation assets that maximize personal safety and security in all situations;
- **System Preservation and Performance:** Protect Maryland's investment in its transportation system to preserve existing assets and maximize the efficient use of resources and infrastructure;
- **Environmental Stewardship:** Develop transportation policies and initiatives that protect the natural, community and historic resources of the State and that encourage development in areas best able to support growth; and
- **Connectivity for Daily Life:** Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Alongside each of its goals, the State has established a concrete set of objectives that represent measurable benchmarks for achievement. In order to assess achievement, MDOT collects data, sets targets and measures performance in a number of categories related to the five transportation goals and publishes this information in its annual Attainment Report.

While the state's long-term transportation goals are a fundamental component in establishing priorities for the annual CTP, there are several other influences guiding and directing the state's transportation system.

Transportation planning and programming in Maryland is shaped by an array of Federal laws, regulations and policies, including the Safe, Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) of 2005 – commonly known as the federal transportation bill – and the Clean Air Act Amendments of 1990. In 2009, Congress acted to prevent a Highway Trust Fund shortfall through temporary legislation. Although Congress has still not passed a new long-term federal surface transportation bill, Maryland remains committed to being part of the national ongoing dialogue to ensure federal surface transportation funding continues uninterrupted. Transportation priorities in Maryland's major metropolitan areas also are shaped by six federally-established Metropolitan Planning Organizations (MPOs) that coordinate transportation investments and develop regional plans. The State's six MPOs include the Baltimore Regional Transportation Board (BRTB), Cumberland MPO, Hagerstown-Eastern

Panhandle MPO (HEPMPO), National Capital Region Transportation Planning Board (TPB), Salisbury/Wicomico Area MPO and Wilmington Area Planning Council.

MDOT and its modal administrations work closely with Maryland's local governments on developing the capital program. In addition to reviewing county priority letters, outlining local transportation priorities, the Secretary meets with each of the 24 local jurisdictions individually every fall. This set of meetings, also known as the CTP Tour, allows the Secretary to have a dialogue in person with the local governments and citizens and provides an opportunity to discuss a variety of issues that impact transportation investments. In addition to giving local officials an opportunity to voice their priorities directly with the Secretary, these meetings also allow the public to shape the CTP and express interest, concern or consensus about particular projects. MDOT takes pride in listening to feedback from its customers. We consider all this local input when revising the CTP before it is submitted to the Governor and then the legislature in January.

UNDERSTANDING OUR 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 established 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: System Preservation & Safety

MDOT continues to place a high priority on allocating funds toward system preservation and safety. The MTP and the CTP both reflect significant investments in the bridge program, road and runway resurfacing, rail car overhauls and replacements, bus replacements and facility 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.

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. A good public transit network will help working families keep more money in the bank by providing them less expensive transportation options. A good public transit system will help address global climate change and will 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. The State of Maryland also 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.



The O'Malley/Brown Administration is aggressively moving forward with new transit initiatives designed to meet current and future demand in both the Washington and Baltimore regions. The next generation of transit includes

the Purple Line and Corridor Cities Transitway in the Washington region and the Red Line Transitway in the Baltimore region.

The Baltimore Red Line is a 14.5-mile, east-west light rail line that will connect Woodlawn to the west and the Johns Hopkins Bayview Medical Center to the east. 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.

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.

MDOT has devoted particular attention to achieving Governor O'Malley's goals for increasing transit ridership. This effort has focused on improving existing services, and planning for system expansion. A key to driving transit ridership is transit oriented development. Through our involvement in the Task Force for the Future for Growth and Development in Maryland, as well as our anticipated coordination with the Sustainable Growth Commission, MDOT continues to work toward programs and policies that enhance accessibility and promote transportation alternatives such as biking, walking and transit. Governor O'Malley's first ever statewide trails plan, "*Maryland*" *A Greener Way to Go*" will serve as an additional guide to moving these efforts forward.

Priority: Transit-Oriented Development (TOD)

Transit-oriented development (TOD) is a key component of our efforts to ensure efficient use of our transportation system to promote sustainable, smart growth development for the State. A development that is "transit-oriented" is typically comprised of 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.

In 2010, the O'Malley/Brown Administration took further action to promote TOD as part of its Smart, Green, and Growing initiative by officially designating 14 transit stations as Transit-Oriented Developments. As announced in June 2010, 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 14 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 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. MDOT is working hard to realize Governor O'Malley's commitment to make trails in Maryland second to none. This year MDOT supported the Governor's Office in launching "Cycle Maryland", a series of seven bicycle rides and a promotional campaign to encourage all types of

cycling throughout the state. 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 includes accommodation for walking and bicycling in all of its projects, wherever possible, and has launched several programs specifically directing additional funding to walking and biking. This draft CTP includes almost \$80 million for bicycle and pedestrian projects. This includes a program launched in 2011 that directs \$13 million for pedestrian access to transit, sustainable options at key points in our communities, and a new bikeways program that will direct \$6 million to projects that support bicycle transportation. The bikeways program will provide needed funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Access Plan. The bikeways program will fill 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. It will leverage local and federal funding to create a pipeline for high priority bikeway projects that will create a safe, integrated network for this Smart, Green and Growing mode of travel.

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.

The goal of environmental stewardship is to pursue projects and operate our system in ways that improve and restore environmental conditions. By increasing transit ridership and supporting greater use of ridesharing, telecommuting, biking, walking and intercity passenger rail, we will improve Maryland's environment by reducing the use of fossil fuels, lowering greenhouse gas emissions and reducing the need for more paved surfaces.

Using the State's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT agencies can minimize negative impacts and use project mitigation to support the State's broader conservation goals. Retrofitting older parts of the transportation network with the latest stormwater management technology moves the State closer to meeting our water quality targets.



Priority: Climate Change, Air Quality & Energy

MDOT is working to address Climate Change issues, reduce air emissions and manage energy consumption related to the transportation industry. MDOT continues to improve its public transportation network to provide an alternative to single occupant vehicles. In 2011 MDOT will be staffing the Electric Vehicle Council, a legislatively created body that will develop, evaluate and recommend strategies to facilitate the successful integration of electric vehicles and electric vehicle infrastructure into Maryland's existing transportation infrastructure. MDOT is working with other state 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 a park and ride lot near I-95 north of Baltimore City. By paving the way for broader usage of cleaner vehicles, these efforts will help us reduce greenhouse gas emissions and contribute to our long-term efforts to fight climate change. MDOT uses a variety of Travel Demand Management (TDM) strategies to support alternatives to driving alone and to limit emissions from the transportation sector. TDM efforts can also help reduce congestion, lower commuting costs, and improve air quality. Some of these efforts are: carpooling, car sharing, transit, teleworking, and variable pricing infrastructure.

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

Priority: BRAC

In the fall of 2005, Congress approved a set of recommendations to realign and reposition numerous military bases in the United States. The Base Realignment and Closure (BRAC) effort is scheduled to take full effect by September 2011, and Maryland is one of a few states that will gain additional military and civilian positions as a result. An estimated 40,000 to 60,000 direct, indirect and induced jobs are projected to arrive in Maryland over the next 10 years in connection with BRAC. Fort George G. Meade (FGGM), Aberdeen Proving Ground (APG) and the National Naval Medical Center (NNMC) at Bethesda will gain most of these positions. Other installations, including Joint Base Andrews Naval Air Facility and Fort Detrick, also are expected to see significant increases in personnel stemming from BRAC and non-BRAC related growth.

Under the leadership of Governor O'Malley and Lt. Governor Brown, State and local agencies have collaborated to ensure that Maryland can accommodate anticipated growth in a manner that preserves and enhances our State's resources and our citizens' quality of life. In 2007, Governor O'Malley created the BRAC Subcabinet, chaired by the Lt. Governor, to oversee the State's BRAC preparations. MDOT's work is performed in concert with the Subcabinet and is documented in a dedicated section of the State of Maryland's BRAC Action Plan, which outlines policies, projects and legislation necessary for Maryland to effectively prepare for BRAC. Since its

adoption, MDOT has tracked appropriate performance measures as part of the State's BRAC Stat monitoring program.

To address transportation impacts associated with BRAC, MDOT has coordinated with local governments, military installations, and our regional, State and federal partners. Given the limited time and funding available to advance improvements, MDOT has employed a "high/low" investment strategy aimed at implementing both short-term ("low") capital projects, such as key intersection improvements, transit projects, and transportation demand management programs. At the same time we have been developing long-term ("high"), higher cost initiatives. These more expensive projects include long-term corridor improvements near military installations, transit oriented development, the MARC Growth and Investment Plan, and other major capital improvements that project to support BRAC, regional and statewide growth.

As part of this effort, MDOT has assisted local governments in evaluating BRAC-related transportation projects in the context of overall needs and long-term planning initiatives. We also have collaborated with stakeholder groups at each of the impacted military installations to develop a schedule of priority projects to implement based on current, as well as potential future, available funding. MDOT continues to work with its partners to advance priority projects in concert with the scheduled BRAC consolidations, and to collaborate in identifying and procuring additional programming dollars.

The transportation section of the State BRAC Action Plan (see www.brac.maryland.gov) contains more detailed information concerning MDOT's BRAC initiatives.

Priority: Freight

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

for the cost-effective and safe movement of goods by waterborne, rail, air and motor carrier providers.

To meet these needs, MDOT is taking an aggressive approach to implementing multimodal freight solutions in Maryland and the greater multi-state region. MDOT recognizes the need to better coordinate planning and policy and is working to cultivate partnerships with neighboring states, freight stakeholders and nonprofits, and participate in freight studies with groups such as the I-95 Corridor Coalition.



Photo by Bill McAllen Photography

By developing these partnerships and increasing coordination with stakeholders, MDOT has been able to secure federal support through economic stimulus funds. These funds have supported major rail projects and helped the State implement elements of the Statewide Freight Plan and a State Rail Plan. Maryland continues to lead freight planning efforts nationwide by being one of the first states to address land use issues in freight and by creating a standing Freight Stakeholder Advisory Committee (FSAC). This committee includes industry representatives from freight and logistics entities that review freight planning and policy activities and provide advice on legislation and projects.

Priority: Economic Development and Economic Recovery

The nation's weak economy is continuing to create challenges across the Country, and while Maryland is better off than some other states, our struggles continue. Currently the Federal Highway and Transit programs are operating on a short-term extension. The Obama Administration has outlined a long-term authorization proposal within their FFY 2012 budget however they have no revenue options identified to fund the proposed increases. Congressional leaders continue to debate the future role, size and scope of federal spending but remain split over the scale of spending cuts, revenue increases and tax reforms. Unfortunately this inaction has led to further delays in passage of a new aviation authorization as well as a broader surface transportation authorization. The lack of these necessary authorizations complicates the state's ability to strengthen our capital program.

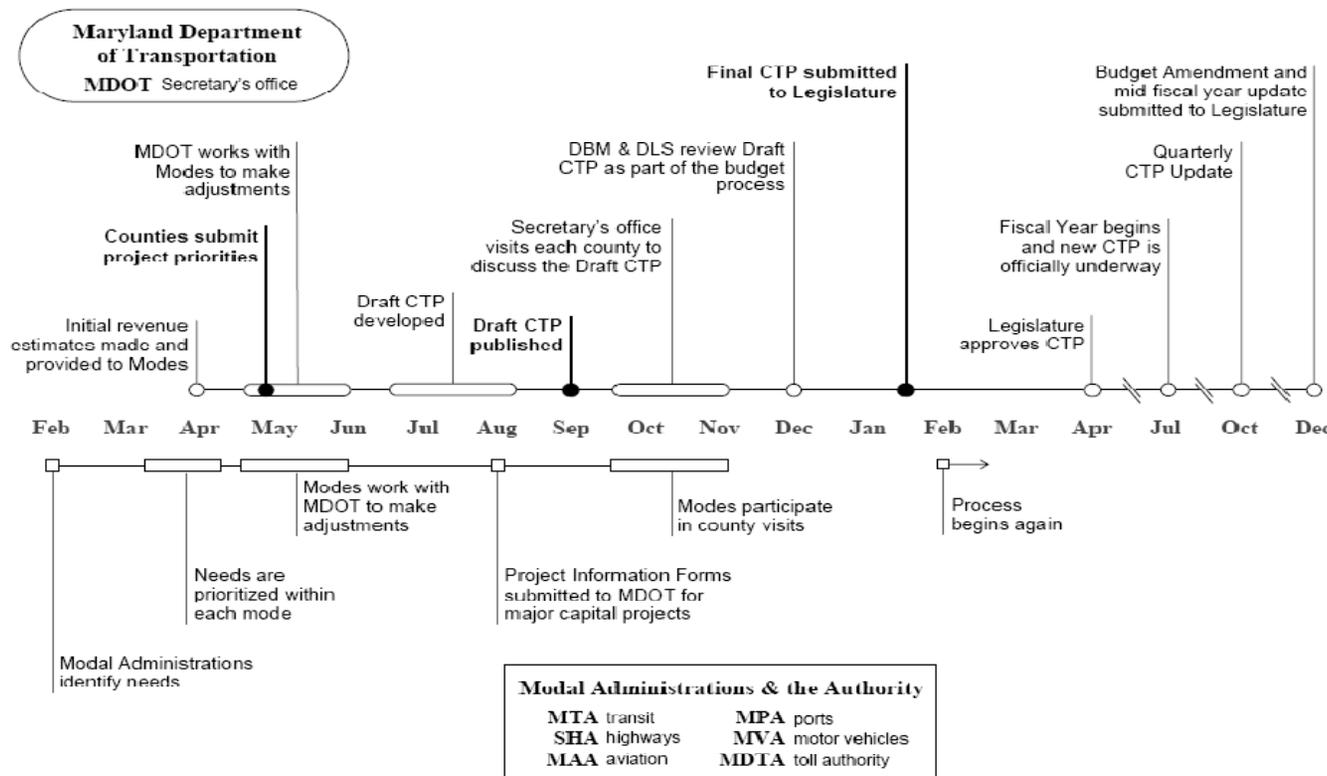
Maryland did receive numerous discretionary grants through ARRA that have benefited several projects in the short term. Shortly after the legislation was passed, US DOT awarded \$15 million in grant funding to BWI Airport for apron resurfacing. More recently Maryland received \$60.0 million in design funds to replace the Baltimore and Potomac Tunnel and \$9.4 million for a new platform and fourth track at BWI Rail Station. As part of a Washington Area Transportation Planning Board application, Maryland received \$12.3 million to construct the Takoma/Langlely Transit Center and \$2.5 million for priority bus corridor enhancements in Prince George's and Montgomery counties. Smaller grants were awarded to Baltimore City for their water taxi service, to MTA for greenhouse gas and energy reduction improvements and to MPA for port security work totaling \$3.4 million. MPA and SHA also received grants through the US Environmental Protection Agency ARRA grants for \$3.75 million. Additional information about ARRA funded projects is on page A-48 and is designated on the individual project pages throughout the CTP.

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.

Chapter 725 Implementation

Chapter 725 in Maryland State Law (2010) required additional clarity and standards to define how the Department evaluates and selects proposed major capital projects for inclusion in the Construction Program of the Consolidated Transportation Program (CTP). Over the last year MDOT has refined its processes to address the requirements in the law. MDOT's evaluation has resulted in enhanced processes and procedures to clarify how projects are added into the CTP, including how state transportation projects requested in Priority Letters support local government land use plan goals. As part of this effort MDOT developed a diagram of the CTP process. You can see that the CTP takes nearly a full year to create, and this process and its milestones are outlined generally in the diagram below.

CTP Development Process



Specific changes include:

1. **Provide improved guidance to counties on the submission of priority letters.** MDOT will provide more explicit guidance to local jurisdictions on the timing and content of priority letters. This guidance will consist of the following:

- Establishment of a preferred submission date for full consideration in the development of the draft CTP (i.e., priority letter submission by April 1 to enable consideration of county priorities by modal administrations as they identify projects);
- Encourage multi-modal submissions to enable local governments to have a greater impact on all state transportation investment decisions. MDOT will encourage counties to provide input for all modal investments (this guidance will also highlight the competing demands for investment to help MDOT manage expectations about what it can reasonably deliver);

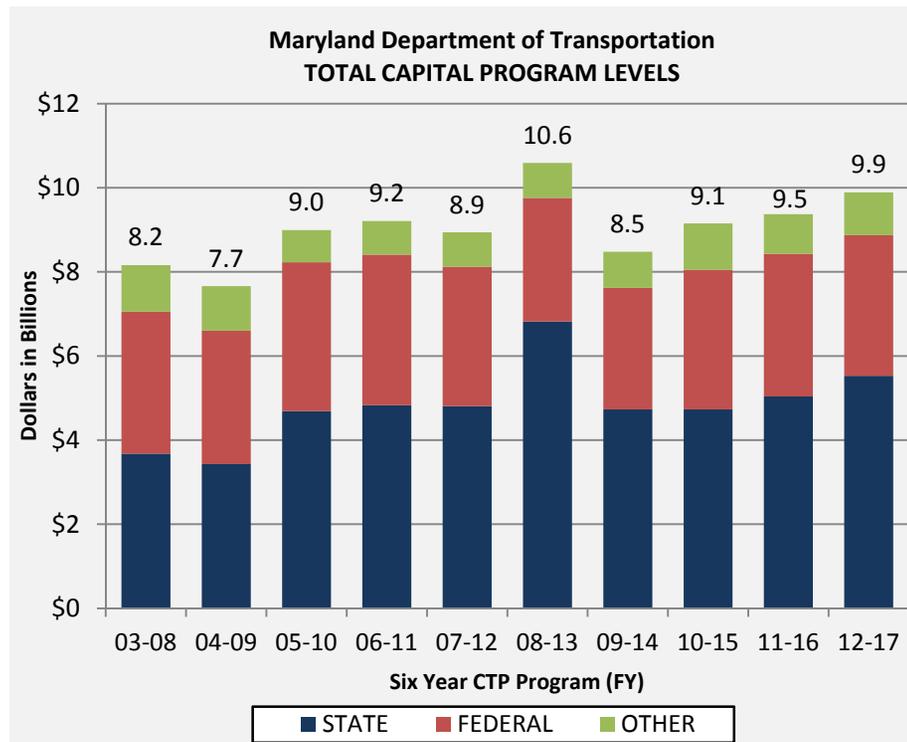
MDOT will encourage counties to provide input for all modal investments (this guidance will also highlight the competing demands for investment to help MDOT manage expectations about what it can reasonably deliver);

• MDOT will provide guidance to the local governments regarding the official endorsement by local elected officials and local elected bodies.

2. **Provide guidance that will enable local jurisdictions to detail how their project supports the goals of the Maryland Transportation Plan and is consistent with county land use plans.** Both MDOT and local governments would benefit if county requests are aligned with Maryland's transportation vision, and if project requests provide MDOT with a stronger and more transparent rationale that explains the purpose of the request from the perspective of the local government.

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. While uncertainty regarding the status of federal transportation legislation and funding levels is high, 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 a most cost-effective, responsible manner that will constantly improve our transportation system while respecting our state's fiscal challenges.



State Revenue Projections

Over the last few years, MDOT has had to assume a very different revenue picture to develop the Consolidated Transportation Program (CTP). The nationwide economic downturn continues to have an enormous impact on the revenue projections for both the State of Maryland and for MDOT. Despite these challenges, Maryland's transportation system has felt less impact from the revenue decline than many other states, because of the efforts of the Administration and the General Assembly to institute an increase in transportation revenue in 2007. The revenue added has allowed for capital investments already under construction to continue and support some safety and system preservation projects, but to a much lesser extent than expected.

Due to the remaining ARRA formula and discretionary funding and increased funding from the 2011 legislative session adjustments we have been able to maintain a \$9.9 billion six-year capital program and continue funding many of our safety and system preservation projects.

Total projected revenues amount to \$20.9 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted in prior sessions.

Pertinent details are as follows:

- **Opening Balance:** MDOT's goal is to maintain a \$100 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$4 billion over the six year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$4.4 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 \$3.4 billion. This forecast assumes revenues will increase an average of 3.0 percent every two-year cycle.
- **Sales and Use Tax:** MDOT began receiving a portion of the State's 6.0 percent general sales and use tax in fiscal year 2009. During the 2011 session of the Maryland General Assembly, legislation was enacted that eliminated MDOT's distribution effective fiscal year 2012.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$737 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 20.4 percent for fiscal year 2012, 8 percent for fiscal year 2013, 16.6 percent for fiscal years 2014-2016, and 14.6 percent for each fiscal year thereafter.
- **Federal Aid:** This source is projected to contribute \$3.9 billion for operating and capital programs. This amount does not include \$576 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only \$513 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.4 billion, with \$857 million from MTA; \$261 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 \$1.7 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 \$357 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act authorized highway, transit, rail and safety programs through Federal Fiscal Year (FFY) 2009. SAFETEA-LU provided \$286.5 billion nationally over six years and has been extended by Congress from September 30, 2009, until March 31, 2012, while it debates the policies and financing mechanisms to be contained in the next act. Since FFY 2004, Maryland has received approximately \$585 million annually for highways and \$140 million annually for transit formula programs (including WMATA's allocation for Maryland service). This level of funding is no longer guaranteed as Congress looks to cut back on federal spending.

It is important to note that not all of the funding authorized in the surface transportation legislation is necessarily new or additive money for Maryland. Our Consolidated Transportation Program (CTP) allocates federal funds to projects in the Program based on conservative projections for future federal funding. The majority of funds authorized by SAFETEA-LU were used for projects already committed in our capital program and for unfunded system preservation needs.

Continued delays in the enactment of the next surface transportation authorization bill and the uncertainty over the long-term solvency of the federal Highway Trust Fund (HTF) have constrained MDOT's ability to adequately plan for future investments throughout the State. Since FFY 2009, Congress added approximately \$35 billion in general funds to the HTF in order to protect against projected shortfalls, but additional general fund transfers are increasingly unlikely. If Congress is unable to find the revenue to prevent a future deficit, they will be forced 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.

The National Defense Authorization Act for Fiscal Year 2012 includes language to increase the availability of federal funding in support of BRAC-impacted transportation needs.

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. Under SAFETEA-LU, 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 80 percent for FFY 2012 through FFY 2017. This is much lower than the OA level received for FFY 2011 of 93 percent.



Transit

The majority of Maryland's federal transit funds are also distributed by formula. In the absence of new authorization legislation, we must assume the same funding levels authorized by SAFETEA-LU for FFY 2012. As such, FTA Urbanized Area capital assistance for Baltimore, MARC, D.C. area and Small Urban Systems is estimated at \$82.2 million for FFY12. Rail modernization funding for Maryland is estimated at \$38.4 million in FFY 2012.

Additional federal funding will be requested for the development of Maryland's New Starts projects: the Purple Line, the Red Line and the Corridor Cities Transitway. Both the Red Line and the Purple Line have recently been approved to enter Preliminary Engineering. Currently, our intent is to seek at least 50 percent of the cost of the Purple and Red lines from federal funding.

Washington Metropolitan Area Transit Authority — WMATA

WMATA receives federal formula funds (80 percent federal share) for bus and rail preservation activities. 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 federal money 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 2012 through 2017) 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 two installments in FFY 2010 and FFY 2011.

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. It is assumed that entitlement funding is calculated using enplanement and cargo-based formulas for the Baltimore Washington Thurgood Marshall International Airport (BWI).

AIP funding will total \$3.5 to \$4.0 million per year for BWI during the six-year program period. This level of entitlement is the net amount after reductions made due to BWI's ability to collect a \$4.50 Passenger Facility Charge (PFC).

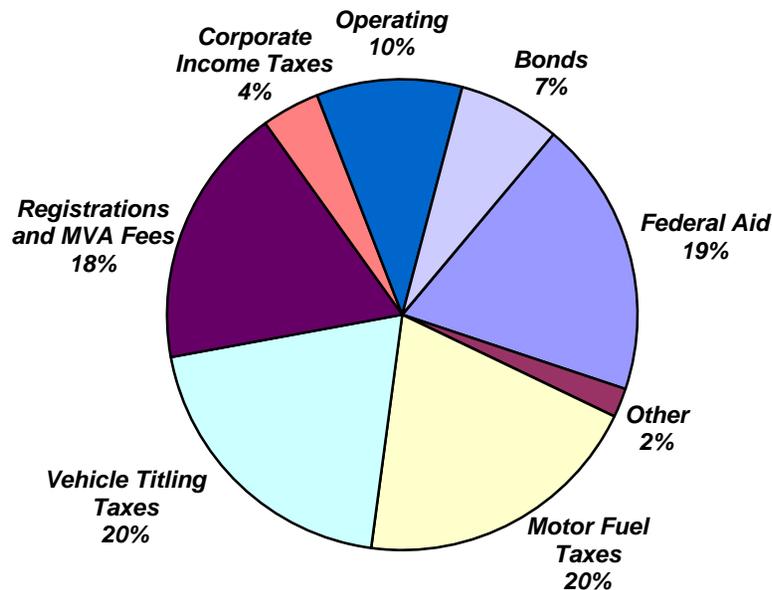
The Maryland Aviation Administration (MAA) anticipates receipt of additional discretionary AIP funding for BWI and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the Runway Safety Areas. Following an environmental assessment to determine the viable options, these improvements must be completed by 2015. If anticipated discretionary funds are not forthcoming, the schedule of impacted projects will be adjusted accordingly.

Congress is currently working on the reauthorization of FAA programs the basic framework is complete and does not increase funds for aviation purposes. The MAA and MDOT support getting a reauthorization passed and signed into law to keep personnel working and maintain programs being funded by FAA. MAA and MDOT will continue to work with Congress to meet Maryland's needs.

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 August 2005. The current act expired on September 30, 2009, but has been extended by Congress to allow for continued investment in transportation infrastructure.

Where The Money Comes From

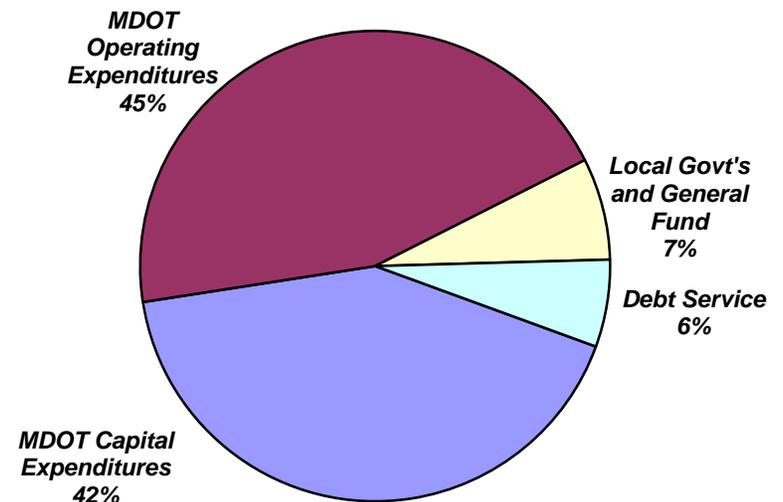


Total projected Trust Fund revenues amount to \$20.9 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will continue to recover and continue along a moderate growth scenario for the next six years.

WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service and capital projects. A portion of these funds is directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes toward funding capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects. This FY 2012-2017 CTP totals about \$9.9 billion; \$8.9 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 2012 – 2017 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	172.6	60.0	-	232.6	2.4
MVA	107.7	0.8	-	108.6	1.1
MAA**	248.3	75.0	391.1	714.4	7.2
MPA	732.9	7.2	0.0	740.0	7.5
MTA	850.3	1,093.3	50.1	1,993.7	20.2
WMATA	891.7	0.0	575.9	1,467.6	14.8
SHA	2,524.6	2,108.7		4,633.4	46.8
TOTAL	5,528.2	3,344.9	1,017.1	9,890.2	100.0

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

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

TSO – Transportation Secretary's Office
MVA – Motor Vehicle Administration
MAA – Maryland Aviation Administration
MPA – Maryland Port Administration
MTA – Maryland Transit Administration
WMATA – Washington Metropolitan Area Transit Authority
SHA – State Highway Administration

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



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/US 15 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	2013	FOR PLANNING PURPOSES ONLY				
					2014	2015	2016	2017			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	82,586	58,686	4,600	3,400	4,000	3,900	4,000	4,000	23,900	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	266,668	192,968	20,600	12,200	9,700	9,900	10,300	11,000	73,700	0	0
Total	349,254	251,654	25,200	15,600	13,700	13,800	14,300	15,000	97,600	0	0
Federal-Aid	346,490	258,650	22,680	14,040	12,330	12,420	12,870	13,500	87,840	0	0

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2011-2016 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.

Eighteen projects with a combined cost of \$302.1 million were added to the Construction Program of the CTP. Four projects with a combined cost of \$1.0 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. The combined costs of these projects is \$158.8 million. One project was moved from the Construction Program to the D&E Program, and its cost is \$35.5 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
The Secretary's Office	
Bikeways Network Program	10.0
Maryland Transit Administration	
MARC Positive Train Control (Moved from System Preservation Minor Projects Program to Construction Program)	12.1
MARC BWI Rail Station (ARRA) (Moved from Minors to Construction Program)	8.5
Homeland Security (Four of six projects comprising this larger project were moved from Minors to Construction Program)	60.6
Bus New Main Shop (Moved from Minors to Construction Program; Added \$12.5 million in State of Good Repair Grant)	28.2
Central Control Center (Moved from Minors to Construction Program)	13.8
State Highway Administration	
I-68, National Freeway; Rehabilitate Bridge on I-68 over Willis Creek/CSX/Cumberland Thruway and Bridge #01092 on MD 51. (Allegany) *	16.2
I-695, Baltimore Beltway; Replace Bridge over MD 372 (Wilkens Ave.) (Baltimore) *	16.7
I-83, Harrisburg Expressway; Replace Bridge on Middletown Rd. over I-83 (Baltimore) *	5.5
MD 140, Taneytown Pike; Replace Bridge over Monocacy River (Frederick) *	5.1
MD 550, Woodsboro Road; Replace Bridge over Israel Creek (Frederick) *	3.0
MD 76, Motters Station Road; Replace Bridge over Motter Run (Frederick) *	2.4

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration	
US 15, Catoclin Mountain Highway; Replace Bridge on Motter Ave. (Frederick) *	16.7
US 40, Baltimore National Pike; US 40 WB Ramp to US 29 EB over US 40 EB (Howard) *	5.4
Pedestrian Access to Transit (State Wide)	12.4
Total Maximum Daily Load (TMDL); Chesapeake Bay Watershed Improvement Plan (State Wide)	55.6
I-70, Eisenhower Memorial Highway; Bridge over Conococheague Creek (Washington) *	18.4
Maryland Transportation Authority	
Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges	11.5
Total	302.1

* Note: Bridge projects were moved from the Systems Preservation Minor Projects Program to the Construction Program

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL STATE COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration		
I-695, Baltimore Beltway; Replace ramp at Southwest Boulevard (Baltimore)		1.0
MD 97, Georgia Avenue; Multimodal transit study between Glenmount and Olney (Montgomery County is contributing \$5 million towards Planning)		0
MD 97, Georgia Ave.; Forest Glen Road to 16th. Street (Montgomery County is contributing \$3 million towards Planning)		0
MD 586, Veirs Mill Road; MD 355 to MD 97 (Montgomery County is contributing \$6 million towards Planning)		0
	Total	1.0

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

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

Maryland Aviation Administration

B/C Connector at BWI Marshall Airport

99.7

State Highway Administration

I-95; Interchange at Contee Road (Prince George's)

55.6

BRAC Intersections near Aberdeen Proving Grounds; US 40 at MD 7 (State Wide)

3.5

Total **158.8**

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

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration		
BRAC Intersections near Bethesda Naval Center; MD 185 at Jones Bridge Road and MD 355 at Cedar Lane (State Wide)	Breakout projects on MD 185 and MD 355 moved to Montgomery County	35.5

		Total 35.5

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Aviation Administration Protective Land Acquisition Program	RW	Program removed due to inactivity.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2011-2016 CTP, for the following major project:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Aviation Administration		
Noise Zone Land Acquisition Program	Potential payments aligned with Noise Land Re-Use Disposal Plan.	FY 2012 to FY 2014

COST & SCOPE CHANGES

In total, one-hundred and forty-one major construction projects experienced significant changes in project cost or scope, for a net increase of \$434.0 million. Seventy-two projects increased in cost by a total of \$559.5 million, while thirty-six projects experienced decreases totaling \$177.7 million. The scope of twenty projects changed, which caused a net increase totalling \$278.8 million, while six projects experienced a reduction in scope totalling \$226.0 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 2011 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed fourteen major projects in FY 2011, at a total cost of \$286.8 million. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Aviation Administration	
Hagerstown Airport Expansion	59.0
Master Plan at BWI Marshall Airport	7.0
Terminal Modernization Program at BWI Marshall Airport	1.8
Maryland Transit Administration	
Intercounty Connector (ICC) Buses	9.4
CAD/AVL and Passenger Information Systems	15.1
State Highway Administration	
MD 36, Lower Georges Creek Road; Replace Bridge over George's Creek (Allegany)	7.3
US 1, Belair Road; Replace Bridge over Little Gunpowder Falls (Baltimore)	7.5
MD 140, Baltimore Street; Harney Road to MD 832. (Carroll)	19.5
MD 464, Point of Rocks Road; Replace Bridge over Catoctin Creek. (Frederick)	3.5
MD 355, Rockville Pike; Old Georgetown Road to Maple/Chapman Road (Phase 1) (Montgomery)	42.9
MD 124, Woodfield Road; Airpark Road to Fieldcrest Road (Montgomery)	53.4
MD 667, Rehobeth Road; Replace Bridge over Puncheon Landing Branch (Somerset)	0.5
MD 237, Chancellors Run Road; Pegg Road to MD 235 (St. Mary's)	54.6
US 40, Dual Highway; at Edgewood Drive (Washington)	5.3
Total	286.8

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Rehabilitation and resurfacing of seventy-eight (78) segments of highway	74.3
Rehabilitation and replacement of thirty-six (36) bridges	18.1
Safety and geomteric improvements at nine (9) locations	11.7
Eighty-two (82) 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	78.1
One hundred twenty-seven (127) rehabilitation projects for aviation, railroad, port, transit, motor vehicle facilities and the Secretary's Office	306.0
Total	<hr/> 488.2

AWARDS

Highlights of projects awarded by the Department during FY 2011 are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MAA Phase II - Energy Efficiency Program at MAA	21.0
MAA Integrated Airport Security System	28.3
MAA Consolidated Dispatch Center Computer Room	1.5
MAA Comprehensive Paving Improvements 2011	14.5
MPA Wharf Upgrades Berths 7-10 Dundalk Marine Terminal	1.6
MPA Cruise Terminal Roof Installation - South Locust Point	.5
MPA Dunmar Building 2nd Floor Renovations - Dundalk	1.2
MPA Entrance Gate Canopy & Access Control - SLP	1.2
MTA MARC Halethorpe Station High Lever Platform and Pedestrian Bridge	14.0
MTA Light Rail Public Address and LED Sign System	5.5
MTA Energy Performance Contract	7.2
MTA NW Bus Div. Heating, Ventilation and Fire Protection Upgrades	4.7
SHA I-70 Phase 2D	44.0
SHA US 40 at MD 715	35.6
SHA I-295: New Bald Eagle Road Improvements	35.1
SHA I-270 Bridge over MD 80 and Bridge over Little Bennett Creek	10.8
Total	226.7

**DEPARTMENT OF TRANSPORTATION
FY 2013 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program		Facilities and Capital Equipment	J01A0103	68.8
Major Projects	169.1	WMATA Capital Costs	J01A0105	146.0
System Preservation Minor Projects	24.0	Major IT Development	J01A0108	0
Development and Evaluation Program	20.0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>1.7</u>			
TSO TOTAL	214.8			214.8

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	22.1
Major Projects	1.9	Major IT Development	J04E0008	2.0
System Preservation Minor Projects	19.7			
Development and Evaluation Program	1.5			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>1.1</u>			
MVA TOTAL	24.2			24.1

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	67.5
Major Projects	182.8	Major IT Projects	J06I0008	3.9
System Preservation Minor Projects	26.7	Other Funds	Other	144.2
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>6.1</u>			
MAA TOTAL	215.6			215.6

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	100.6
Major Projects	49.2	Major IT Development	J03D0008	0
System Preservation Minor Projects	35.9			
Development and Evaluation Program	9.8			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>5.7</u>			
MPA TOTAL	100.6			100.6

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	444.5
Major Projects	259.6	Major IT Development	J05H0108	1.9
System Preservation Minor Projects	68.2	Other Funds	Other	12.5
Development and Evaluation Program	119.2			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>11.9</u>			
MTA TOTAL	458.9			458.9

STATE HIGHWAY ADMINISTRATION

Construction Program		State System Construction and Equipment	J02B0101	852.1
Major Projects	126.8	County and Municipality Capital Program	J02B0103	4.7
System Preservation Minor Projects	709.0	Major IT Development	J02B0108	6.7
<u>Development and Evaluation Program</u>	<u>27.7</u>			
SHA TOTAL	863.5			863.5

DEPARTMENT TOTAL

Construction Program		
Major Projects	789.4	
System Preservation Minor Projects	883.5	
Development and Evaluation Program	178.2	
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>26.5</u>	
GRAND TOTAL	1,877.6	<u>1,877.5</u>

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2013 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
(\$ MILLIONS)

<u>ADMINISTRATION AND PROGRAM</u>	<u>OPERATIONS</u>	<u>STATE CAPITAL</u>	<u>OTHER CAPITAL</u>	<u>REVENUES</u>	<u>DEBT SERVICE</u>	<u>TOTAL</u>
<u>The Secretary's Office (J01A01)</u>						
The Secretary's Office	26.4	-	-	-	-	26.4
Operating Grants-in-Aid	13.4	-	-	-	-	13.4
Facilities and Capital Equipment	-	68.8	-	-	-	68.8
WMATA Operating Grants	262.7	-	-	-	-	262.7
WMATA Capital Costs	-	146.0	88.0	-	-	234.0
<u>Information Technology Services</u>	39.6	-	-	-	-	39.6
Subtotal	342.1	214.8	88.0	-	-	644.9
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	-	-	-	-	191.9	191.9
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	852.1	-	-	-	852.1
State System Maintenance	206.9	-	-	-	-	206.9
County & Municipality Capital Program	-	4.9	-	51.9	-	56.8
Highway Safety Operating Program	9.7	-	-	-	-	9.7
County & Municipality Program	-	-	-	163.0	-	163.0
<u>Major IT Development</u>	-	6.8	-	-	-	6.8
Subtotal	216.6	863.8	-	214.9	-	1,295.3

Maryland Port Administration (J03D00)

Port Operations	46.6	-	-	-	-	46.6
<u>Port Facilities and Capital Equipment</u>	-	100.6	-	-	-	100.6
Subtotal	46.6	100.6	-	-	-	147.2

Motor Vehicle Administration (J04E00)

Motor Vehicle Operations	162.5	-	-	-	-	162.5
Facilities and Capital Equipment	-	22.1	-	-	-	22.1
Maryland Highway Safety Office	8.2	-	-	-	-	8.2
<u>Major IT Development</u>	-	2.0	-	-	-	2.0
Subtotal	170.7	24.1	-	-	-	194.8

Maryland Transit Administration (J05H00)

Transit Administration	51.4	-	-	-	-	51.4
Bus Operations	294.7	-	-	-	-	294.7
Rail Operations (Includes MARC)	224.3	-	-	-	-	224.3
Capital Equipment (Includes MARC)	-	444.5	12.5	-	-	457.0
Statewide Programs Operations	87.7	-	-	-	-	87.7
<u>Major IT Development</u>	-	1.9	-	-	-	1.9
Subtotal	658.1	446.4	12.5	-	-	1,117.0

Maryland Aviation Administration (J06I00)

Airport Operations	176.4	-	-	-	-	176.4
Facilities and Capital Equipment	-	67.5	144.3	-	-	211.8
<u>Major IT Development</u>	-	3.9	-	-	-	3.9
Subtotal	176.4	71.4	144.3	-	-	392.1

DEPARTMENT TOTAL

1,610.5	1,721.1	244.8	214.9	191.9	3,983.2
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**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2012</u>	BUDGET YEAR <u>2013</u>	Planning Years				SIX - YEAR TOTAL
			<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^A	74.2	68.8	46.7	19.1	12.1	11.7	232.6
Motor Vehicle Administration	17.3	24.2	22.6	18.9	13.8	11.7	108.6
Maryland Aviation Administration ^E	121.4	215.7	132.5	137.1	69.3	38.4	714.4
Maryland Port Administration	71.7	100.6	144.9	150.8	127.0	144.9	740.0
Maryland Transit Administration ^E	426.9	458.8	585.1	164.2	178.6	180.0	1,993.7
Washington Metropolitan Area Transit ^{ADE}	237.8	233.9	255.7	239.7	241.0	259.5	1,467.6
State Highway Administration ^C	837.6	863.4	778.9	734.0	706.0	713.4	4,633.4
TOTAL CAPITAL	1,787.0	1,965.5	1,966.6	1,463.9	1,347.7	1,359.6	9,890.2
Special Funds	848.8	933.6	1,049.8	894.6	896.2	905.3	5,528.2
Federal Funds	736.6	787.2	748.3	392.2	327.4	353.2	3,344.9
Other Funds ^G	201.6	244.8	168.5	177.1	124.1	101.1	1,017.1
<u>OPERATING PROGRAM</u>							
The Secretary's Office	75.7	79.4	81.0	84.0	86.0	89.0	495.1
Motor Vehicle Administration	163.7	170.7	181.0	189.0	196.0	202.0	1,102.4
Maryland Aviation Administration	174.1	176.4	182.0	188.0	195.0	201.0	1,116.5
Maryland Port Administration	44.4	46.6	48.0	48.0	49.0	50.0	286.0
Maryland Transit Administration	651.4	658.1	689.0	716.0	743.0	766.0	4,223.5
WMATA Grants (WMATA)	256.7	262.7	280.0	299.0	318.0	339.0	1,755.4
State Highway Administration	209.8	216.6	227.0	237.0	247.0	255.0	1,392.4
TOTAL OPERATING	1,575.8	1,610.5	1,688.0	1,761.0	1,834.0	1,902.0	10,371.3
Special Funds	1,488.1	1,525.1	1,603.0	1,676.0	1,749.0	1,817.0	9,858.2
Federal Funds	87.7	85.4	85.0	85.0	85.0	85.0	513.1
Reimbursable Funds	-	-	-	-	-	-	-

	CURRENT YEAR <u>2012</u>	BUDGET YEAR <u>2013</u>	Planning Years				SIX - YEAR TOTAL
			<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipality Program ^B	146.9	163.0	170.3	176.3	180.9	182.6	1,020.0
County and Municipality Capital ^C	62.5	56.8	-	-	-	-	119.3
TOTAL DISTRIBUTION OF SHARED REVENUES	209.4	219.8	170.3	176.3	180.9	182.6	1,139.3
Special Funds	151.8	167.9	-	-	-	-	319.7
Federal Funds	57.6	51.9	-	-	-	-	109.5
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements ^F	184.7	191.9	222.3	248.8	264.9	303.9	1,416.5
Special Funds	184.7	191.9	222.3	248.8	264.9	303.9	1,416.5
<u>DEPARTMENT TOTAL</u>	<u>3,756.9</u>	<u>3,987.7</u>	<u>4,047.2</u>	<u>3,650.0</u>	<u>3,627.5</u>	<u>3,748.1</u>	<u>22,817.3</u>
Special Funds	2,673.4	2,818.5	2,875.1	2,819.4	2,910.1	3,026.2	17,122.6
Federal Funds	881.9	924.5	833.3	477.2	412.4	438.2	3,967.5
Reimbursable Funds	-	-	-	-	-	-	-
Other Funds	201.6	244.8	168.5	177.1	124.1	101.1	1,017.1

^A - WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes

^B - Does not include General Fund Portion estimated as \$186.5 million for FY 2012.

^C - County and Municipality transfer funds from the federal government are not included in FY 2014-2017

^D - Capital Program WMATA Grants line includes federal funds received by WMATA directly

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

^F - Debt Service for County Bonds is not included in FY 2014-2017

^G - 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 2012-FY 2017 CTP/STP:

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016 - 17</u>	
Surface Transportation Program (STP)	82.5	86.3	74.4	112.7	237.5	593.4
National Highway System (NHS)	145.1	163.6	166.5	121.6	247.1	843.9
Interstate Maintenance (IM)	15.8	27.8	22.6	22.0	32.0	120.2
Bridge (BR)	82.7	59.8	61.1	63.3	138.0	404.9
Congestion Mitigation / Air Quality (CMAQ)	54.4	48.0	54.6	46.5	106.1	309.6
Safety (HSIP & SRTS)	9.3	9.4	5.0	17.0	25.8	66.5
Enhancements	8.9	8.1	8.5	8.9	18.8	53.2
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)	19.1	16.9	16.9	16.9	33.7	103.5
Special Federal Appropriations	27.5	13.4	23.5	13.0	5.6	83.0
Equity Bonus	-	9.6	17.8	8.0	34.6	70.0
Urbanized Area Formula	54.2	76.5	76.5	76.5	152.2	435.9
New Starts, Fixed Guideway, Modernization and Bus	28.6	28.6	28.6	28.6	57.1	171.5
Elderly and Persons with Disabilities	2.3	2.3	2.3	2.3	4.5	13.7
JARC	1.4	1.4	1.4	1.4	2.8	8.4
New Freedom	1.1	1.1	1.1	1.1	2.2	6.6
TOTALS	534.9	554.8	562.8	541.8	1,102.0	3,296.3

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

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2012 - FY 2017 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2012	2013	2014	2015	2016 - 17	
<u>Environmental Projects</u>						
National Highway Safety	11.3	12.4	6.4	4.9	3.4	38.4
Surface Transportation Program	13.6	12.5	7.6	6.8	11.0	51.5
Enhancement	8.9	8.1	8.5	8.9	18.8	53.2
National Recreational Trails	1.1	1.1	1.1	1.1	2.2	6.6
ARRA	0.1	-	-	-	-	0.1
<u>Safety and Spot Improvements</u>						
National Highway System	24.7	24.8	13.1	12.4	22.3	97.3
Surface Transportation Program	63.1	65.9	42.0	38.3	75.4	284.7
Interstate Maintenance	4.1	4.4	3.5	3.2	6.7	21.9
Congestion Mitigation/Air Quality	3.0	4.0	2.2	2.0	3.4	14.6
Highway Safety (HSIP & SRTS)	16.0	16.0	16.0	16.0	32.0	96.0
ARRA	19.3	-	-	-	-	19.3
<u>Resurfacing and Rehabilitation</u>						
National Highway System	19.4	25.0	17.9	16.3	35.4	114.0
Surface Transportation Program	48.4	62.4	44.8	40.7	88.6	284.9
Interstate Maintenance	29.0	37.5	26.9	24.4	53.1	170.9
ARRA	14.5	-	-	-	-	14.5
<u>Bridge Replacement and Rehabilitation</u>						
Bridge Replacement and Rehabilitation	71.3	80.0	44.7	37.7	84.3	318.0
Surface Transportation Program	1.5	1.7	0.9	0.8	1.8	6.7
Interstate Maintenance	0.8	0.8	0.4	0.4	0.9	3.3
National Highway System	1.5	1.7	0.9	0.8	1.8	6.7
Local Bridge	12.5	12.5	12.5	12.5	12.5	62.5
ARRA	10.6	3.6	-	-	-	14.2
<u>Urban Reconstr./Revitalization/APD Local Access</u>						
National Highway System	-	-	-	-	-	-
Surface Transportation Program	5.7	5.8	3.2	7.7	22.7	45.1
Appalachia Development (APD)	0.8	0.8	0.8	0.8	0.8	4.0

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

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2012	2013	2014	2015	2016 - 17	
<u>Congestion Management</u>						
National Highway System	4.0	3.0	1.7	1.4	2.5	12.6
Surface Transportation Program	2.6	1.9	1.1	0.9	1.6	8.1
Congestion Mitigation/Air Quality	9.1	6.7	3.9	3.3	6.0	29.0
ARRA	1.3	-	-	-	-	1.3
TOTALS	398.2	392.6	260.1	241.3	487.2	1,779.4

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

The following listing estimates system preservation program levels for FY 2012 through FY 2017. Anticipated projects for FY 2012 and FY 2013 within these totals are listed in the project detail section of this document.

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2014	2015	2016	2017	
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>TOTAL</u>
<u>The Secretary's Office</u>							
Minor Projects	39.3	24.0	11.6	8.8	5.5	5.3	94.5
<u>Motor Vehicle Administration</u>							
Building Improvements	3.8	9.4	10.1	8.9	5.9	4.7	42.8
Information Technology	10.5	9.7	7.3	6.7	5.2	4.8	44.2
Information Technology (Appr 8)	-	0.5	2.4	0.9	0.6	-	4.4
TOTAL	14.3	19.6	19.8	16.5	11.7	9.5	91.4
<u>Maryland Aviation Administration</u>							
Airport Technology	0.9	4.2	0.8	0.8	0.8	0.8	8.2
Airside Development	5.7	1.7	-	-	-	-	7.4
Annual	0.4	0.3	-	-	-	-	0.7
Baltimore/Washington	2.7	3.9	21.9	23.5	24.9	28.3	105.2
Consol Rental Car Facility	0.7	4.5	1.4	0.3	-	-	6.9
Environmental Compliance	0.9	0.9	-	-	-	-	1.7
Equipment	1.6	1.9	-	-	-	-	3.5
Information Tech CTIPP	-	-	-	-	-	-	-
Landside Development	2.5	1.5	-	-	-	-	4.0
Martin State	2.1	1.4	-	-	-	-	3.5
Regional Aviation	2.9	2.9	2.4	2.4	2.4	2.4	15.1

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2014	2015	2016	2017	
	<u>2012</u>	<u>2013</u>					
<u>Maryland Aviation Administration</u>							
Security	2.3	1.2	-	-	-	-	3.5
Terminal Development	<u>12.3</u>	<u>2.5</u>	-	-	-	-	<u>14.8</u>
TOTAL	34.8	26.7	26.5	27.0	28.0	31.4	174.4
<u>Maryland Port Administration</u>							
All Terminals	5.7	6.9	10.1	13.0	13.8	14.2	63.7
Dundalk Marine Terminal	4.9	11.0	16.5	13.8	1.8	1.9	49.7
Environmental	1.2	1.2	0.4	0.4	0.4	0.4	4.0
Facilities and Equipment	1.2	0.5	1.2	1.0	0.9	0.9	5.7
Masonville Auto Terminal	0.2	2.0	-	1.1	1.1	1.2	5.6
North Locust Point	0.5	0.6	0.1	1.2	1.3	1.3	5.0
Open-Ended Consulting	5.6	4.9	7.2	6.9	5.5	5.6	35.8
Port-Wide	0.6	0.5	0.7	1.0	0.6	0.6	3.9
Seagirt Marine Terminal	-	-	-	-	-	-	-
Security Projects	0.1	-	-	-	-	-	0.1
South Locust Point	0.6	3.5	0.5	1.2	1.3	1.3	8.3
World Trade Center	<u>2.7</u>	<u>4.8</u>	<u>1.5</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>	<u>12.2</u>
TOTAL	23.3	35.9	38.0	40.6	27.7	28.5	194.0
<u>Maryland Transit Administration</u>							
Agency Wide	33.5	27.5	23.5	10.1	14.2	20.7	129.5
ARRA	18.0	0.1	-	-	-	-	18.1
Bus	8.5	7.3	4.5	2.3	2.8	2.6	28.1
Freight	1.9	1.6	0.5	-	-	-	4.1
Information Technology	0.1	-	-	-	-	-	0.1
Light Rail	12.6	13.4	5.4	3.0	3.2	3.1	40.7
MARC	7.8	5.3	3.4	3.4	3.4	3.2	26.4

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR					
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	
<u>Maryland Transit Administration</u>							
Metro	7.3	12.1	9.6	5.4	8.5	5.2	48.2
Mobility	<u>1.1</u>	<u>0.8</u>	<u>0.8</u>	<u>0.8</u>	<u>0.6</u>	<u>0.6</u>	<u>4.5</u>
TOTAL	90.7	68.2	47.6	25.0	32.6	35.5	299.6
<u>State Highway Administration</u>							
Safety, Congestion Relief, Highway and Bridge	537.5	589.0	511.9	519.1	542.2	577.0	3,276.7
Noise Barriers	2.0	3.3	2.3	1.3	1.1	1.1	11.1
Community Safety and Enhancements	9.1	10.3	20.0	25.0	28.0	24.5	116.9
Enhancements Program	10.7	10.1	10.8	11.3	11.7	12.1	66.7
Facilities	13.0	11.5	12.0	12.6	13.2	13.7	76.0
Communications (New)	13.5	12.5	9.0	10.3	0.4	0.4	46.1
Equipment	11.9	12.4	12.2	11.4	11.7	12.1	71.7
Environmental Compliance	7.3	6.0	6.5	8.1	7.8	8.1	43.8
Truck Weight	<u>4.3</u>	<u>4.9</u>	<u>2.4</u>	<u>2.4</u>	<u>2.3</u>	<u>2.4</u>	<u>18.7</u>
TOTAL	609.3	660.0	587.1	601.5	618.4	651.4	3,727.7
CTP SYSTEM							
PRESERVATION PROJECTS	811.7	834.4	730.6	719.4	723.9	761.6	4,581.5

MAJOR BRIDGE PROJECTS

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

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Allegheny County</u>		
<u>Construction Program</u>		
1.	I-68, National Freeway -- Interstate	Rehabilitate Bridge on I-68 over Willis Creek/CSX/Cumberland Thruway and Bridge #01092 on MD 51.
2.	US 220, McMullen Highway -- Primary	Replace Bridge over the Potomac River
3.	MD 36, George's Creek Road -- Secondary	Replace Bridge over Koontz Run
<u>Baltimore County</u>		
<u>Construction Program</u>		
1.	I-83, Harrisburg Expressway -- Interstate	Replace Bridge on Middletown Rd. over I-83
2.	I-695, Baltimore Beltway -- Interstate	Replace Bridge on MD 139 over I-695
3.	I-695, Baltimore Beltway -- Interstate	Replace Bridge at MD 26 (Liberty Road) (ARRA)
4.	I-695, Baltimore Beltway -- Interstate	Replace Bridge on MD 144 over I-695
5.	I-695, Baltimore Beltway -- Interstate	Replace Bridge over MD 372 (Wilkins Ave.)
6.	US 40, Baltimore National Pike -- Secondary	Replace Bridge over Patapsco River
<u>Development and Evaluation Program</u>		
9.	I-695, Baltimore Beltway -- Interstate	Replace ramp at Southwest Boulevard
<u>Caroline County</u>		
<u>Construction Program</u>		
2.	MD 287, Sandtown Road -- Secondary	Replace Bridge over the Choptank River
3.	MD 328, New Bridge Road -- Secondary	Replace Bridge over Tuckahoe Creek

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Caroline County</u>		
<u>Development and Evaluation Program</u>		
5.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
<u>Cecil County</u>		
<u>Construction Program</u>		
1.	MD 545, Blue Ball Road -- Secondary	Replace Bridge over Little Elk Creek
<u>Frederick County</u>		
<u>Construction Program</u>		
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 464, Point of Rocks Road -- Secondary	Replace Bridge over Catoctin Creek.
7.	MD 550, Woodsboro Road -- Secondary	Replace Bridge over Israel Creek
<u>Howard County</u>		
<u>Construction Program</u>		
3.	US 40, Baltimore National Pike -- Secondary	Replace Bridge over Patapsco River
4.	US 40, Baltimore National Pike -- Secondary	US 40 WB Ramp to US 29 EB over US 40 EB
<u>Montgomery County</u>		
<u>Construction Program</u>		
1.	I-495, Capital Beltway -- Interstate	Replace Bridge over Northwest Branch

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
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Prince George's County

Construction Program

5.	MD 725, Old Marlboro Road -- Secondary	Replace Bridge over Federal Spring Branch
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Talbot County

Construction Program

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

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

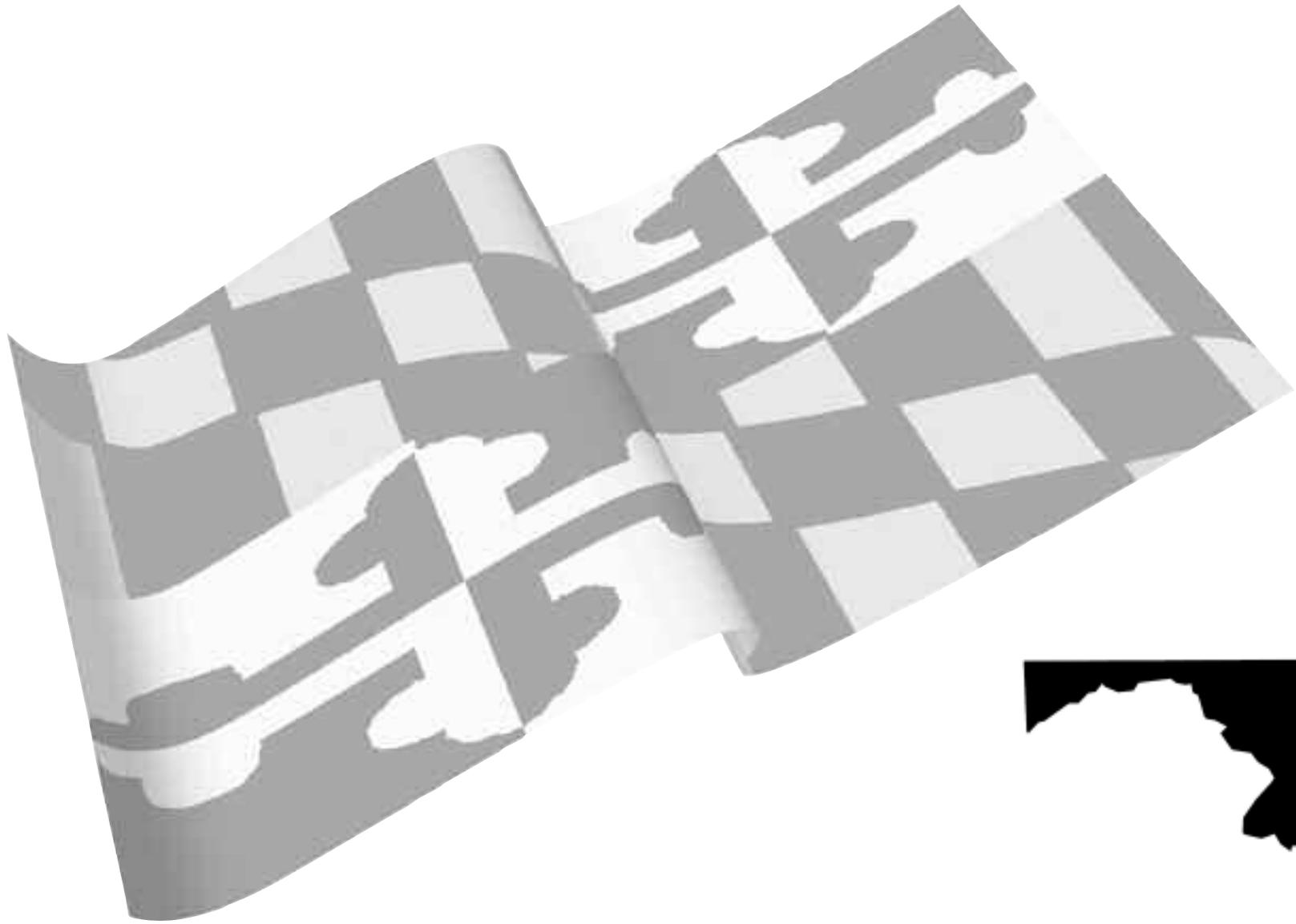
Construction Program

1.	I-70, Eisenhower Memorial Highway -- Interstate	Bridge over Conococheague Creek
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Worcester County

Development and Evaluation Program

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

The Maryland Department of Transportation has various funding programs for bicycles and pedestrian programs. Two new funding programs for bicycle projects are being developed this year. The Maryland Bikeshare Program is funded at \$2 million, and the Maryland Bikeways Program is funded at \$10 million.

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

	Projects listed to be advertised for construction (as of 11/11)	Ongoing Grant Awards and Earmarks	FY12-17 Funding Levels
retrofit sidewalk program	470,000		11,100,000
retrofit bicycle program	0		6,300,000
community enhancement and safety	380,244		6,722,000*
streetscapes and minor reconstruction	486,000		276,000*
ADA program	24,021,000		61,000,000
Pedestrian Access to Transit	7,800,000		10,400,000
primary/secondary program	3,573,000		3,573,000**
Bikeways Program		1,000,000	9,000,000
Bikeshare Program			2,000,000
transportation enhancements program		27,725,000	25,600,000***
recreational trails program		3,405,000	4,620,000***
earmark projects		16,215,000	0****
Total	36,730,244	48,345,000	140,590,712

*Funding levels estimated as a portion of total program funding level based on recent expenditures

**Additional funding is expected as primary/secondary projects move into construction and bicycle and pedestrian costs are itemized

***Funding levels estimated based on projected federal appropriations and historic spending levels on bicycle and pedestrian projects

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECTS LISTED TO BE ADVERTISED FOR CONSTRUCTION AS OF NOVEMBER 2011

The following projects, listed to be advertised for construction as of November 2011, are typical of projects that will be developed through the bicycle and pedestrian programs.

STATE HIGHWAY ADMINISTRATION

Retrofit Sidewalk Program

<u>Frederick County</u> MD 464 - Maple Ave. to 2nd. Ave.	260,000
<u>Prince George's County</u> MD 201 - Sarvis Avenue to Good Luck Road MD 564 - Maple Ave. to 11th Street	60,000 150,000
TOTAL	470,000

Community Safety and Enhancements Program

<u>St. Mary's County</u> MD 246 - Saratoga Drive to MD 235 (bicycle and pedestrian improvements total 9.8% of the \$3.884 million project)	380,244
TOTAL	380,244

ADA Retrofit

Areawide Contracts	TOTAL	24,021,000
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Pedestrian Access to Transit

Areawide Contracts	TOTAL	7,800,000
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Streetscapes and Minor Reconstruction

<u>Anne Arundel County</u> Bladen Street - College Creek Park to College Ave.	486,000
TOTAL	486,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program

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
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Baltimore County

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

MD 404 - Tuckahoe Road to MD 480 shoulders	1.1 miles	165,000
MD 287 - Bridge over Choptank River shoulders	0.1 miles	15,000

MD 328 - Bridge over Tuckahoe Creek shoulders	0.1 miles	15,000
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Carroll County

MD 140 - Taneytown Streetscape sidewalks	1.8 miles	247,104
wide curb lanes	1.8 miles	270,000

Cecil County

MD 545 - Bridge over Little Elk Creek shoulders	0.1 miles	15,000
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Frederick County

MD 140 - Bridge over Monocacy River shoulders	0.1 miles	15,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (cont.)

Frederick County (cont.)

MD 76 - Bridge over Motter Run shoulders	0.1 miles	15,000
MD 550 - Bridge over Israel Creek shoulders	0.1 miles	15,000

Howard County

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

MD 97 - Randolph Rd. wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280
MD 185 - At Jones Bridge Road/ Kensington 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
MD 5 - MD 373 to US 301 wide curb lanes	1.1 miles	165,000
sidewalks	1.1 miles	151,008
MD 725- Bridge over Federal Spring Branch shoulders	0.1 miles	15,000
sidewalks	0.1 miles	13,728

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (cont.)

St. Mary's County

MD 237 - Pegg Road to MD 235

wide curb lanes	2.8 miles		420,000
sidewalks	2.8 miles		384,384

Talbot County

MD 328 - Bridge over Tuchahoe Creek

shoulders	0.1 miles		15,000
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Washington County

US 40 - Edgewood Drive Intersection

wide curb lanes	0.5 miles		75,000
sidewalks	0.5 miles		68,640

Worcester County

US 113 - Goody Hill Road to Massey Branch

shoulders	1.8 miles		270,000
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Primary/Secondary Program totals

wide curb lanes	9.3 miles	sub-total	1,395,000
shoulders	5.0 miles	sub-total	750,000
sidewalks	10.4 miles	sub-total	1,427,712
		TOTAL	3,572,712

ONGOING GRANT AWARDS AND EARMARKS

The following section outlines bicycle and pedestrian projects that have been awarded grant or earmark funds and are ongoing as of November 2011.

Bikeways Program

Prince George's County

Anacostia River Trail extension to DC line		1,000,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program

Allegany County

Amtrak Station Entryway Improvement 198,000

Anne Arundel County

South Shore Trail Phase II 1,645,000

Freewheelin Annapolis bicycle sharing program 93,000

Baltimore City

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

Caroline County

Adkins Arboretum pedestrian and bicycle facilities 779,000

Charles County

Indian Head Boardwalk 1,504,000

Frederick County

Ballenger Creek Trail Phase 1 857,000

Carroll Creek Park Trail Phase II 3,000,000

Howard County

Broken Land Parkway Pathway 386,000

Montgomery County

Shady Grove Metro Access Road Bikepath 1,255,000

Prince George's County

North Gate Park at Paint Branch 830,000

College Park Trolley Trail 200,000

Queen Anne's County

Cross Country Connector Trail 1,319,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (cont.)

<u>Washington County</u>	
Western Maryland Rail Trail Phase IV	2,450,000
Big Slackwater C&O Path	4,400,000
<u>Wicomico County</u>	
Northeast Collector Road Bikepath Phase II	225,000
TOTAL	27,725,000

National Recreational Trails Program

This listing identifies some of the projects awarded in FY2011, typical of this program. Many additional projects are also ongoing.

Adkins Arboretum Trail Maintenance Program	21,800
Annmarie Garden, Koein Private Foundation, Inc. Trail Upgrade & Expansion	18,720
Town of Barton trail improvements	15,000
Howard County Conservancy Trail Equipment	18,965
Jefferson Patterson Park & Museum Existing Trail Maintenance and Preparation for New	23,700
Maintenance of Sotterley Nature Trails and Access	20,800
Trail Conservancy, Inc. trail projects	30,000
TOTAL (including projects not listed)	3,405,000

Earmark Projects

<u>Anne Arundel County</u>	
Broadneck Peninsula Trail	1,200,000
<u>Baltimore City</u>	
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
<u>Cecil County</u>	
Perryville Pier	1,250,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Earmark Projects (cont.)

Kent County

Chestertown Trail 240,000

Montgomery County

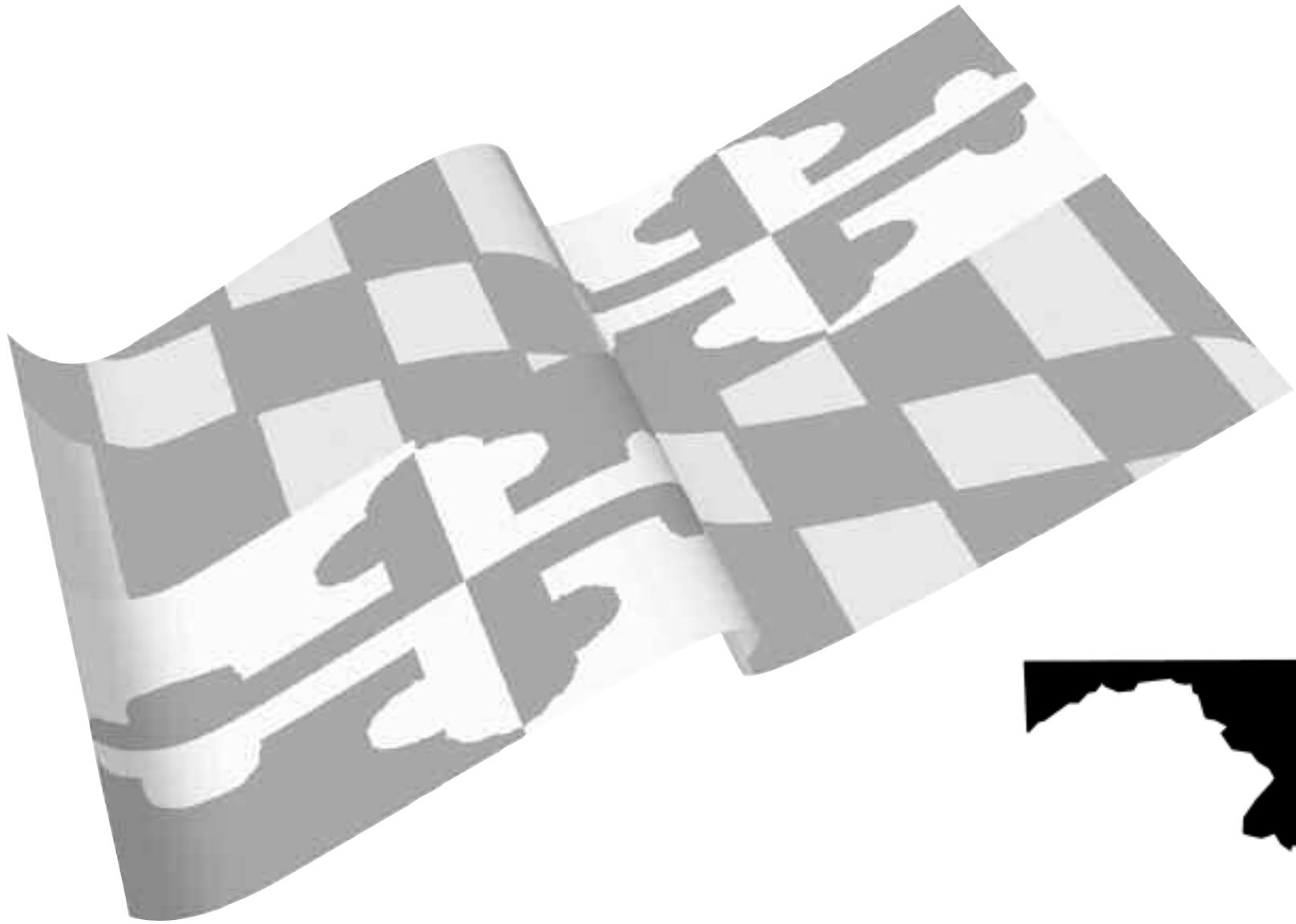
Rockville Pedestrian Access Improvements 150,000

Gaithersburg Revitalization - Teachers Way 1,120,000

Rockville Intermodal Access, Maryland Avenue and Market Street 3,200,000

Rockville Intermodal Access, pedestrian safety improvements and Baltimore Rd 800,000

TOTAL 16,215,000



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2012

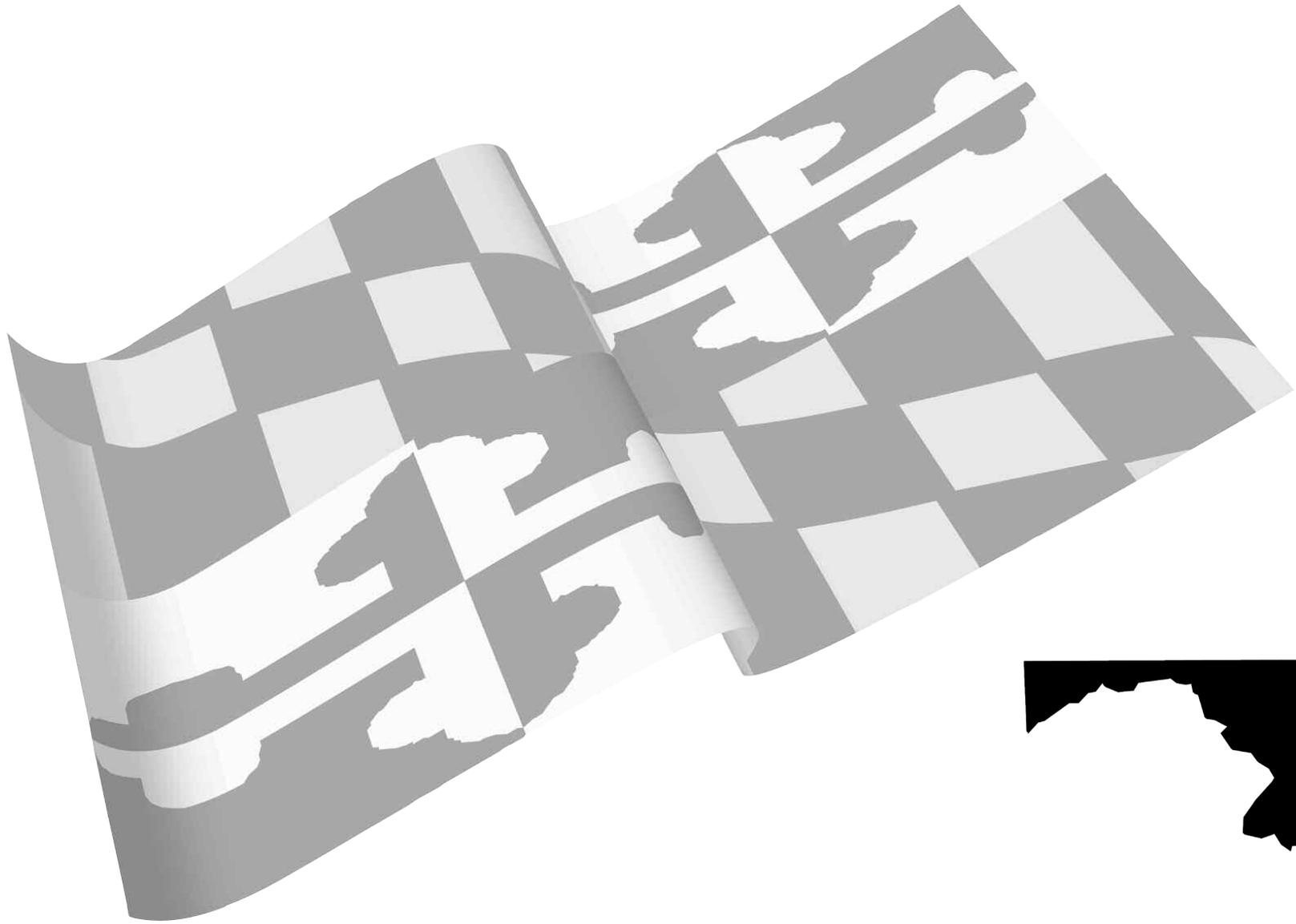
The following is a list of General Aviation Airport Grants in the Consolidated Transportation Program. Additional information can be found under the respective Maryland Aviation Administration section.

MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (\$000's)			Total
		Federal	State	Local/Owner	
Anne Arundel	Titpon	1111	29	29	1,169
Allegany County	Greater Cumberland Regional	893	24	24	941
Baltimore County	Essex Skypark	0	180	20	200
Baltimore City	Pier 7 Heliport	0	81	9	90
Carroll County	Carroll County Regional Airport	1,150	61	61	1,272
Charles County	Indian Head	3,834	101	101	4,036
Dorchester County	Cambridge-Dorchester Airport	2,700	71	71	2,842
Frederick County	Frederick Municipal Airport	1,413	379	46	1,838
Harford County	Harford County Airport	0	1,439	160	1,599
Garrett County	Garrett County Airport	0	36	36	72

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2012 (Cont'd)

<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (\$000's)			Total
		Federal	State	Local/Owner	
Montgomery County	Montgomery County Airpark	4,900	182	182	5,264
Montgomery County	Davis Airport	0	500	56	556
Prince George's County	Potomac Airfield	0	77	8	85
Prince George's County	Washington Executive Airport	0	175	19	194
Queen Anne's County	Bay Bridge Airport	1,150	30	30	1,210
St. Mary's County	St. Mary's County Regional Airport	232	6	6	244
Somerset County	Crisfield-Somerset County Airport	200	5	5	210
Talbot County	Easton Airport	467	247	247	961
Washington County	Hagerstown Regional Airport	2,050	246	118	2,414
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	1,237	632	632	2,501



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 benefiting 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 is performed in concert with 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

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

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* may be accessed at <http://www.gov.state.md.us/brac/index.asp>, or by contacting the BRAC Subcabinet at (410) 260-6116.

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

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

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 2012-2017 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-5 to SHA-SW-8), 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 continued in construction in 2011; 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 12-17 CTP, \$122 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. In 2011, MDOT and MTA 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 2012, 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 11-16 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- 28
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	Complete
2) Deploy MVA Mobile Vehicle for vehicle registration, licensing, and other services for relocating employees at BRAC installations	MVA	Complete
3) Participate in relocation fairs to promote transportation services for workers and families.	MTA	Complete

**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 2011-2016 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-43
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-35
4) New MARC Layover and Maintenance Facility at Aberdeen Proving Ground	MTA	MTA-2
IV. Implement CTP Highway Project Pipeline (FY 2011-2016 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.	SHA	SHA-SW-8, SHA-H-3
3) Interchange improvements and Express Toll Lanes for I-95 Section 100, from North of the I-895 Split to North of MD 43	MdTA	MdTA-1
4) Study for I-95 Section 200, from North of MD 43 to north of MD 22.	MdTA	MdTA-31
5) I-95/MD 24 Interchange Improvements at MD 24/MD 924/Tollgate Road	MdTA, SHA	MdTA -2, SHA-H-1

**MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES**

ABERDEEN PROVING GROUND - TRANSPORTATION (continued)		
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
6) JFK (I-95) Park & Ride Facilities, New Lots at MD 152 and MD 24 (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-31
7) JFK (I-95) Toll Plaza Planning Study.	MdTA	MdTA- Complete
8) Expand and Improve the MD 152 Park & Ride Lot (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-31
9) US 40 Hatem Bridge Deck Replacement, including the US 40 at MD 222 Intersection Break-Out Project.	MdTA	MdTA-22
10) Construction of MD 132 Resurfacing, MD 462 to Beards Hill Road.	SHA	SHA--- Complete
11) Construction of MD 755 Community Safety and Enhancement, MD 24 to Willoughby Beach Road (Phase I)	SHA	SHA-H- MINOR-14
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 2011-2016 CTP)		
1) Central Maryland Transit Maintenance Facility, Ft. Meade	MTA	MTA-41
2) Support LOTS for Anne Arundel and Howard counties	MTA	MTA-35
3). Planning and Engineering for assessment of transit needs for BRAC: Ft. Meade-related studies	MTA	MTA-43
a. BRAC Commuter Bus Study		
IV. Implement CTP Highway Project Pipeline (FY 2011-2016 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

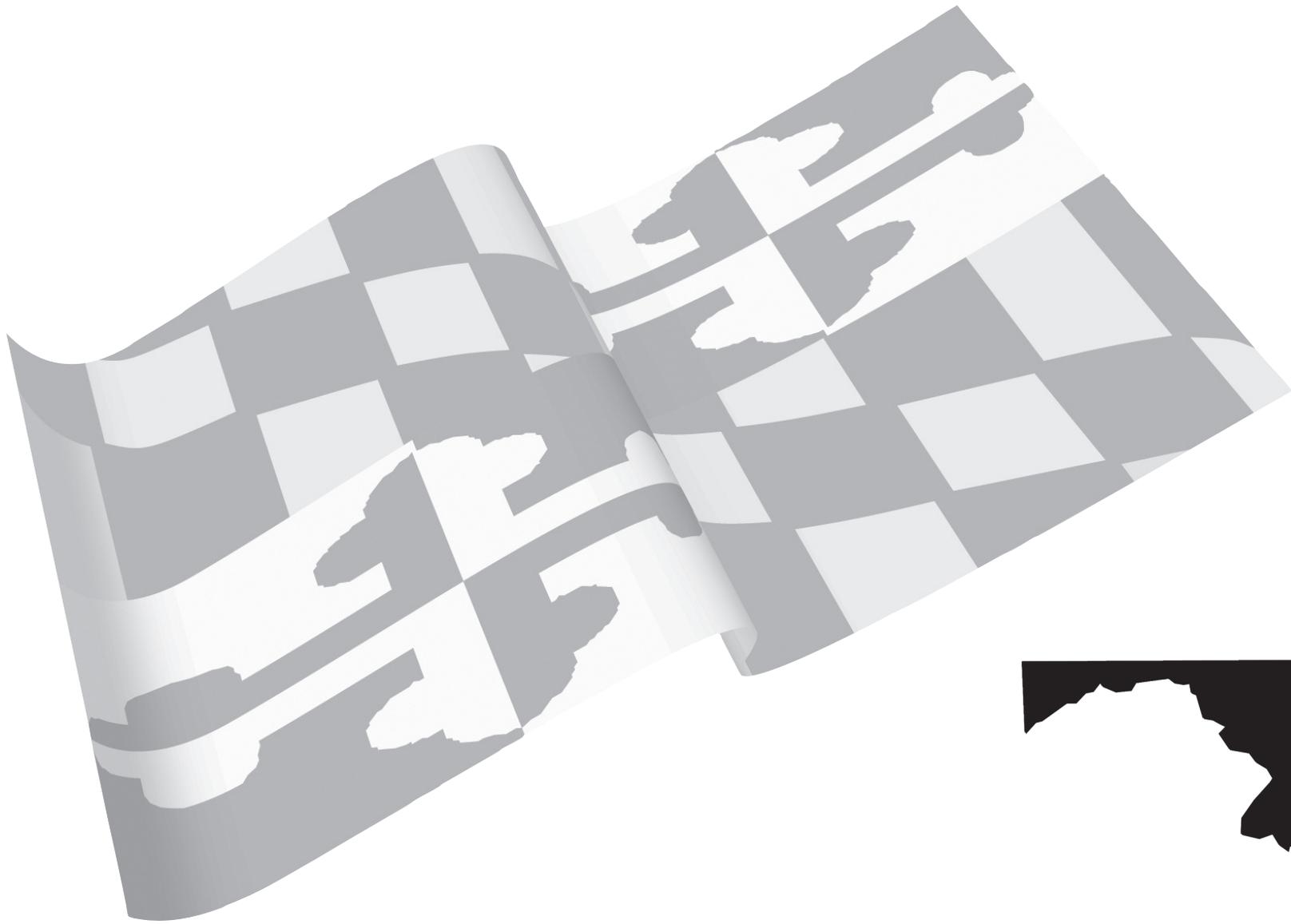
**MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES**

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	WMATA-2
2) Emphasize transit improvements, given a heavily urbanized setting.	WMATA, MTA	
a. Evaluate potential WMATA bus service adjustments and improvements.		WMATA-2
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 2011-2016 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-43
2) Support LOTS for Montgomery County and Montgomery County's Local Bus Program	MTA	MTA-37
IV. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)		
1) Implement key intersection improvements	SHA	SHA-SW-9
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 2011-2016 CTP)		
1) Support LOTS for Frederick County (FY '09)	MTA	MTA-35
III. Implement CTP Highway Project Pipeline (FY 2011-2016 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 2011-2016 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-43
2) Planning for Southern Maryland Mass Transportation Analysis	MTA	MTA-34
3) Support LOTS for Prince George's County and Prince George's County Local Bus Program (FY 10)	MTA	MTA-38
III. Implement CTP Highway Project Pipeline (FY 2011-2016 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 Transit Projects

Jurisdiction	Description	ARRA Cost Estimate (\$)	Notice to Proceed Date	Current Percent Complete	Scheduled Completion
AA Co., Balto City, Balto Co.	Bus Procurement and Equipment (16)	9,600,000	3/11/2009	100%	2/2010
AA Co., Balto City, Balto Co.	Light Rail Substation Breakers Replacement/Overhaul	5,500,000	3/26/2010	52.1%	4/2012
AA Co., Balto City, Balto Co.	MARC BWI Station Improvements (FRA)	9,400,000	10/18/2010	49.4%	7/2012
Anne Arundel	MARC BWI Station Renovation (additional elevators, electrical upgrades)	2,442,174	12/7/2009	100%	6/2011
Baltimore City	Bus Facilities Infrastructure Renewal and Improvements (Wash Blvd Roof)	10,100,000	4/15/2010	70.7%	12/2011
Baltimore City	Bus Loop Pavement Rehab at Mondawmin Transit Center	2,000,000	5/3/2010	100%	1/2011
Baltimore City	Bus NW Division HVAC Upgrade	5,400,000	9/30/2010	15.0%	6/2012
Baltimore City	Light Rail Signage Upgrades	500,000	4/3/2009	100%	4/2011
Baltimore City	Light Rail Yard Switches Upgrade (manual to electric)	4,200,000	10/21/2010	12.5%	7/2012
Baltimore City	MARC Penn Station Improvements (heating, windows, and train watering)	4,557,826	7/31/2009	69.4%	6/2012
Baltimore City	MARC West Balto Station Parking Expansion Phase I (demolition)	2,600,000	9/2/2010	88.4%	12/2011
Baltimore City, Baltimore Co.	Metro Bridge and Elevated Structures Rehabilitation	2,600,000	11/19/2009	89.0%	3/2012
Baltimore City, Baltimore Co.	Metro Fastener and Bolt Replacement	3,622,884	3/27/2009	100%	12/2009
Baltimore City, Baltimore Co.	Metro Halon Replacement (TIGGER)	522,000	8/27/2010	100%	6/2011
Baltimore City, Baltimore Co.	Metro Public Address System	5,400,000	4/22/2009	85.4%	12/2011
Baltimore City, Baltimore Co.	Metro Railcar Truck Overhaul	18,000,000	4/22/2009	48.9%	6/2013
Baltimore City, Baltimore Co.	Metro Stations Restoration	6,377,116	2/23/2009	100%	6/2011
Baltimore City, Baltimore Co.	Metro Tunnel and Underground Station Repairs	3,900,000	5/27/2009	72.4%	8/2012
Baltimore Co.	Light Rail Falls Road Station Parking Expansion	2,281,000	4/3/2009	100%	4/2011
Baltimore Co.	Light Rail Substation Installation	4,798,571	4/15/2010	62.4%	5/2012
Baltimore Co.	MARC Martins Yard Improvements	400,000	4/21/2009	100%	4/2011
Montgomery	MARC CSXT Joint Benefit Projects (Randolph interlocking)	4,700,000	9/30/2010	39.6%	12/2011
Prince George's	MARC Laurel Station Southbound Platform Rehabilitation	2,100,000	3/3/2009	100%	1/2010
Prince George's	MARC Muirkirk Retaining Wall Rehabilitation	180,650	2/23/2009	100%	7/2009
Systemwide	MARC Public Address System	6,774,205	4/13/2009	77.5%	4/2012
	MARC - Total	23,754,855			
	ARRA - MTA Total	117,956,426			
	Local Transit Facilities Urban Philadelphia	366,198			
Cecil	Bus Shelter Excavation	12,010	3/30/2010	100%	4/2011
Cecil	Bus Stop Benches	3,662	5/13/2010	100%	4/2011
Cecil	Capital Facility Items - Automated Destination	9,590	4/1/2009	100%	11/2009
Cecil	Diesel Fuel Pumps	138,000	10/6/2010	100%	8/2011
Cecil	Large Bus Storage Facility & Consulting	190,000	10/6/2010	100%	8/2011
Cecil	Passenger Amenities	12,936	7/17/2009	100%	8/2011
	Cecil - Total	366,198			
	Local Transit Vehicles/Facilities Small Urban	16,127,604			
Program Administration	Program Administration	20,000	10/5/2010	-	12/2011
Allegany	Capital Maintenance Items	16,886	6/24/2009	100%	9/2010
Allegany	D&E Electrical System	9,213	12/7/2009	100%	8/2010
Allegany	Facilities Renovation (Electrical System)	44,745	5/10/2010	100%	8/2010
Allegany	Preventative Maintenance	539,205	7/1/2009	95.74%	12/2011
Allegany	Rehab/Renovate Office	8,539	8/1/2009	100%	8/2010
Allegany	Shop Equipment	554	10/1/2009	100%	9/2010
Allegany	Vehicle Shelter	198,187	2/15/2010	100%	12/2010
Allegany	Video Surveillance System for Vehicles	79,032	2/26/2010	100%	6/2010

American Recovery and Reinvestment Act Maryland State Transit Projects

Jurisdiction	Description	ARRA Cost Estimate (\$)	Notice to Proceed Date	Current Percent Complete	Scheduled Completion
Allegany	Medium High-floor < 30' Bus - Repl	131,993	4/1/2009	100%	3/2010
Allegany	Small Bus 8/2 - Expansion	49,603	4/1/2009	100%	10/2009
Allegany	Small Bus 8/2 - Repl (2)	109,361	4/1/2009	100%	10/2009
Allegany	Computer Equipment	14,945	11/9/2009	100%	1/2010
Allegany	Facilities Renovation (Office Addition)	29,408	10/15/2009	100%	2/2010
Allegany	Facilities Renovation (Roof)	28,000	2/10/2010	100%	5/2011
	Allegany - Total	1,259,671			
Carroll	ADP Software	260,000	7/6/2009	100%	6/2010
Carroll	Bus Equipment [Branding]	50,000	8/11/2009	65.64%	1/2012
Carroll	Bus Radio System	106,465	6/29/2009	100%	10/2009
Carroll	Operations Facility & Parking - Construction	858,260	2/11/2010	86.09%	12/2011
Carroll	Office Furniture	8,478	7/6/2009	100%	10/2009
Carroll	Technology [wireless internet on vehicles]	14,150	7/2/2009	100%	11/2009
Carroll	Small Bus 12/2 - Repl (2)	103,460	4/1/2009	100%	11/2009
Carroll	Small Bus 16/2 - Repl (2)	103,460	4/1/2009	100%	11/2009
Carroll	Support Vehicle - 2 Hybrid Cars	48,724	10/15/2009	100%	6/2010
Carroll	Preventative Maintenance	16,706	11/1/2010	100%	1/2011
	Carroll - Total	1,569,703			
Charles	Purchase/Install Passenger Amenities	8,525	3/1/2010	100%	6/2010
Charles	Technology - Electronic Fareboxes	229,523	12/28/2009	100%	5/2011
Charles	Medium Low-Floor < 30' Bus - Repl (7)	1,213,886	4/1/2009	100%	12/2010
Charles	Portable Lift	25,125	3/15/2010	100%	6/2010
Charles	Preventative Maintenance	395,113	7/1/2009	43.99%	1/2012
Charles	Information Posts/Signs	8,000	7/25/2011	-	1/2012
Charles	Bike Racks	10,000	6/1/2011	-	1/2012
Charles	Video Surveillance System	40,000	8/1/2011	-	1/2012
	Charles - Total	1,930,172			
Frederick	Bike Racks (12)	5,280	8/25/2009	100%	3/2010
Frederick	MDT/AVL	26,372	8/20/2009	100%	3/2010
Frederick	Parking Lot Construction	1,242,369	5/5/2010	23.72%	1/2012
Frederick	Preventative Maintenance	382,032	7/1/2009	100%	5/2011
Frederick	Bus Replacement (23-passenger)	63,310	4/1/2009	100%	10/2009
Frederick	Hybrid Transit Bus > 30 Expansion (2)	1,077,600	4/21/2010	100%	11/2011
Frederick	Minivan Replacement	25,461	2/25/2010	100%	8/2010
Frederick	Small Bus 12/2 - Repl	57,570	4/1/2009	100%	10/2009
Frederick	Small Bus 16/2 - Repl (2)	119,017	4/1/2009	100%	11/2009
Frederick	Support Vehicle Replacement	25,461	2/25/2010	100%	8/2010
	Frederick - Total	3,024,473			
Harford	Medium Low-Floor < 30' Bus - Expansion (12)	4,210,536	7/10/2009	-	4/2012
Harford	Small Bus 16/2 - Repl (3)	191,806	4/1/2009	100%	11/2009
Harford	Preventative Maintenance	173,189	7/1/2009	74.23%	1/2012
	Harford - Total	4,575,531			

American Recovery and Reinvestment Act Maryland State Transit Projects

Jurisdiction	Description	ARRA Cost Estimate (\$)	Notice to Proceed Date	Current Percent Complete	Scheduled Completion
Shore Transit (Somerset, Wicomico, Worcester)	Capital Maintenance Equipment	30,000	12/23/2009	100%	3/2010
Shore Transit (Somerset, Wicomico, Worcester)	Computer Hardware	30,743	7/30/2009	100%	6/2010
Shore Transit (Somerset, Wicomico, Worcester)	Computer Software	147,147	7/30/2009	85.07%	2/2012
Shore Transit (Somerset, Wicomico, Worcester)	Fare Counting/Sorting Machine	6,879	8/31/2009	100%	9/2009
Shore Transit (Somerset, Wicomico, Worcester)	Office Equipment	29,547	7/31/2009	100%	6/2010
Shore Transit (Somerset, Wicomico, Worcester)	Outside Facility Maintenance Equipment	28,827	7/28/2009	100%	3/2010
Shore Transit (Somerset, Wicomico, Worcester)	Passenger Amenities	34,187	7/9/2009	100%	1/2010
Shore Transit (Somerset, Wicomico, Worcester)	Recondition Bus Engine	12,500	7/7/2009	100%	7/2009
Shore Transit (Somerset, Wicomico, Worcester)	Security Updates	13,000	4/15/2011	100%	8/2011
Shore Transit (Somerset, Wicomico, Worcester)	Shop Equipment	16,733	7/27/2009	100%	9/2009
Shore Transit (Somerset, Wicomico, Worcester)	Medium Duty Transit Bus > 30 Repl (2)	390,550	6/10/2009	100%	3/2010
Shore Transit (Somerset, Wicomico, Worcester)	Medium Duty Transit Bus > 30 Repl	206,580	10/2/2009	100%	4/2011
Shore Transit (Somerset, Wicomico, Worcester)	Medium High-floor 30' Bus - Repl (3)	329,162	4/1/2009	100%	6/2010
Shore Transit (Somerset, Wicomico, Worcester)	Small Bus 8/4 - Repl (2)	105,993	4/1/2009	100%	10/2009
Shore Transit (Somerset, Wicomico, Worcester)	Support Vehicle (2)	30,008	7/27/2010	100%	10/2010
Shore Transit (Somerset, Wicomico, Worcester)	Preventative Maintenance	64,287	7/1/2009	100%	6/2011
	Shore Transit - Total	1,476,142			
Washington	Bus Shelters	135,813	6/29/2011	-	2/2012
Washington	Facilities Renovation	212,000	12/28/2009	100%	12/2010
Washington	GFI Fareboxes	206,128	12/9/2009	92.34%	2/2012
Washington	Key-pad Entrance Door Lock System	5,000	5/16/2011	100%	6/2011
Washington	Oil Tank	12,124	9/29/2009	100%	7/2010
Washington	Shop Equipment	8,668	12/20/2009	100%	6/2010
Washington	Transfer Point Relocation	875,225	5/27/2010	44.06%	12/2011
Washington	Medium Low-Floor < 30' Bus - Expansion (3)	627,251	4/1/2009	100%	4/2010
Washington	Support Vehicle	19,853	6/9/2010	100%	12/2010
Washington	Preventative Maintenance	169,851	7/1/2009	27.42%	1/2012
	Washington - Total	2,271,913			
	Local Transit Vehicles/Facilities Urban Baltimore	5,974,000			
Anne Arundel (Annapolis)	Preventative Maintenance	74,769	7/1/2009	100%	10/2010
Anne Arundel (Annapolis)	1 Trolley	591,000	12/1/2009	100%	9/2011
Anne Arundel (Annapolis)	Heavy Duty Transit Bus - Repl (5)	1,642,565	8/26/2009	100%	8/2011

American Recovery and Reinvestment Act Maryland State Transit Projects

Jurisdiction	Description	ARRA Cost Estimate (\$)	Notice to Proceed Date	Current Percent Complete	Scheduled Completion
Anne Arundel	Medium Low-Floor < 30' Bus - Expansion (2)	387,666	4/1/2009	100%	11/2010
	Anne Arundel - Total	2,696,000			
CTC (Anne Arundel, Howard, Laurel)	AVL System Installation and Maintenance	600,000	3/28/2010	42.25%	2/2012
	CTC - Total	600,000			
Howard	Bus Painting	61,000	12/15/2009	92.78%	2/2012
Howard	Bus Stop Amenities	100,000	2/8/2011	-	2/2012
Howard	GPS	12,944	10/30/2009	100%	1/2010
Howard	Preventative Maintenance	150,000	7/1/2009	100%	6/2010
Howard	Security Cameras	135,542	1/25/2010	100%	1/2011
Howard	Hybrid Transit Bus > 30' Expansion	540,000	6/30/2009	100%	3/2011
Howard	Hybrid Transit Bus > 30' Repl (2)	1,080,000	6/30/2009	100%	3/2011
Howard	Paratransit Bus (3)	598,514	7/30/2009	100%	6/2010
	Howard - Total	2,678,000			
	Local Transit Vehicles/Facilities Urban Washington	13,800,000			
Montgomery	Dispatch Software	350,000	3/26/2010	87.47%	2/2012
Montgomery	Heavy Duty Transit Bus > 30 Repl (12)	6,205,920	9/3/2009	100%	12/2011
Montgomery	Heavy Duty Transit Bus > 30 Repl - Diesel	344,080	9/3/2009	100%	12/2011
	Montgomery - Total	6,900,000			
Prince George's	Heavy Duty Transit Bus > 30 Repl (22)	6,900,000	7/10/2009	100%	4/2011
	Prince George's - Total	6,900,000			
	Local Transit Vehicles/Facilities Rural Areas	7,425,244			
Inter City Bus Allocation	Inter City Bus Allocation	1,113,787	12/17/2010	-	5/2012
Program Administration	Program Administration	184,449	4/17/2009	100%	5/2011
Calvert	Bus Shelter	15,000	10/25/2010	100%	8/2011
Calvert	Electronic Farebox System	220,000	1/15/2010	100%	8/2011
Calvert	GPS/Vehicle Tracking System	12,075	7/31/2009	100%	4/2010
Calvert	Shop Equipment	5,924	1/25/2010	100%	6/2010
Calvert	Wheelchair Securement Device	1,670	8/4/2009	100%	6/2010
Calvert	Medium Low-Floor < 30' Bus - Repl (2)	405,011	4/1/2009	100%	4/2010
Calvert	Small Bus 16/2 Expansion	65,494	4/1/2009	100%	10/2009
Calvert	Computer Equipment	4,200	1/18/2011	100%	8/2011
	Calvert - Total	729,374			
DCT (Caroline, Kent, Talbot)	2-way Radios	21,804	10/22/2009	100%	11/2009
DCT (Caroline, Kent, Talbot)	Strobe Lights	7,783	3/10/2010	100%	5/2010
DCT (Caroline, Kent, Talbot)	Surveillance Equipment	100,000	1/18/2011	100%	6/2011
DCT (Caroline, Kent, Talbot)	Medium Low-Floor < 30' Bus - Repl	112,283	4/1/2009	100%	4/2010
DCT (Caroline, Kent, Talbot)	Small Bus 16/2 - Repl	64,051	4/1/2009	100%	11/2009
DCT (Caroline, Kent, Talbot)	Support Vehicle	25,000	10/20/2010	100%	1/2011
DCT (Caroline, Kent, Talbot)	Facility Renovation (Training Room)	6,500	10/29/2010	100%	3/2011
DCT (Caroline, Kent, Talbot)	Facility Renovation (Drivers Room)	5,000	10/29/2010	100%	3/2011
	DCT - Total	342,421			
Dorchester	Small Bus 16/2 - Repl (3)	175,932	4/1/2009	100%	11/2009
	Dorchester - Total	175,932			

American Recovery and Reinvestment Act Maryland State Transit Projects

Jurisdiction	Description	ARRA Cost Estimate (\$)	Notice to Proceed Date	Current Percent Complete	Scheduled Completion
Garrett	Bus Wash	106,711	3/1/2010	100%	4/2010
Garrett	Small Bus 10/2 - Repl	49,447	4/1/2009	100%	10/2009
Garrett	Small Bus 12/2 - Repl	49,448	4/1/2009	100%	10/2009
Garrett	Small Bus 16/2 - Repl	49,448	4/1/2009	100%	10/2009
Garrett	Enclosed Vehicle Parking Canopy	325,000	7/27/2011	-	1/2012
	Garrett - Total	580,054			
Queen Anne's	Computer Equipment for Transit Office	5,046	8/6/2009	100%	5/2010
Queen Anne's	Office Furniture for Transit Office	9,951	11/6/2009	100%	5/2010
Queen Anne's	Signs for Facility	510	1/15/2010	100%	3/2010
Queen Anne's	Telephone Handsets and Voicemail System	1,500	1/31/2011	100%	3/2011
Queen Anne's	Medium Low-Floor < 30' Bus - Expansion	187,240	4/1/2009	100%	4/2010
Queen Anne's	Medium Low-Floor < 30' Bus - Repl	187,240	11/17/2010	100%	9/2011
Queen Anne's	Small Bus 10/2 - Repl (4)	241,699	4/1/2009	100%	10/2009
Queen Anne's	Vehicle Refurbishment (Engine)	8,800	12/8/2010	100%	2/2011
Queen Anne's	Small Bus 10/2 Repl (1)	55,280	11/10/2010	100%	2/2011
Queen Anne's	Hydraulic Lift	10,000	12/8/2010	100%	3/2011
	Queen Anne's - Total	707,265			
St. Mary's	Bus Canopy Solar Lights	20,000	1/2012	-	3/2012
St. Mary's	Bus Shelters (5)	30,000	1/2012	-	3/2012
St. Mary's	Bus Stop Shelter Solar Lights	2,500	1/2012	-	3/2012
St. Mary's	Bus Wash Rack Solar Lights	5,000	1/2012	-	3/2012
St. Mary's	Concrete Pads	12,000	1/2012	-	3/2012
St. Mary's	Shop/Maintenance Equipment	50,000	5/16/2011	-	3/2012
St. Mary's	Medium High-floor < 30' Bus - Expansion (2)	212,775	4/1/2009	100%	4/2010
St. Mary's	Small Bus 16/2 - Repl (2)	122,437	4/1/2009	100%	10/2009
	St. Mary's - Total	454,712			
Worcester (Ocean City)	Bus Spare Parts	78,660	12/23/2009	100%	6/2010
Worcester (Ocean City)	Currency Counters	6,000	8/12/2009	100%	10/2009
Worcester (Ocean City)	Electronic Fareboxes	100,000	9/28/2011	-	12/2011
Worcester (Ocean City)	LED Info Signs at Transit Facilities	50,000	12/16/2010	100%	3/2011
Worcester (Ocean City)	Refurbish S. End Transit Center	30,000	11/8/2010	100%	8/2011
Worcester (Ocean City)	Rehab/Renovate P&R	50,000	2/10/2010	33.20%	12/2011
Worcester (Ocean City)	Shelter Parts	24,978	10/28/2009	100%	2/2010
Worcester (Ocean City)	Supplemental AVL/APC Funding	30,000	1/3/2011	100%	4/2011
Worcester (Ocean City)	Heavy Duty Transit Bus 40' Rep (6)	2,372,238	4/5/2010	100%	6/2011
Worcester (Ocean City)	Heavy Duty Transit Bus 40' Rep (1)	395,373	11/10/2010	100%	6/2011
	Worcester - Total	3,137,249			
	ARRA - LOTS Subtotal	43,693,046			
	ARRA - Total	161,649,472			as of 11/30/11

American Recovery and Reinvestment Act Maryland State Highway Projects

County	Description	Start date of Construction	Current Percentage	Scheduled Completion	ARRA Cost Estimate (\$ Thousand)
Allegany	MD 657 - 0.07 mi. North of Beechwood Road to the Garrett Co. Line - Widening &	4/1/2010	81.0%		3,057
Allegany	US 219 - Garrett County Line to East of Tisdale Street	8/24/2009	100.0%	11/17/2009	752
Allegany	I-68 - Evitts Creek Bridge to Rocky Gap Bridge - Resurfacing	7/7/2009	100.0%	11/10/2009	3,208
Allegany	I-68 - MD 36 to Garrett County line	9/14/2009	100.0%	10/30/2009	345
Allegany	I-68 - W. of Hillcrest Drive to W. of US 40, Traffic Barriers Upgrade	8/10/2009	100.0%	6/14/2010	3,474
Allegany	US 220 - Keyser/McCoole Bridge (Lift Station) 60% ARRA fund	1/15/2010	100.0%	11/4/2010	750
Allegany	Areawide resurfacing	7/17/2009	79.1%		3,471
Anne Arundel	AA County MD 2 & MD 710 - Traffic Signal Reconstruct.	1/4/2010	54.0%		1,621
Anne Arundel	Areawide Resurfacing	9/29/2009	56.6%		4,612
Anne Arundel	Areawide Resurfacing	10/15/2009	56.9%		6,939
Baltimore	Areawide Resurfacing East of I-83	8/10/2010	80.0%		5,112
Baltimore	Areawide Resurfacing West of I-83	3/23/2010	74.0%		5,412
Baltimore	Bal. Co. MD 7, MD 157, MD 700 Traffic Signal Reconstruct	10/28/2009	100.0%	1/19/2011	1,721
Baltimore	MD 26 (Liberty Road) Bridge Replacement	4/1/2010	48.8%		21,788
Baltimore	Downes Road to PA Line and ramps at MD 45, Mt. Carmel Road and Middletown Road - Resurfacing (includes ramps)	7/13/2009	100.0%	12/1/2009	3,734
Baltimore City	Northern Parkway, Falls Road to Park Heights Ave.	7/15/2009	100.0%	11/4/2010	7,572
Baltimore City	Hilton Street - Frederick Ave to Mulberry Street	7/13/2009	100.0%	5/20/2010	928
Baltimore City	Orleans Street, Central Avenue to Wolfe Street	8/3/2009	95.0%		7,083
Baltimore City	Frankford Avenue, Sinclair Lane to Moravia Park Drive, Edison Highway Resurfacing from Biddle St. to Erdman Ave 1825 Edison Highway, Baltimore City	7/6/2009	100.0%	4/30/2010	1,340
Baltimore City	Park Heights Avenue, Northern Parkway to Garrison Blvd.	10/5/2009	100.0%	8/31/2010	1,620
Baltimore City	Argonne Drive Bridge; Field office located at 4707B Harford Rd, Baltimore City	2/15/2010	67.0%		6,528
Baltimore City	Citywide Traffic Signal Reconstruction and Rewiring	9/7/2010	42.0%		4,000
Baltimore City	Citywide Resurfacing - Various Locations	8/23/2010	97.0%		4,000
Baltimore City	Edmonston Village Street Lighting	9/7/2010	65.0%		1,000
Baltimore City	Pennington Ave over Curtis Creek - Partial Stimulus funding added by change order	1/21/2008	89.0%		1,029
Baltimore City	Ferry Boat Project This project has three tasks: Boat purchase, ROW and Dock Construction.	5/1/2009	88.0%		0
Calvert	Areawide Resurfacing	5/14/2009	90.4%		5,117
Caroline	East of Tuckahoe Creek to East of MD 480	9/28/2009	53.0%		2,438
Caroline	MD 404 Alt. to Holly Road	6/23/2009	100.0%	5/11/2010	918
Caroline	Areawide Resurfacing	6/22/2009	97.0%		2,516
Carroll	at Klees Mill Road (LT lanes)	10/20/2009	100.0%	6/15/2010	1,438
Carroll	at MD 140 Ramps (geometric improvement)	9/28/2009	100.0%	6/8/2010	741
Carroll	Carroll Co. Areawide Resurfacing	7/6/2009	100.0%	9/22/2010	2,958
Cecil	MD 70 - Southern Approach to Big Elk Creek	8/10/2010	100.0%	12/1/2010	403
Cecil	At Blythedale Road	7/13/2009	100.0%	12/11/2009	330
Cecil	Areawide Resurfacing	9/20/2009	80.0%		3,408
Charles	Areawide Resurfacing	5/20/2009	82.6%		4,612
Dorchester	Areawide Resurfacing	3/30/2009	100.0%	10/16/2010	2,903

American Recovery and Reinvestment Act Maryland State Highway Projects

County	Description	Start date of Construction	Current Percentage	Scheduled Completion	ARRA Cost Estimate (\$ Thousand)
Dorchester	East of Big Mill Pond to Linkwood Rd - Resurfacing	9/9/2009	100.0%	11/13/2009	1,049
Frederick	Structure 1007901 Bennett Creek to structure 1007801 MD 80	5/11/2009	100.0%	8/1/2009	896
Frederick	Fingerboard Road at Ijamsville Road/Big Woods Road	7/24/2009	100.0%	11/15/2010	1,086
Frederick	Structure 1013800 to structure 1012700 Hollow Road	8/12/2009	100.0%	11/13/2009	3,551
Frederick	North of Catoctin Hollow Road to MD 26 Bridge	7/27/2009	100.0%	10/9/2009	2,387
Frederick	at I-270 interchange	1/7/2010	85.4%		497
Frederick	Frederick Co. Areawide Resurfacing	6/29/2009	57.4%		7,026
Garrett	MD 135 - Chestnut Grove Road to Lee Road	5/9/2009	100.0%	10/7/2009	1,859
Garrett	US 219 - N. Corp. limits of Accident to Bear Cr. Bridge 1103700 - resurfacing	8/17/2009	100.0%	11/16/2009	1,066
Garrett	US 219 - MD 42 to Bumble Bee Road	3/25/2009	100.0%	7/28/2009	1,582
Garrett	Areawide Resurfacing	8/3/2009	79.8%		2,623
Harford	MD 462 - MD 132 to Carsins Run	7/8/2010	100.0%	12/11/2010	611
Harford	Wheel Road to MD 22	7/28/2009	100.0%	9/7/2010	1,340
Harford	Areawide Resurfacing	8/5/2009	92.0%		6,612
Howard	Brokenland Pkwy to Middle Patuxent River	9/9/2009	100.0%	3/19/2010	2,352
Howard	Howard Co. Resurfacing	7/26/2009	71.2%		6,372
Kent	Areawide Resurfacing	6/15/2009	94.0%		2,306
Montgomery	MD 410 to Wayne Ave.-Traffic Signal Reconstruct	1/11/2010	93.0%		1,104
Montgomery	Milestone Drive to Venice Drive	3/16/2009	94.6%	4/28/2010	2,149
Montgomery	MD 586 to Arcola Ave	7/16/2009	87.5%		3,435
Montgomery	at MD 586	12/7/2009	85.4%	6/24/2010	1,066
Montgomery	South of Center Drive to North Brook Lane	10/11/2009	86.4%	9/20/2010	1,866
Montgomery	Potomac River Bridge to I-270	8/3/2009	94.2%	8/28/2010	7,609
Montgomery	Areawide Resurfacing	6/15/2009	77.0%		8,476
Montgomery	Areawide Resurfacing	7/16/2009	32.4%		8,678
Montgomery/Prince George's	MD 410 to Holton Lane	11/18/2009	58.8%		1,444
Prince George's	MD 725 over Federal Spring Branch - Bridge Replacement	6/25/2010	56.4%		1,461
Prince George's	MD 5 to D-Arcy Rd and MD 4 from S. of I05-I495 to S Westphilia Rd/Old Marlboro Pike - Safety & Resurface	5/3/2010	91.0%		4,106
Prince George's	Various bridges on US 1, MD 201, MD 202, MD 212, MD 500	5/11/2009	100.0%	12/3/2009	1,742
Prince George's	MD 410 to Albion Road	4/30/2010	85.9%	12/15/2010	839
Prince George's	Forestville Road over I-95	6/17/2010	65.1%		1,721
Prince George's	Cindy Lane to Brightseat Road	9/29/2009	81.0%		1,925
Prince George's	MD 201 over I-95 (Bridge Replacement)	3/15/2010	34.7%		5,879
Prince George's	at Allview Drive/Evans Trail	11/2/2009	90.3%	11/18/2010	1,250
Prince George's	MD 410 at MD 500 Adelphi Road (Intersection & Safety Improvement Project)	2/1/2010	85.0%		1,121
Prince George's	D.C. Line to Sargent Road	11/6/2009	82.0%	11/3/2010	1,836
Prince George's	Clean/paint 10 bridges in Prince George's Co.	5/18/2009	97.0%	1/31/2011	1,790
Prince George's	Berwyn Road over Indian Creek	3/22/2010	86.8%		672
Prince George's	MD 201 to Riverdale Road	3/9/2010	76.0%		1,922
Prince George's	MD 650 - DC Line to MD 410	4/19/2010	80.0%		1,893

American Recovery and Reinvestment Act Maryland State Highway Projects

County	Description	Start date of Construction	Current Percentage	Scheduled Completion	ARRA Cost Estimate (\$ Thousand)
Prince George's	at I-495/I-95 interchange	10/22/2009	74.3%		639
Prince George's	Areawide Resurfacing	10/9/2009	37.1%		8,166
Prince George's	Areawide Resurfacing	6/29/2009	74.5%		7,640
Queen Anne's	Areawide Resurfacing	6/9/2009	97.0%		3,828
Somerset	Areawide Resurfacing	3/30/2009	100.0%	4/20/2011	3,106
St. Mary's	Areawide Resurfacing	6/11/2009	88.2%		6,141
Talbot	MD 662B to MD 309 - Resurfacing	7/20/2009	100.0%	12/11/2009	2,508
Talbot	Areawide Resurfacing	6/10/2009	95.0%		2,288
Washington	MD 65 - at MD 63 (lower vertical crest) - Geometric Improvement	9/29/2009	100.0%	6/18/2010	770
Washington	Areawide Resurfacing		72.8%		3,078
Wicomico	Areawide Resurfacing	6/28/2009	100.0%	5/25/2011	3,623
Worcester	MD 528 - 9th Street to 26th Street	4/22/2010	100.0%	4/6/2011	833
Worcester	Areawide Resurfacing	5/10/2009	100.0%	4/12/2011	3,606
Areawide	Truck Weigh/Inspection Stations (Fund 23) Full Depth Concrete Repair, approx 11 locations	7/28/2009	43.0%		845
Areawide	I-495 to MD 100 - Median	5/11/2009	89.6%	5/24/2011	414
Areawide	from US 50 to Delaware State line	7/16/2009	95.5%	6/15/2011	116
Areawide	Dynamic Message Signs Deployment	4/7/2010	63.0%		3,410
Areawide	Tree planting in D-1 and D-2	11/9/2009	100.0%	5/26/2011	252
Areawide	Wetland planting and reforestation in D-4 and D-7	9/10/2009	96.9%	11/15/2010	368
Areawide	Interstate Hwy Lighting - Phase 1	2/26/2010	67.0%		7,691
Areawide	UPS/LED - Phase 1	9/7/2009	44.0%		5,142
Areawide	UPS/LED - Phase 1	3/17/2010	53.0%		5,371
Areawide	Traffic Detection at Signalized Intersections	7/13/2009	83.0%		1,673
Areawide	Traffic Detection at Signalized Intersections	6/30/2009	100.0%	7/7/2011	1,825
Areawide	Sign Lighting System (Lumitrak)	9/2/2009	51.0%		2,444
Areawide	Install/Upgrade Areawide Signing (2 jobs)	7/1/2009	86.0%		5,678
SHA D1	Guardrail	1/4/2010	100.0%	1/25/2011	1,531
SHA D1	ADA contract for District 1, including Ocean City	10/5/2009	84.0%		4,089
SHA D1	Safety improvements for Resurfacing D-1	12/16/2009	100.0%	12/10/2010	380
SHA D2	Guardrail	7/27/2009	100.0%	2/17/2011	2,284
SHA D2	Safety improvements for Resurfacing D-2	4/15/2010	92.0%		299
SHA D3	ADA for District 3	7/22/2009	70.7%		3,613
SHA D3	Guardrail	8/17/2009	89.0%	6/29/2010	853
SHA D3	Wetland planting and reforestation in D-3	9/29/2009	94.3%	6/15/2011	221
SHA D3	Signals and Reconstructs in District 3	9/30/2009	62.0%		5,251
SHA D3	Safety improvements for Resurfacing D-3				468
SHA D4	ADA contract for District 4	8/11/2009	69.2%		2,623
SHA D4	Guardrail	7/13/2009	100.0%	2/2/2010	730
SHA D4	Safety improvements for Resurfacing D-4	12/1/2009	91.2%		442
SHA D5	ADA contract for District 5	8/3/2009	75.5%		1,905

American Recovery and Reinvestment Act Maryland State Highway Projects

County	Description	Start date of Construction	Current Percentage	Scheduled Completion	ARRA Cost Estimate (\$ Thousand)
SHA D5	Guardrail	6/29/2009	100.0%	3/16/2010	823
SHA D5	Wetland planting and reforestation in D-5	7/8/2010	77.3%		246
SHA D5	Various - 12 Bridges in AA, CA, CH and SM Counties	7/6/2010	16.8%		1,800
SHA D5	Safety improvements for Resurfacing D-5	6/8/2009	98.0%		597
SHA D6	I-68 - Orleans Road to Sandy Mile	5/11/2009	100.0%	7/10/2009	1,251
SHA D6,D7	I-68, I-70, I-81 - Guardrail	8/24/2009	100.0%	10/15/2010	1,905
SHA D7	ADA contract for District 7	7/27/2009	73.4%		1,988
SHA D7	Safety improvements for Resurfacing D-7 Traffic Barrier	9/14/2009	81.7%		581
Various	Rehabilitate at-grade rail crossings on state rail lines				525
				ARRA - SHA - Total	351,935

American Recovery and Reinvestment Act Summary of Discretionary Grants to MDOT

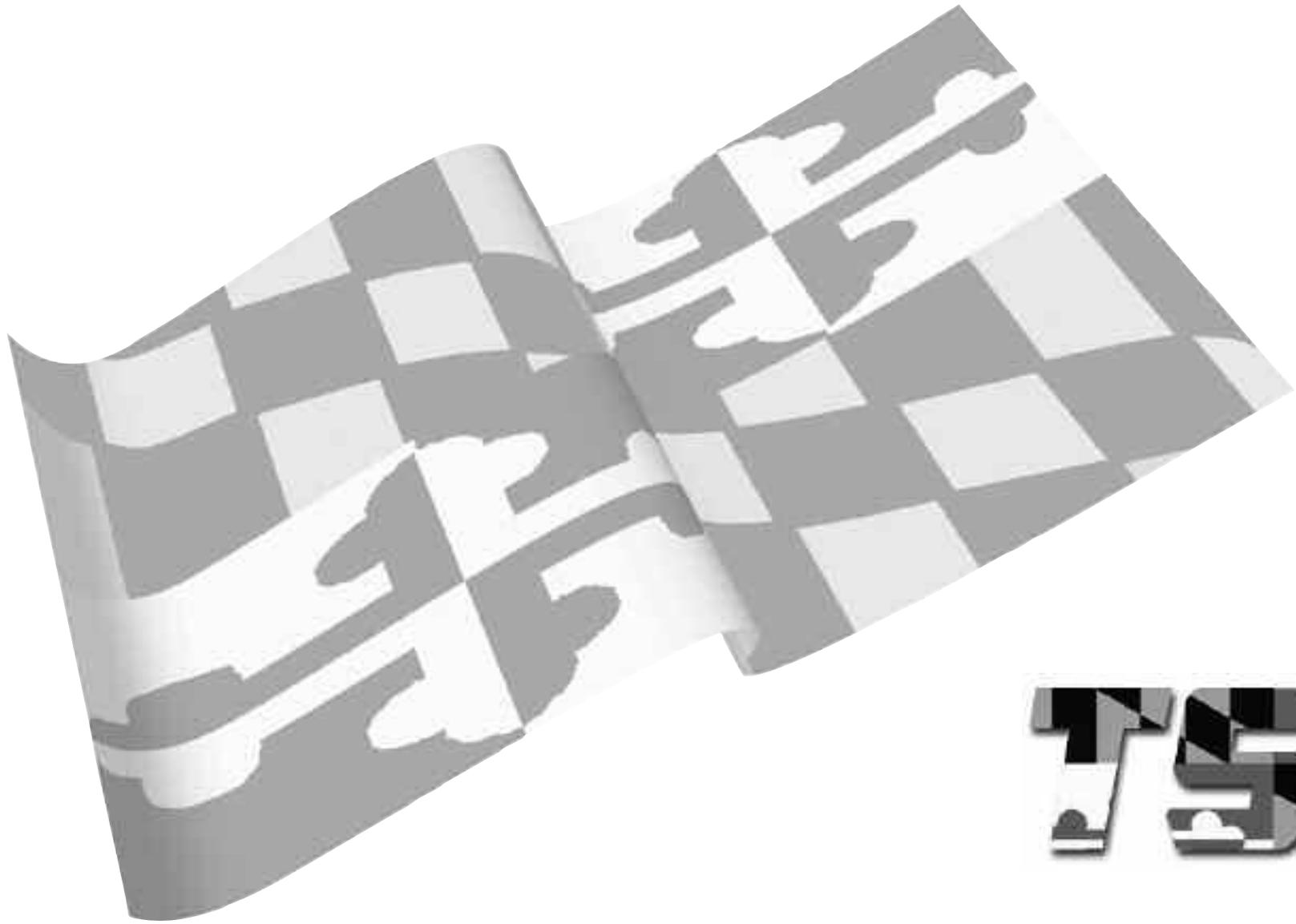
Federal Aviation Administration Grant			<u>Status</u>
Rehabilitate the C/D Apron at BWI Thurgood Marshall Airport	subtotal	\$15.0	Complete
FHWA On the Job Training/Support Services Grant			
Apprenticeships for underrepresented or disadvantaged people pursuing careers in transportation, engineering or construction	subtotal	\$0.2	Complete
FEMA Port Security Grant			
Port of Baltimore security improvements	subtotal	\$1.3	Design Complete. Construction Underway
High Speed Intercity Passenger Rail Grants			
Design of BWI Rail Station new platform, station building and fourth track		\$9.4	Design Well Underway
Design of a replacement to the Baltimore & Potomac Tunnel		\$60.0	Design Starting soon
	subtotal	\$69.4	
Transportation Investment Generating Economic Recovery (TIGER)			
Takoma/Langley Park Transit Center		\$12.3	Design Underway
Bus priority Improvements in the Washington Region		\$2.5	Design Underway
	subtotal	\$14.8	
Total		\$100.7	

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;



TSD



THE SECRETARY'S OFFICE

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

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	17.0	23.1	13.0	4.1	4.4	4.2	65.7
System Preservation Minor Projects	39.3	24.0	11.6	8.8	5.5	5.3	94.5
<u>Development & Evaluation Program</u>	<u>16.0</u>	<u>20.0</u>	<u>20.0</u>	<u>4.0</u>	<u>-</u>	<u>-</u>	<u>60.0</u>
SUBTOTAL	72.3	67.1	44.5	16.9	9.9	9.5	220.2
<u>Capital Salaries, Wages & Other Costs</u>	<u>1.9</u>	<u>1.7</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>12.4</u>
TOTAL	74.2	68.8	46.7	19.1	12.1	11.7	232.6
Special Funds	58.2	48.8	26.7	15.1	12.1	11.7	172.6
Federal Funds	16.0	20.0	20.0	4.0	-	-	60.0



PROJECT: Transportation Enhancement Program

DESCRIPTION: Projects that may be considered include: pedestrian or bicycle facilities; provision of safety and educational activities for pedestrians and bicyclists; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities - including 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 Safe, Accountable, Flexible Efficient transportation Equity Act (SAFETEA-LU) provides that 10% of the Surface Transportation funds be set aside for the Transportation Enhancement Program.

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.

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: Enhancement activities must be directly related to transportation.

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

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added funding in FY 17

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	241,415	174,715	10,700	10,100	10,800	11,300	11,700	12,100	66,700	0
Total	241,415	174,715	10,700	10,100	10,800	11,300	11,700	12,100	66,700	0
Federal-Aid	191,672	138,472	8,900	8,100	8,500	8,900	9,200	9,600	53,200	0

STIP REFERENCE #State6



PROJECT: Transportation Emission Reduction Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Total cost has increased by \$4 million due to the addition of FY 17.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY						
			2012	2013	....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	61,594	35,886	5,001	4,100	3,964	4,053	4,355	4,235	25,708	0	
Total	61,594	35,886	5,001	4,100	3,964	4,053	4,355	4,235	25,708	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

0054; 0055; 0057; 0062; 0065; 0066; 0068; 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 core element of Maryland's multimodal transportation system. Walking and biking are clean, green, and healthy transportation options. This program will help to implement to MDOT Bicycle and Pedestrian Master Plan and Strategic Trails Plan by filling priority missing links in the statewide bicycling network, connecting and extending on-road and off-road bicycle facilities and improving connections to transit, work, schools, shopping, and other destinations.

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

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

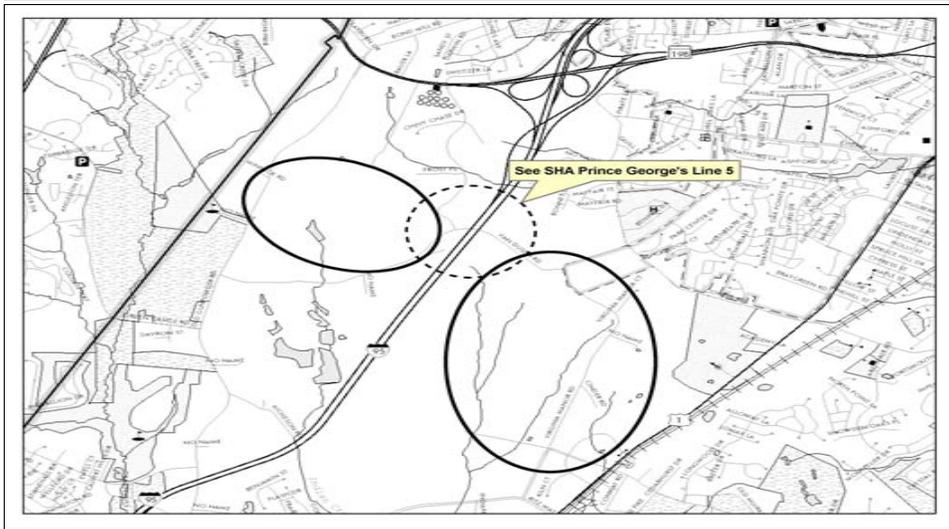
ASSOCIATED IMPROVEMENTS: Pedestrian Access to Transit (SHA Line SW-5), bike retrofit, sidewalk retrofit (SHA Line SW-3), transportation enhancements program (TSO Line 01).

STATUS: Project selection and initiation is underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	1,800	0	900	500	400	0	0	0	1,800	0
Engineering	4,300	0	800	2,300	1,200	0	0	0	4,300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,900	0	300	1,200	2,400	0	0	0	3,900	0
Total	10,000	0	2,000	4,000	4,000	0	0	0	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: New program.



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

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

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

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

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

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

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 (SHA PG-Line 1)
InterCounty Connector (SHA-PG-Line 4).

STATUS: Engineering Underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	0	3,000	0	0	0	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	27,000	0	0	20,000	7,000	0	0	0	0	27,000	0
Total	30,000	0	3,000	20,000	7,000	0	0	0	0	30,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

STIP Reference #Stat12



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 as MDOT is the recipient of the grant funds. The project is critical for safety, but will also provide improved trip time on the NEC. The tunnel is considered one of the priority projects for the NEC in Amtrak's 2030 Master Plan.

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

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

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA-7)
 Baltimore Rail Study (TSO, Line 6 Item 4)

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

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....			.....2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	60,000	0	16,000	20,000	20,000	4,000	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	16,000	20,000	20,000	4,000	0	0	60,000	0
Federal-Aid	60,000	0	16,000	20,000	20,000	4,000	0	0	60,000	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 6

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>The Secretary's Office</u>		
	<u>FY 12 and Prior</u>		
1	iFMIS (0097)	1,431	Complete
2	Hyattsville Smart Site Grant (0156)	250	Complete
3	MEDCO - New MDOT Building (0070)	157	Underway
4	MDOT Headquarters Building (0081)	266	Underway
5	Baltimore Rail Study (State Share) (0121)	369	Underway
6	Ridgely Trail Grant (0122)	6	Underway
7	Charles Street Trolley Grant (0135)	140	Underway
8	Mainframe Upgrade 2 (0144)	500	Underway
9	TOD Implementation (Revenue Increase Project) (0143)	3,374	Underway
10	MBE 2009 Disparity Study (0146)	500	Underway
11	University of Maryland - NCSG Agreement (0148)	128	Underway
12	MD 695 @ Broening Highway Grant (0150)	4,011	Underway
13	OPCP-09 Consultant Contract (0153)	2,500	Underway
14	MD Department of Planning Grant (0154)	92	Underway
15	Baltimore Grand Prix (0157)	1,370	Underway
16	TSO Environmental (0161)	114	Underway
17	IV&V - Major IT Development Projects (0162)	347	Underway
18	BRAC Transp. Demand Management Program (0164)	25	Underway
19	Real Estate Services (0005)	809	Ongoing
20	Program Management (0019)	513	Ongoing
21	Network Hardware/Software Replacement Costs (0020)	3,700	Ongoing
22	Rail Safety Oversight (0032)	110	Ongoing
23	Airport Citizens Committee (0078)	496	Ongoing
24	Security/Emergency Management (0082)	443	Ongoing
25	Capital Program Management System Maintenance (0086)	487	Ongoing
26	TSO OA Replacements OBJ 10 (0099)	141	Ongoing
27	TSO OA Enhancements OBJ 11 (0100)	72	Ongoing
28	Data Center Shared Services (0101)	562	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

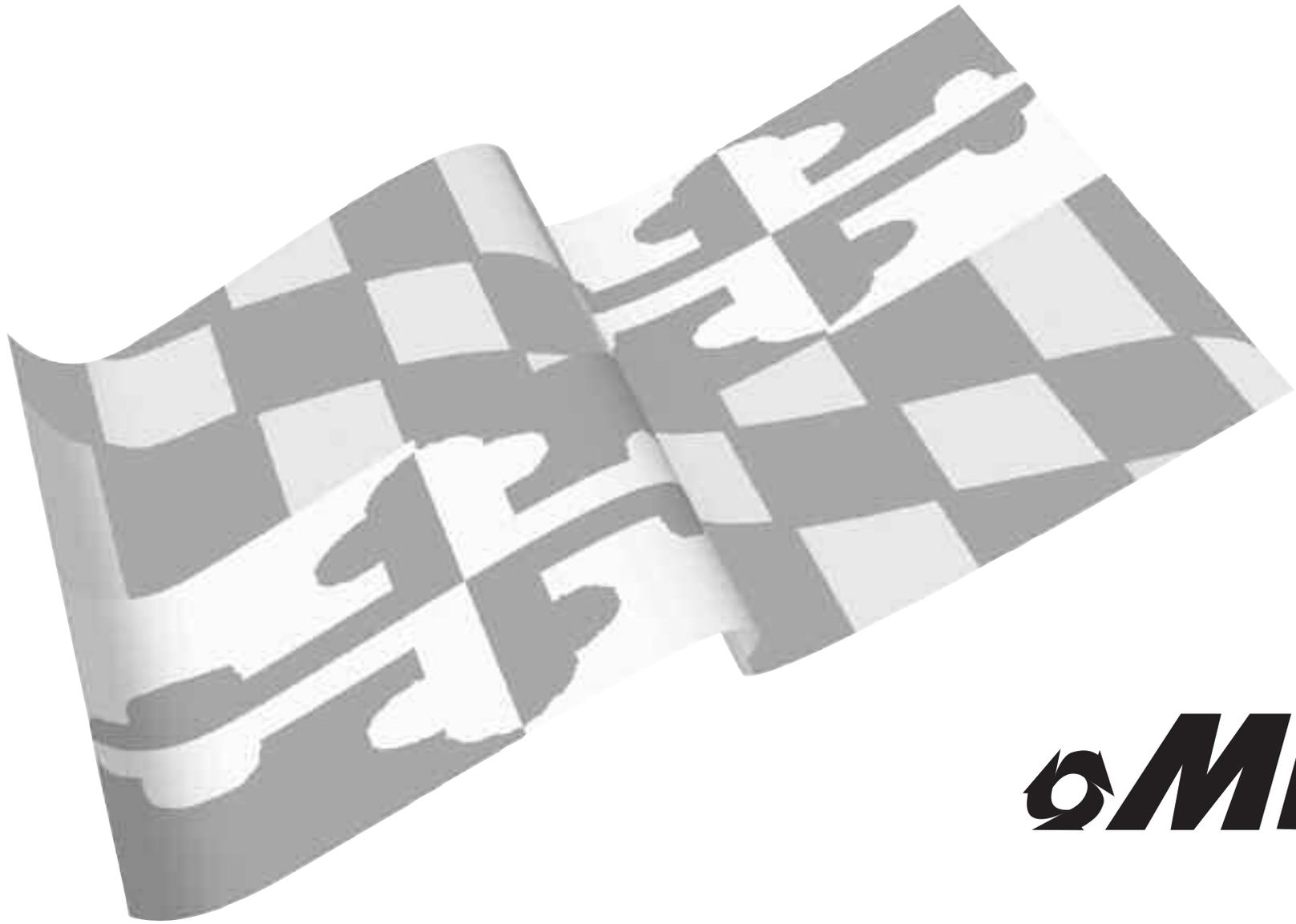
THE SECRETARY'S OFFICE - LINE 6 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>The Secretary's Office (cont'd)</u>			
<u>FY 12 and Prior (cont'd)</u>			
29	Environmental Compliance Oversight (0126)	750	Ongoing
30	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	5,500	Ongoing
31	Special Real Estate Counsel Contract (0133)	618	Ongoing
32	Transfer to MdTA (0138)	6,000	Ongoing
33	Towson Circle Grant (0149)	2,000	Spring, 2012
34	Document Direct Upgrade (0163)	300	Spring, 2012
35	I-95/Forestville Road Ramp Improvement Grant (0167)	2,000	Spring, 2012
36	OPCP-12 Consultant Contract (0169)	645	Spring, 2012
37	MEA/MDOT Electric Truck Voucher MOU (0171)	250	Spring, 2012
<u>FY 2013</u>			
38	TOD Implementation (Revenue Increase Project) (0143)	2,000	Underway
39	MBE 2009 Disparity Study (0146)	200	Underway
40	OPCP-09 Consultant Contract (0153)	742	Underway
41	TSO Environmental (0161)	380	Underway
42	IV&V - Major IT Development Projects (0162)	290	Underway
43	Real Estate Services (0005)	295	Ongoing
44	Program Management (0019)	350	Ongoing
45	Network Hardware/Software Replacement Costs (0020)	3,800	Ongoing
46	Rail Safety Oversight (0032)	65	Ongoing
47	Capital Program Management System Maintenance (0086)	250	Ongoing
48	TSO OA Replacements OBJ 10 (0099)	145	Ongoing
49	TSO OA Enhancements OBJ 11 (0100)	73	Ongoing
50	Data Center Shared Services (0101)	562	Ongoing
51	Environmental Compliance Oversight (0126)	775	Ongoing
52	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	5,500	Ongoing
53	Special Real Estate Counsel Contract (0133)	225	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>The Secretary's Office (cont'd)</u>			
<u>FY 2013 (cont'd)</u>			
54	OPCP-12 Consultant Contract (0169)	3,000	Spring, 2012
55	MEA/MDOT Electric Truck Voucher Program MOU (0171)	250	FY 2012
56	Anacostia Riverwalk Trail/Arboretum Grant (0166)	50	FY 2013
57	MBE 2015 Disparity Study (0168)	3,000	FY 2013
58	Maryland Bike Share Program (0172)	2,000	FY 2013



 **MVA**



MOTOR VEHICLE ADMINISTRATION

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

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	1.5	1.9	1.6	1.2	1.0	1.0	8.2
System Preservation Minor Projects	14.3	19.7	19.8	16.6	11.6	9.4	91.4
<u>Development & Evaluation Program</u>	<u>0.5</u>	<u>1.5</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2.0</u>
SUBTOTAL	16.2	23.1	21.5	17.8	12.6	10.5	101.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>1.1</u>	<u>1.1</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>6.9</u>
TOTAL	17.3	24.2	22.6	18.9	13.8	11.7	108.6
Special Funds	17.2	23.8	22.3	18.9	13.8	11.7	107.7
Federal Funds	0.1	0.4	0.3	0.1	-	-	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.

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

- Security System Preservation & Improvement (Line 5, Item No. 22)
- Employee Scheduling System (Line 5, Item No. 15)
- DLS Conversion and Preservation (Line 5, Item No. 20)

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 2011 - 16 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....		2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,345	2,295	50	0	0	0	0	0	50	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	2,179	465	375	620	569	150	0	0	1,714	0	
Total	4,524	2,760	425	620	569	150	0	0	1,764	0	
Federal-Aid	1,771	941	118	354	303	55	0	0	830	0	

The screenshot shows the Maryland Motor Vehicle Administration website. At the top, there's a navigation bar with links like HOME, FAQ, HOURS & LOCATIONS, FEES, CONTACT US, HELPFUL LINKS, FORMS, INFO/MVA, SITE MAP, and ADMINISTRATOR'S CORNER. A central banner features the MVA logo and a search bar. Below this, there are several service categories: ONLINE TRANSACTIONS (Online Registration Renewal, Change of Address, Central Scheduling), DRIVER SERVICES (Driving Records, Online Tutorial, Driver Licenses/Identification Cards), and VEHICLE SERVICES (New to Maryland, Title & Registration, MVEIP). A prominent 'MVA Announcement' box states that due to a telephone system upgrade at the Glen Burnie branch, services will be unavailable for 3 hours on Thursday, July 22, from 8 p.m. to 11 p.m. Other sections include 'DO IT ONLINE' (Change of Address, Driving Records, Online Tutorial), 'MVA Announcements' (Holiday Closing, New Standard License Plates, New Driving Skills Test), and 'Business Services' (Bulletins, Dealer Information, Forms).

PROJECT: Alternative Service Delivery Systems

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Kiosk and Internet Services (Line 5, Item No. 26)
 Central Scheduling System (Line 5, Item No. 27)

STATUS: Ongoing.

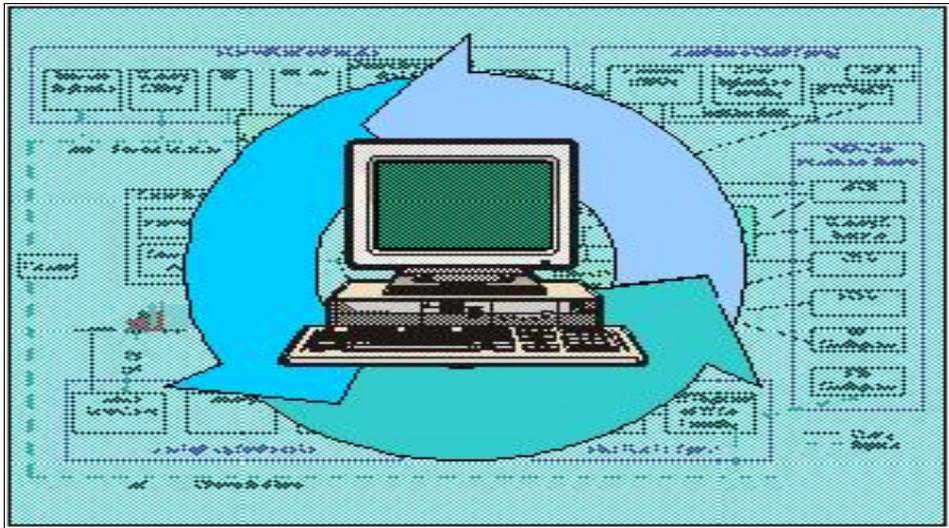
STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

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 will benefit the public and enhance customer satisfaction.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,787	1,234	50	100	100	100	100	103	553	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,590	11,679	985	1,155	944	944	944	939	5,911	0
Total	19,377	12,913	1,035	1,255	1,044	1,044	1,044	1,042	6,464	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Other MVA projects were reallocated in the implementation of major IT systems, reducing the Alternative Delivery Systems total estimated cost by \$3.0 million.



PROJECT: Accounts Receivable System and Flag Fee Processing

DESCRIPTION: This system is required for revenue collection and accounting receivables. This system will interface with the MVA mainframe, Maryland Central Collection Unit (CCU) and MVA's Point of Sale (POS).

PURPOSE & NEED SUMMARY STATEMENT: This system will also automate the implementation and removal of flags, improve reconciliation and real time updates of receivables upon receipt of payment.

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

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

EXPLANATION: Increase the collection of statutory or regulatory outstanding revenue.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Project complete in FY 2011.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,488	1,488	0	0	0	0	0	0	0	0	
Total	1,488	1,488	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Enterprise Management System

DESCRIPTION: The EMS will establish an Information Technology platform for the majority of MVA systems through a set of principles and architectural components that provide a core service infrastructure. This platform will define the way components of the architecture are assembled, communicate, store/secure data, and interact with both MVA staff and customers. EMS would serve as the base architecture for replacing the existing Titling and Registration System (TARIS), and other legacy systems, and the development of new applications. The current phase of the project is limited to a comprehensive planning study that will include a gap analysis to identify deficiencies in MVA.

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

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

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

ASSOCIATED IMPROVEMENTS:
Alternative Service Delivery Systems (Line 2)

STATUS: Project planning underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	2,352	316	500	1,536	0	0	0	0	2,036	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	2,352	316	500	1,536	0	0	0	0	2,036	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Previous costs associated with the Titling and Registration Information System (TARIS) were separated from this D&E project. Planning funds totaling \$2.0 million were added to the Enterprise Management System project.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 5

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior</u>			
<u>Building Improvements</u>			
1	Roof Replacement for Southern Branches (0680)	1,203	Complete
2	Roof Replacement for Western Branches (0679)	1,133	Complete
3	Baltimore City Office Relocation (0602)	2,679	Complete
4	Bel Air Office Interior Modifications and Site Work (0654)	2,742	Complete
5	Columbia Express Office Relocation (0674)	200	Underway
6	Glenmont Express Office Relocation (0676)	200	Underway
7	Walnut Hill Express Office Relocation (0682)	200	Underway
8	Building and Interior Modification (0598)	338	Ongoing
9	Comprehensive Planning Services (0536)	550	Ongoing
10	Environmental Management System Improvements (0668)	1,000	Ongoing
11	Glen Burnie Office Systems Preservation (0512)	688	Ongoing
12	VEIP Preservation (0686)	330	Ongoing
<u>Information Technology</u>			
13	CDL Skills Test Electronic Issuance & Wireless System (0683)	638	Complete
14	OAH Automated Case Tracking & Adjudication System (0685)	212	Complete
15	Employee Scheduling System (0687)	350	Underway
16	Internal Auditing Automation (0691)	100	Underway
17	Inventory Management (0692)	300	Underway
18	Central Document Processing System Preservation (0651)	645	Ongoing
19	Computer Equipment System Preservation (0645)	3,019	Ongoing
20	DLS Conversion and Preservation (0681)	1,956	Ongoing
21	Network Switch System Preservation (0649)	90	Ongoing
22	Security System Preservation & Improvement (0518)	1,822	Ongoing
23	System Preservation (0597)	1,528	Ongoing
24	Telecommunication System Preservation & Improvement (0545)	619	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

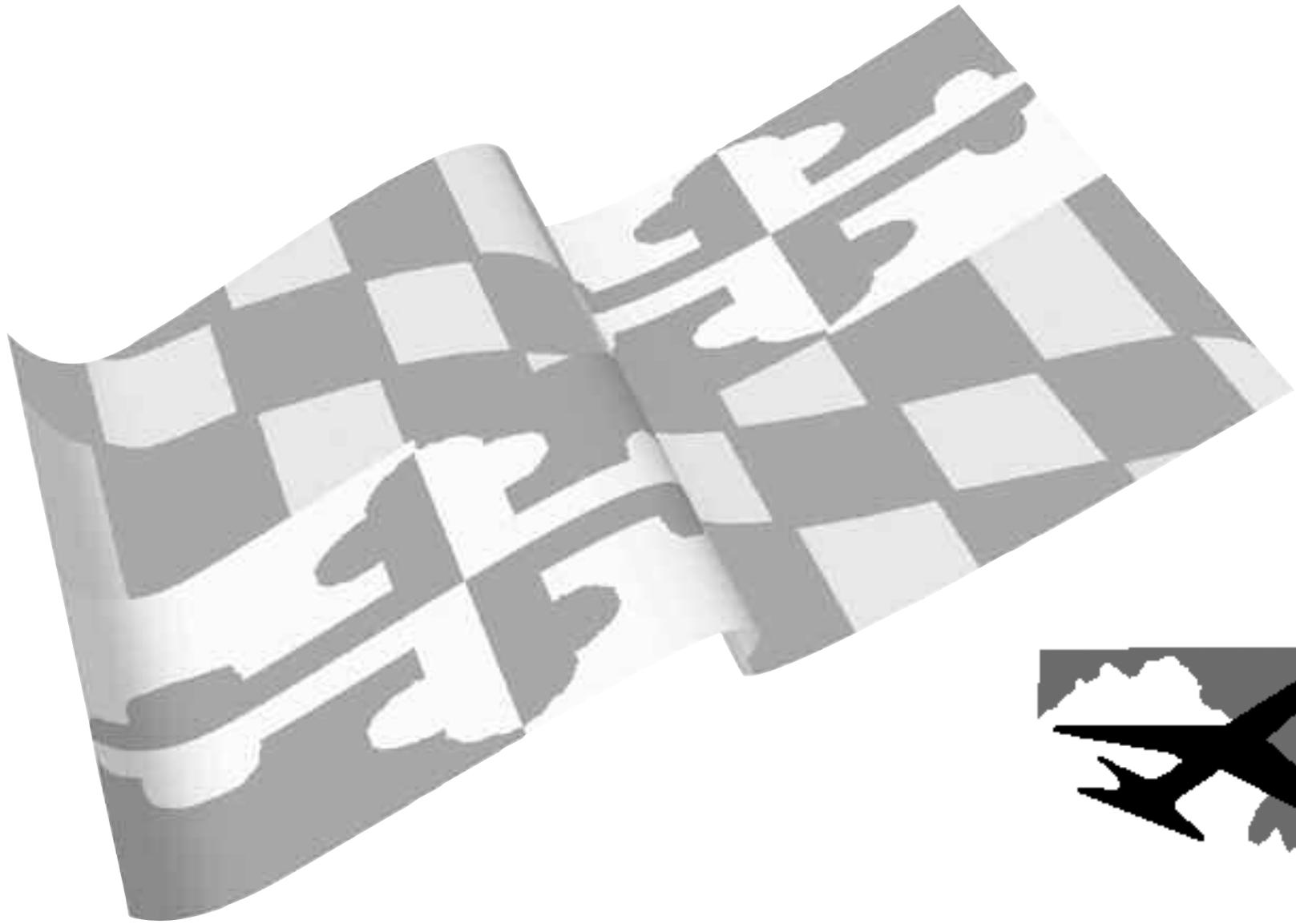
MOTOR VEHICLE ADMINISTRATION - LINE 5 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>Information Technology Project (Appr 8)</u>			
25	Title and Registration Information System 2 (0610)	2,180	Complete
26	Kiosk and Internet Services (MITDP) (0657)	4,197	Complete
27	Central Scheduling System (MITDP) (0656)	1,868	Complete
28	Customer Traffic Management System 2 (MITDP) (0626)	2,116	Complete
<u>FY 2013</u>			
<u>Building Improvements</u>			
29	Building and Interior Modification (0598)	2,184	Ongoing
30	Comprehensive Planning Services (0536)	550	Ongoing
31	Environmental Management System Improvements (0668)	1,050	Ongoing
32	Glen Burnie Office Systems Preservation (0512)	1,200	Ongoing
33	VEIP Preservation (0686)	1,100	Ongoing
34	Glen Burnie Branch Office (0540)	1,816	Summer, 2012
35	Essex Branch Office Relocation (0675)	2,250	FY 2013
<u>Information Technology</u>			
36	Central Document Processing System Preservation (0651)	1,270	Ongoing
37	Computer Equipment System Preservation (0645)	1,827	Ongoing
38	DLS Conversion and Preservation (0681)	2,093	Ongoing
39	Network Switch System Preservation (0649)	95	Ongoing
40	Security System Preservation & Improvement (0518)	192	Ongoing
41	System Preservation (0597)	2,345	Ongoing
42	Telecommunication System Preservation & Improvement (0545)	641	Ongoing
43	Accounts Payable System Improvements (0690)	500	Summer, 2012
44	Automated Compulsory Ins Sys (ACIS) 2 Planning (0672)	250	Summer, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 5 (cont'd)

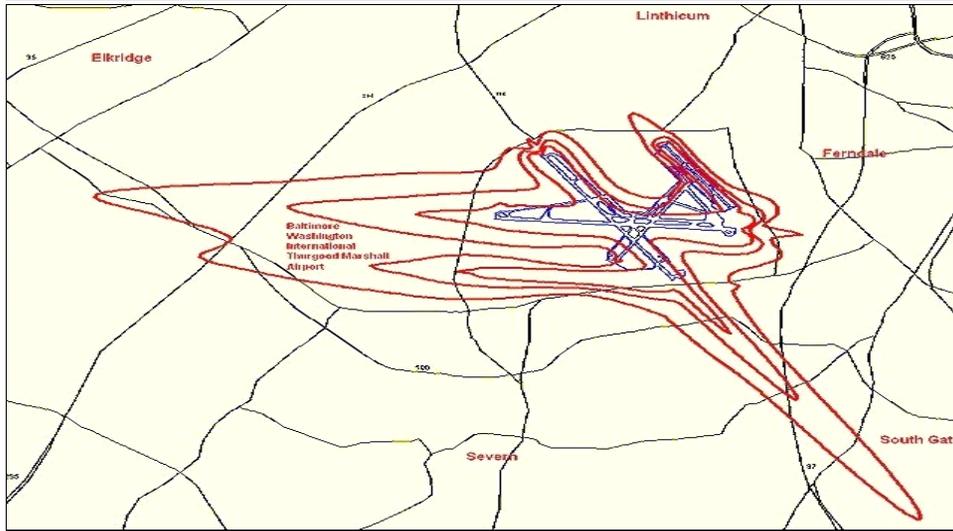
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<p><u>FY 2013 (cont'd)</u></p> <p><u>Information Technology (cont'd)</u></p>		
45	Disaster Recovery Hot Site Planning (IT & Telecom) (0671)	750	Summer, 2012
46	<p><u>Information Technology Project (Appr 8)</u></p> <p>DIWS Upgrade (MITDP) (0684)</p>	4,400	Summer, 2012



MARYLAND AVIATION ADMINISTRATION

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

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	78.9	182.8	100.0	104.1	35.2	0.9	501.8
System Preservation Minor Projects	34.8	26.7	26.5	26.9	28.0	31.4	174.4
<u>Development & Evaluation Program</u>	<u>1.6</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1.6</u>
SUBTOTAL	115.3	209.6	126.4	131.0	63.2	32.3	677.8
<u>Capital Salaries, Wages & Other Costs</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>36.6</u>
TOTAL	121.4	215.7	132.5	137.1	69.3	38.4	714.4
Special Funds	53.7	47.8	39.3	37.2	36.1	34.2	248.3
Federal Funds	4.3	23.6	18.2	17.1	7.6	4.3	75.0
Other Funding *	63.4	144.3	75.1	82.8	25.6	-	391.1
<u>Other Funding Breakdown*</u>							
CFC	0.7	4.5	1.4	0.3	-	-	6.9
PFC	46.4	137.9	72.7	82.5	25.6	-	365.0
RAA	1.2	1.0	1.0	-	-	-	3.2
STEnergy	6.6	-	-	-	-	-	6.6
TSAOTA	8.6	0.8	-	-	-	-	9.5
	<u>63.4</u>	<u>144.3</u>	<u>75.1</u>	<u>82.8</u>	<u>25.6</u>	<u>-</u>	<u>391.1</u>



PROJECT: Noise Zone Land Acquisition Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:
 Homeowner Assistance Program -- Line 2

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

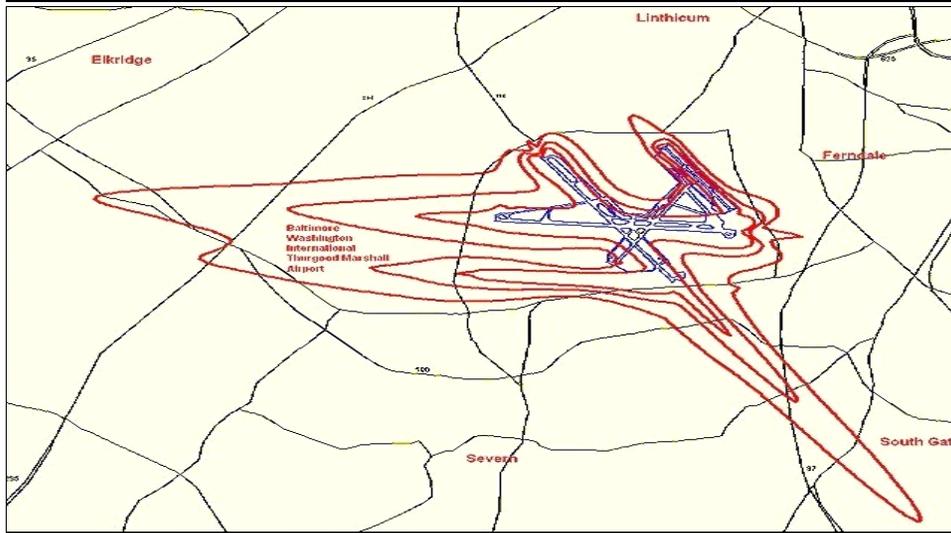
- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

STATUS: MAA has acquired 250 properties through FY 2011.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
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	35,414	33,814	0	0	350	1,250	0	0	1,600	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	35,463	33,863	0	0	350	1,250	0	0	1,600	0	
Federal-Aid	23,687	23,687	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cashflow change aligns potential payments with the Noise Land Re-Use Plan.



PROJECT: Homeowner Assistance Program

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

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

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

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

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

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

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

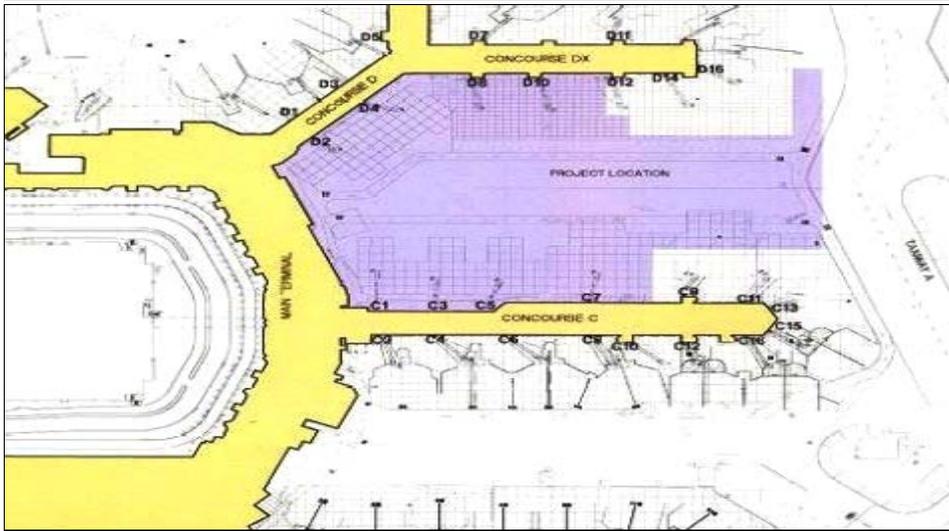
ASSOCIATED IMPROVEMENTS:

Noise Zone Land Acquisition Program -- Line 1

STATUS: MAA has participated in the soundproofing of 673 properties and sales assistance for 113 homes through FY 2011.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The \$1.0 million cost increase reflects the addition of FY 2017.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....		2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	460	442	3	3	3	3	3	3	18	0	
Right-of-way	27,298	22,459	156	936	936	937	937	937	4,839	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	27,758	22,901	159	939	939	940	940	940	4,857	0	
Federal-Aid	15,272	11,372	0	780	780	780	780	780	3,900	0	



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

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

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

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

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

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:

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 remaining pavement open to use in December 2011.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,188	3,147	41	0	0	0	0	0	41	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	43,503	31,448	12,055	0	0	0	0	0	12,055	0
Total	46,691	34,595	12,096	0	0	0	0	0	12,096	0
Federal-Aid	22,883	19,321	3,562	0	0	0	0	0	3,562	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increase of \$1.3 million reflects security cost and construction design support. Cashflow change reflects schedule revision due to weather and \$4.6 million of additional federal AIP funds.

USAGE: Accommodate projected annual passenger growth.

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

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



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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Runway Safety Area / Pavement Management Improvements at BWI Marshall -- Line 5.

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

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

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

STATUS: Taxiway P and D to start construction in Spring 2012. Intersection of Runways 10-28 and 15R-33L and several other taxiway improvements completed by Fall 2011.

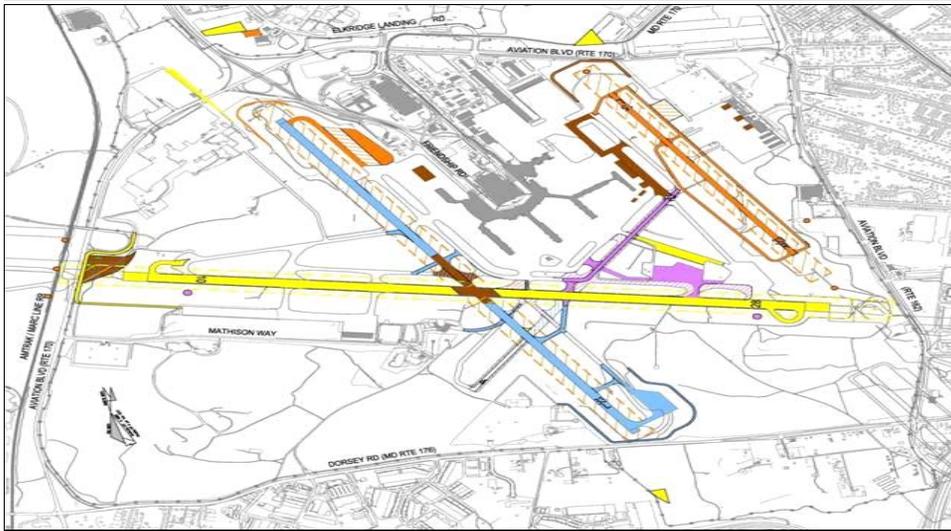
SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Formerly part of Runway Safety Area / Pavement Management Program Improvements. Cost increase of \$2.4 million results from performing taxiway rehabilitation now versus pavement reconstruction at end of program and need for more taxiway improvements in Spring 2012.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,112	1,461	629	22	0	0	0	0	651	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	15,700	3,735	8,841	3,124	0	0	0	0	11,965	0	
Total	17,812	5,196	9,470	3,146	0	0	0	0	12,616	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

7725, 7740, 7741, 7742, 7754, 7756, 7757, 7758, 7759, 7760, 7761, 7770



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

DESCRIPTION: This project consists of the design and construction of the Runway Safety Area (RSA) and Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements will include Runways 10-28, 15R-33L, 4-22 and 15L-33R, as well as, connecting taxiways, taxiways, 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 airport 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 the 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 taxiways located at the busiest areas of airfield operations and minimize the exposure of aircraft to Foreign Object Debris (FOD).

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

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

ASSOCIATED IMPROVEMENTS:

Airport Layout Plan Environmental Assessment at BWI Marshall Airport -- Line 10
 Runway Safety Area / Pavement Management Program Improvements Phase 1 at BWI -- 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: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the air carrier aircraft.

STATUS: Design continues as the Airport Layout Plan Environmental Assessment undergoes review by the FAA.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increase of \$33.9 million reflects taxiway re-alignments needed to create 90 degree intersections based on FAA Engineering Brief 75 and Phase 1 scope definition (Line 4). Realignment will eliminate straight runway access and reduce the possibility of runway incursions.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	31,552	5,141	8,291	6,011	5,207	4,298	2,604	0	26,411	0	
Right-of-way	1,100	0	20	1,080	0	0	0	0	1,100	0	
Construction	304,141	16	5	82,450	92,479	97,582	31,609	0	304,125	0	
Total	336,793	5,157	8,316	89,541	97,686	101,880	34,213	0	331,636	0	
Federal-Aid	60,826	0	0	20,336	17,372	16,289	6,829	0	60,826	0	

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

7701, 7702, 7703, 7704, 7705, 7706, 7707, 7708, 7709, 7710, 7711, 7712, 7713, 7714, 7715, 7717, 7719, 7720, 7721, 7722, 7723, 7724, 7726, 7728, 7729, 7730, 7731,



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.

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

EXPLANATION: 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: Underway. Completion scheduled for 2013.

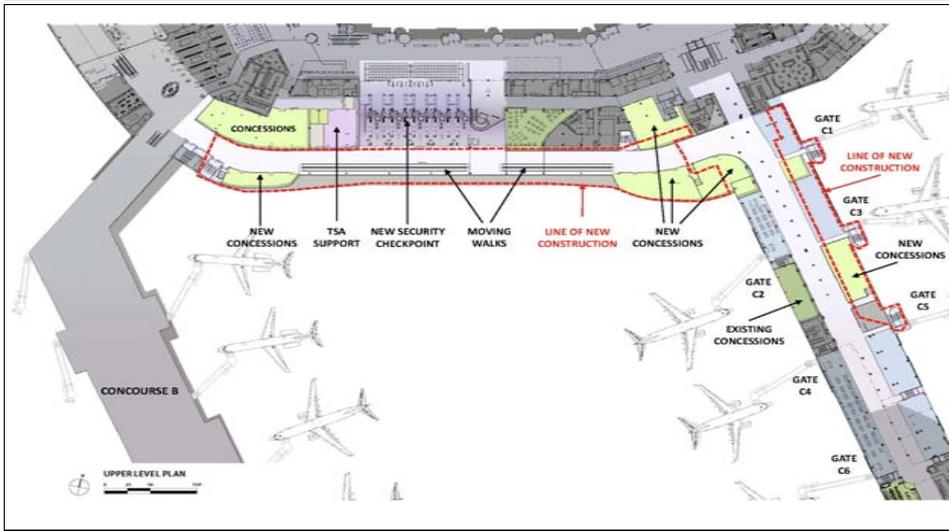
<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY2014.....2015.....2016.....		2017.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,406	3,921	300	185	0	0	0	0	485	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	42,934	6,949	21,135	14,850	0	0	0	0	35,985	0	
Total	47,340	10,870	21,435	15,035	0	0	0	0	36,470	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increase of \$0.8 million reflects acceptance of project bids and addition of design support through construction. Cashflow re-aligned based on construction notice to proceed.

USAGE: Accommodate projected annual passenger growth.

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

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



PROJECT: B/C Connector at BWI Marshall Airport

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

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

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

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

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Design underway for Spring 2012 construction start.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	456	139	317	0	0	0	0	0	317	0	
Engineering	11,269	0	4,650	6,619	0	0	0	0	11,269	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	87,964	0	21,413	66,551	0	0	0	0	87,964	0	
Total	99,689	139	26,380	73,170	0	0	0	0	99,550	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project moved from Development and Evaluation Program to Construction Program.

USAGE: Accommodate projected annual passenger growth.

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

Other funding sources are Passenger Facility Charge (PFC) revenues. 9885, 9886, 9887, 9888, 9889



PROJECT: Hagerstown Airport Expansion

DESCRIPTION: This project was a multi-year project to expand Runway 9-27 at Hagerstown Regional Airport. The project lengthened the runway from 5,500 feet to 7,000 feet, and includes associated land acquisition, hold apron, stormwater management, roadway and bridge improvements to US 11.

PURPOSE & NEED SUMMARY STATEMENT: The Runway 9-27 improvements correct numerous non standard conditions, most importantly, the lack of adequate Runway Safety Area (RSA) beyond the ends of the pavement. Also, the former runway length limited the Airport in accommodating larger aircraft necessary to meet the growth in the region. The extension will better facilitate larger aircraft, as well as, avoid reduction of runway length as an alternative resolution of RSA issues.

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

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

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

STATUS: Construction completed December 2007. State financial commitment complete in FY 2011.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: State matching share complete. Remainder of program represents federal AIP funds that go directly to the counties.

USAGE: Approximately 15,000 annual passengers.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	58,963	55,963	1,000	1,000	1,000	0	0	0	3,000	0	0
Total	58,963	55,963	1,000	1,000	1,000	0	0	0	3,000	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

The cost shown includes federal AIP funds which go directly to the County and are being shown as Other funds. Cost shown does not include Washington County contribution. MDOT contributed \$10.7 million to the project.



PROJECT: Master Plan at BWI Marshall Airport

DESCRIPTION: Study to identify long-term (2030) projection, location and extent of BWI Marshall facility improvements, as required to meet future aviation demand and to identify Federal Aviation Administration (FAA) design standard deficiencies. Study will require in-depth evaluations of many factors, including future air service, runway and terminal capacities, environmental, and community impact considerations. Study also collaborates with Anne Arundel County regarding land use compatibility in the airport vicinity.

JUSTIFICATION: To undertake a comprehensive analysis of BWI Marshall's facilities and infrastructure to determine what improvements are necessary to support air travel through 2030. The most recent BWI Master Plan was approved in 1987. Most projects envisioned in the 1987 Plan have been constructed. BWI Marshall and the aviation industry have changed significantly since the completion of the last Master Plan.

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

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

ASSOCIATED IMPROVEMENTS:

Runway Safety Area, Standards and Pavement Improvements at BWI Marshall -- Line 5

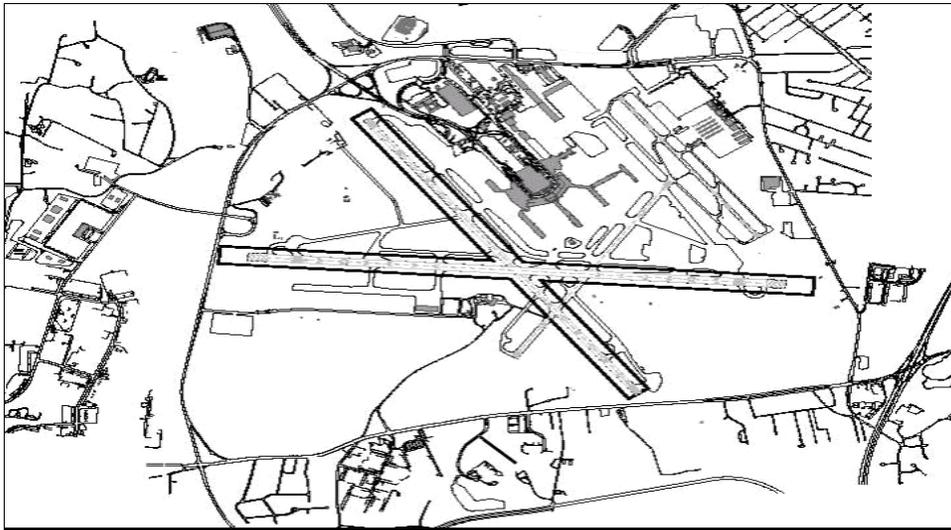
STATUS: Master Plan complete.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	6,993	6,962	31	0	0	0	0	0	31	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	6,993	6,962	31	0	0	0	0	0	31	0
Federal-Aid	3,827	3,827	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Anticipate expenditures will continue into FY 2012 to support FAA review and final document publication.

USAGE: Determine facility improvements needed to accommodate future aviation demand.



PROJECT: Airport Layout Plan Environmental Assessment at BWI Marshall Airport

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

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

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

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

ASSOCIATED IMPROVEMENTS:

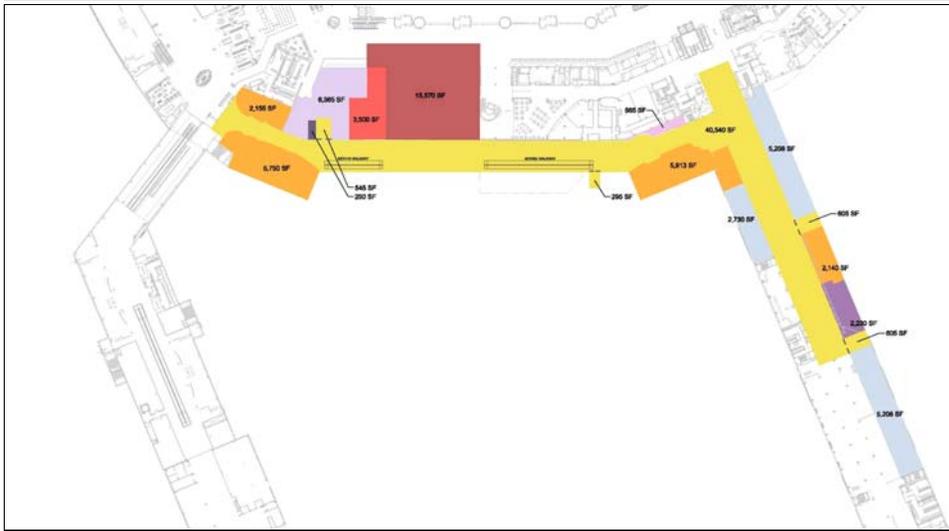
Runway Safety Area, Standards and Pavement Improvements at BWI Marshall -- Line 5

STATUS: Environmental assessment under review by the FAA.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,930	994	936	0	0	0	0	0	936	0
Engineering	1,176	541	635	0	0	0	0	0	635	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	3,106	1,535	1,571	0	0	0	0	0	1,571	0
Federal-Aid	1,611	905	706	0	0	0	0	0	706	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increase of \$0.8 million reflects change in environmental assessment scope. Cashflow change captures revised review schedule and timing of federal funding.

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



PROJECT: Terminal Modernization Program at BWI Marshall Airport

DESCRIPTION: This project will identify various terminal modernization alternatives for the older areas of the existing terminal building and address the feasibility and/or cost of each alternative, including potential impacts of new fire code life-safety/security requirements, passenger access, secure corridor connections, new skywalks and other facilities and/or services. Areas evaluated, that are progressing from conceptual design to design include Concourses B to C, Concourses D to E, and Concourses C to D, and the related corridor connections, fire code compliance, check point improvements, as well as security and circulation/services enhancements.

JUSTIFICATION: BWI has experienced significant growth in passenger levels since development of the older concourses. The International and A/B Terminals provide sufficient passenger processing areas and accepted levels of customer service. These amenities need to be incorporated into the remainder of the terminal. Fire code life safety compliance and federally mandated security requirements are also expected to impact terminal space usage. Undertaking planning and conceptual design at this time will provide MAA with the necessary options to be responsive to passenger, airline and air service needs.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Terminal Modernization Plan complete. First phase of implementation, B/C Connector, is in the Construction Program.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Decrease of \$9.8 million represents reallocation of \$10 million of Other Funding to the construction program, Line 7- B/C Connector. Planning cost increase of \$0.2 million reflects cost of preliminary design to support PFC application.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	1,761	1,761	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	2	2	0	0	0	0	0	0	0	0	0
Total	1,763	1,763	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 12

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior</u>			
<u>Airport Technology</u>			
1	Parking Revenue Control (1270)	2,597	Spring, 2013
2	IT Equipment (1456)	9,471	Ongoing
3	IT Services (1455)	203	Ongoing
<u>Airside Development</u>			
4	Comprehensive Paving FY 2008 (8007)	3,356	Complete
5	Deicing Fluid Storage #1 and 2 Repair plus General Aviation (9004)	48	Complete
6	Taxiway E Reconfiguration (8203)	142	Complete
7	Deicing Fluid Storage Tank #4 (9009)	1,067	Complete
8	Remote Monitoring 15R Triturator Building (9310)	99	Complete
9	Comprehensive Paving FY 2012 (9008)	5,658	Underway
<u>Annual</u>			
10	Retaining Wall Inspection (8001)	20	Complete
11	Tile Inspection (9429)	58	Complete
12	Wildlife Deterrent Unit Inspections (1904)	5	Complete
13	Bridge Inspection (SHA Consultant) (1023)	15	Underway
14	Comprehensive Regional Air Passenger Survey (1486)	100	Underway
15	Real Estate Administrative Services (7019)	374	Ongoing
16	Real Estate Property Services (7018)	207	Ongoing
17	Parking Garage Structure Inspection (1463)	166	Ongoing
<u>Baltimore/Washington</u>			
18	Comp Architectural Engineering Design Services (1324)	4,418	Complete
19	Comp Environmental Planning (1460)	2,726	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>Baltimore/Washington (cont'd)</u>			
20	Comprehensive Airport Facilities Planning (1459)	4,699	Complete
21	Comprehensive Aviation Planning Services (1113)	2,235	Complete
22	Comprehensive Intermodal & Terminal Planning Services (1114)	2,720	Complete
23	Acoustical Services Contract (1485)	567	Underway
24	Wildlife Hazard Assessment (1903)	26	Underway
25	Comp Acoustical Services Contract (1918)	350	Underway
26	Comp Arch Eng Design Services (1915)	200	Underway
27	Wildlife Management Plan (1181)	1,205	Ongoing
28	Fire Protection Engineer Services (1173)	187	Ongoing
29	Comp Arch Eng Design Services (7015)	2,941	Ongoing
30	Comp Construction Mgmt & Inspection (7016)	2,776	Ongoing
31	OECM - AEIS Mapping Validation (1723)	1,877	Ongoing
32	Pavement Management BWI/MTN (1389)	1,959	Ongoing
33	Comprehensive AIT Services (1291)	328	Ongoing
34	Building Permits and Inspections (1390)	1,142	Ongoing
35	Comp Airport Planning Services (1901)	1,027	Ongoing
36	Comp Construction Mgmt & Inspection (8016)	500	Ongoing
37	Comp Environmental Planning (1900)	453	Ongoing
38	Comp Professional Program Mgmt (1916)	100	Spring, 2012
<u>Consol Rental Car Facility</u>			
39	CRCF CSB Courtyard Improvements (8304)	1,921	Complete
40	CRCF Bus Fleet Refurbishment (1972)	1,082	Summer, 2012
41	CRCF Exterior Facility Improvements (1973)	681	Spring, 2012
42	CRCF Stormwater Mgmt Pond Rehabilitation (1974)	418	Spring, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>Environmental Compliance</u>			
43	Comp Environmental Compliance Services (1461)	9,209	Complete
44	Erosion & Stormwater Management Improvements (8103)	1,647	Complete
45	Terminal Environmental Mitigation (8105)	259	Ongoing
46	Comp Environmental Compliance (9407)	1,827	Ongoing
47	Comp Environmental Compliance (9408)	80	Ongoing
<u>Equipment</u>			
48	Portable Emergency Power (9315)	1,582	Spring, 2012
<u>Landside Development</u>			
49	Inbound I-195 at MD 170 Roadway Improvements (9324)	677	Complete
50	Inbound Roadway Lighting Cable Repair (9413)	8	Complete
51	ADA Landside Improvements (9419)	354	Complete
52	Airport Signage (1920)	422	Complete
53	Amtrak Station Design Planning (9422)	354	Underway
54	Hourly Garage Animal Relief Area & Tunnel Leakage (9322)	677	Spring, 2012
55	Daily Garage Inspection Repairs (1921)	210	Summer, 2012
56	Hourly Garage Inspection Improvements (9415)	2,276	Underway
<u>Martin State</u>			
57	MTN Taxilane K Pavement (9299)	1,498	Complete
58	MTN Taxilane Sealcoat (9421)	252	Complete
59	MTN Water Supply for Fire System (1433)	2,543	Complete
60	MTN Air Traffic Control Tower (1121)	1,458	Spring, 2013

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>Regional Aviation</u>			
61	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Underway
62	Regional Aviation Program (1107)	600	Underway
63	Statewide Aviation Grants (AIP-5%) (1105)	1,000	Underway
<u>Security</u>			
64	Baggage Security Cages (9205)	1,284	Complete
65	BWI Perimeter Gate G Modification (9207)	2,474	Complete
66	TSA Baggage Screening Improvements (9000)	3,184	Underway
67	Gate J Improvements (1922)	100	Spring, 2012
68	Security Initiatives (1298)	240	Underway
<u>Terminal Development</u>			
69	Painting Terminal Exterior - Airside (7301)	1,434	Complete
70	Pier C PBX HVAC Replacement (7406)	834	Complete
71	Security Division Office Expansion (9204)	436	Complete
72	Loading Bridge Metering (9318)	798	Complete
73	MAA Terminal Offices (9500)	2,205	Complete
74	Pier D to E Passenger Corridor Improvements (9414)	556	Complete
75	Sanitary Sewer Upgrade Phase 3 (9313)	188	Complete
76	Terminal Interior / Exterior Modifications (8014)	1,279	Complete
77	Fixed Emergency Backup Systems Design (9312)	30	Complete
78	Pier C Gravity Sewer Main Improvements (8305)	389	Complete
79	Terminal Office Relocation Phase 2 (9011)	536	Complete
80	Chesapeake Lounge Renovation (9423)	211	Complete
81	Terminal Improvement Project (7017)	7,614	Underway
82	ADA Restroom Access Study (9418)	75	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>Terminal Development (cont'd)</u>			
83	VALE Solar Funding Evaluation (9424)	127	Underway
84	County Sewer and Water Capital Improvements (1028)	381	Underway
85	Energy Performance Projects (9430)	6,578	Underway
86	FAA Control Tower Glass Replacement (1940)	792	Spring, 2012
87	Terminal Interior / Exterior Modifications (1914)	747	Underway
88	Facility Management Program (7600)	278	Ongoing
89	Utilities Connection (7020)	94	Ongoing
90	Terminal Leasehold Modifications (7500)	470	Ongoing
<u>FY 2013</u>			
<u>Airport Technology</u>			
91	Permanent Noise Monitoring System Replacement (7405)	1,578	Summer, 2012
<u>Airside Development</u>			
92	Comprehensive Paving FY 2012 (9008)	1,300	Summer, 2012
93	Comprehensive Paving FY 2013 (1908)	200	Summer, 2012
94	Runway 15L Deicing Recovery Tanks (9012)	188	Summer, 2012
<u>Annual</u>			
95	Bridge Inspection (SHA Consultant) (1023)	80	Summer, 2012
96	Terminal Spaceframe Inspection (7000)	100	Summer, 2012
<u>Baltimore/Washington</u>			
97	BWI / MTN Environmental Documents (9003)	1,500	Summer, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

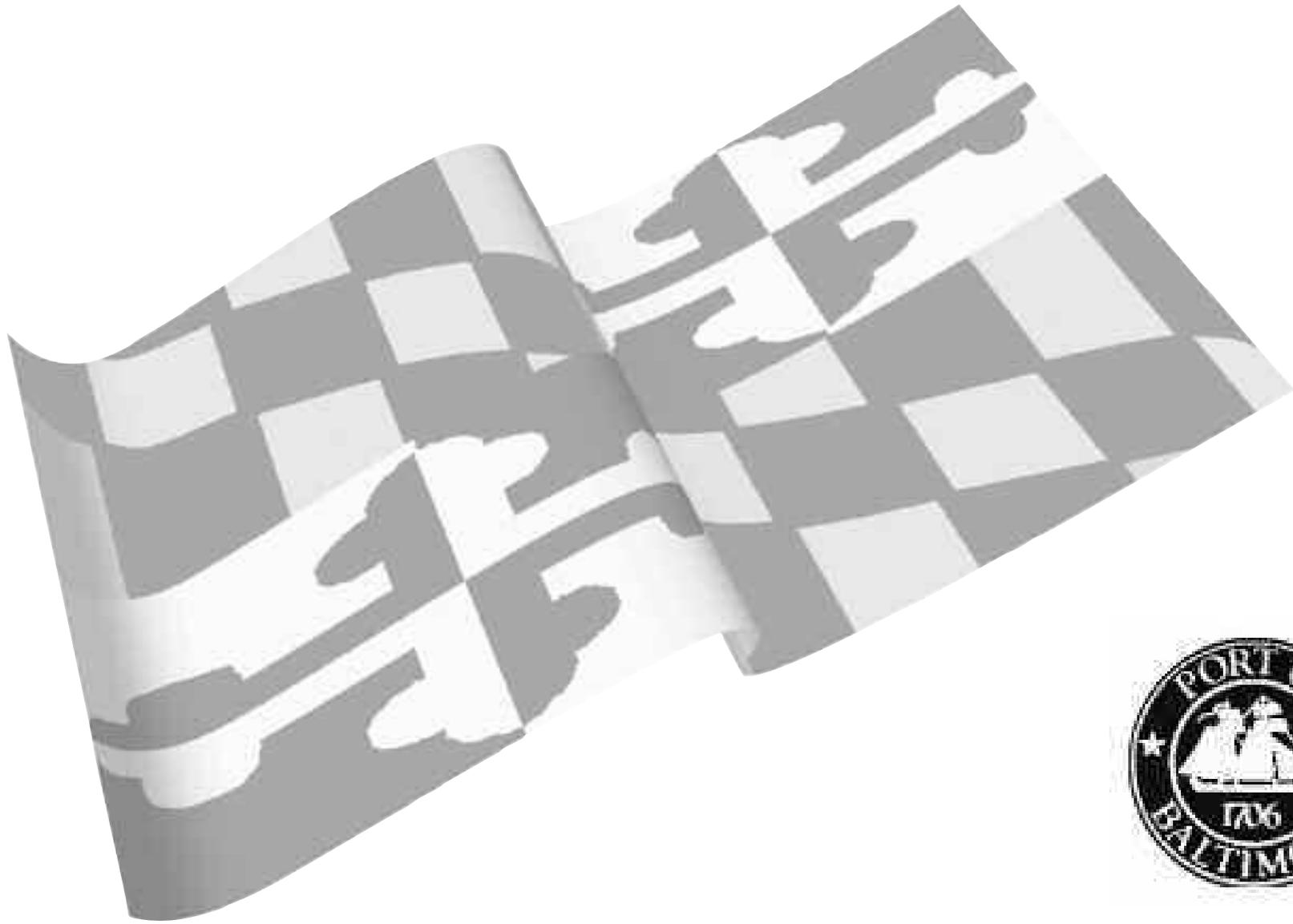
MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2013 (cont'd)</u>			
<u>Baltimore/Washington (cont'd)</u>			
98	Comp Landside Eng Design Sevices (1917)	50	Summer, 2012
99	Comp Real Estate Services (1919)	225	Underway
<u>Consol Rental Car Facility</u>			
100	CRCF Garage Improvements (1971)	2,136	Summer, 2012
101	CRCF Interior Facility Improvements (1970)	2,516	Summer, 2012
<u>Equipment</u>			
102	Aircraft Rescue Firefighting (ARFF) Unit - Replacement (9200)	800	Summer, 2012
103	Medic Unit - Replacement (9406)	170	Summer, 2012
104	Quint - Replacement (9201)	800	Summer, 2012
105	Shift Commander Response Vehicle (9425)	150	Summer, 2012
<u>Landside Development</u>			
106	Construction Material Storage Building (9404)	50	Spring, 2013
107	Landside Comprehensive Paving - FY 2012 (9014)	500	Summer, 2012
<u>Martin State</u>			
108	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Spring, 2013
109	MTN Obstruction Survey and Removal (9431)	400	Summer, 2012
<u>Regional Aviation</u>			
110	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Summer, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2013 (cont'd)</u>			
<u>Regional Aviation (cont'd)</u>			
111	Regional Aviation Program (1107)	600	Summer, 2012
112	Statewide Aviation Grants (AIP-5%) (1105)	1,000	Summer, 2012
<u>Security</u>			
113	Security Initiatives (1298)	275	Summer, 2012
<u>Terminal Development</u>			
114	County Sewer and Water Capital Improvements (1028)	415	Summer, 2012
115	Pier C Cooling Tower Replacement Design (9403)	188	Complete
116	Pier C Sewer Line Replacement (1941)	275	Spring, 2012
117	Terminal Interior / Exterior Modifications (1914)	1,514	Summer, 2012



MARYLAND PORT ADMINISTRATION

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

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	34.7	49.2	86.0	94.1	83.7	98.5	446.2
System Preservation Minor Projects	23.3	35.9	38.0	40.6	27.7	28.5	194.1
<u>Development & Evaluation Program</u>	<u>9.0</u>	<u>9.8</u>	<u>15.0</u>	<u>10.7</u>	<u>10.0</u>	<u>12.1</u>	<u>66.7</u>
SUBTOTAL	67.1	94.9	139.1	145.4	121.4	139.1	707.0
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.7</u>	<u>5.7</u>	<u>5.8</u>	<u>5.4</u>	<u>5.6</u>	<u>5.8</u>	<u>33.0</u>
TOTAL	71.7	100.6	144.9	150.8	127.0	144.9	740.0
Special Funds	68.6	99.9	141.6	150.8	127.0	144.9	732.9
Federal Funds	3.1	0.7	3.3	-	-	-	7.2



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. MPA consultants are currently designing North cell area which will be developed as a wildlife habitat.

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.

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.

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 8

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 2011 - 16 CTP: The program increased by \$2.8 million due to the extension of monitoring and North Cell habitat development.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,127	5,642	268	429	500	449	405	434	2,485	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	89,307	56,972	3,460	4,109	10,293	7,256	3,551	3,666	32,335	0
Total	97,434	62,614	3,728	4,538	10,793	7,705	3,956	4,100	34,820	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003



PROJECT: Dredge Material Placement and Monitoring

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Total program increased by \$63.3 million due to ongoing placement and related activity in FY 17.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY2014.....2015.....2016.....			.....2017.....
Planning	16,033	7,036	2,350	4,025	1,510	360	370	382	8,997	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	605,942	309,478	19,365	27,291	46,616	85,505	52,049	65,638	296,464	0
Total	621,975	316,514	21,715	31,316	48,126	85,865	52,419	66,020	305,461	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



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

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

PURPOSE & NEED SUMMARY STATEMENT: Berths 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off and other break-bulk (van packs). Age and harsh marine environment require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are used for containers and RoRo and are too distant from the warehouses and automobile lots. The MPA Facilities Plan ranks DMT Berth 4 as the highest priority project which is unfunded.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Construction for Phase I was completed in December 2006. Additional funding is needed for Phase II (Berth 4, estimated to cost \$16 million). Funds were added to address immediated berth repair needs.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None

USAGE: Increase in larger, deeper vessel calls.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2014....	....2015....	....2016....	....2017....		
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	23,876	23,876	0	0	0	0	0	0	0	0	
Total	24,281	24,281	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Terminal Security Program

DESCRIPTION: The Terminal Security Program uses state-of-the-art technologies to secure MPA cargo terminals against unauthorized intrusions. Current projects include: Visitor Access Control; Baltimore Area CCTV Integration, South Locust Point Security Infrastructure; and ARRA Security Projects (which includes Security Booths, Screening Canopies and improvements to the Emergency Operations Center)

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Contracts were awarded for Round 7 and 8, and ARRA funded Federal Security grant projects.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The program increased by \$2.3 million due to an increase in the Federal funding for the Baltimore Area CCTV Integration grant and revised Visitor Access Center construction cost estimate.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			YEAR 2012	YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	YEAR	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	37,957	26,323	5,975	986	4,673	0	0	0	11,634	0	0
Total	37,957	26,323	5,975	986	4,673	0	0	0	11,634	0	0
Federal-Aid	18,251	11,086	3,135	700	3,330	0	0	0	7,165	0	0

1062, 1093, 1618, 1619, 1765, 1767, 1768, 1780, 1781, 1782, 1783, 1789, 1798, 1799



PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Current projects include terminal roof repair; installing a redundant electrical feeder; and enclosing the existing canopy. A gangway was recently installed. Cruise lines operate international excursions out of MPA facilities. A total of 112 departures occurred in 2011 and 106 are scheduled for the 2012 cruise season.

PURPOSE & NEED SUMMARY STATEMENT: This facility is close to tourist attractions located at the Inner Harbor and has excellent visibility and access to I-95. This facility was converted from a lumber warehouse and requires additional modifications.

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

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

ASSOCIATED IMPROVEMENTS: None

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

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

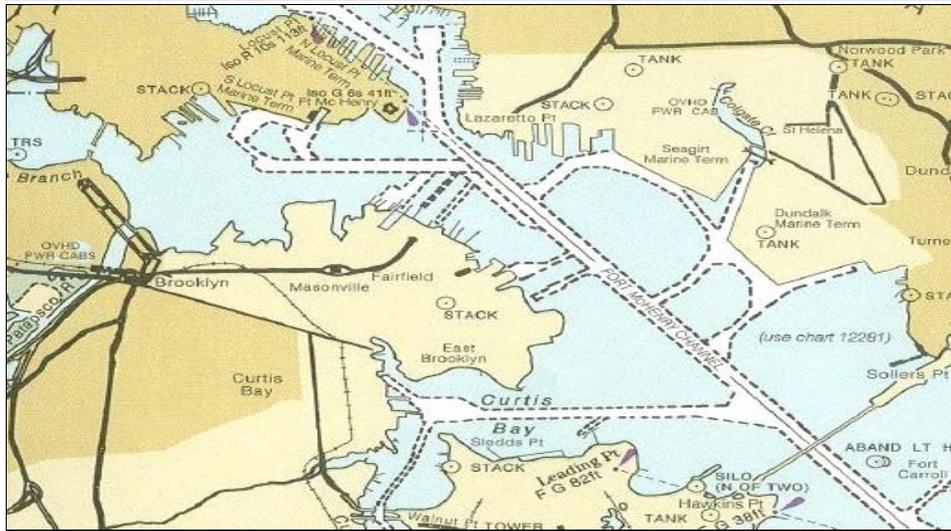
EXPLANATION: The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

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

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The program decreased by \$14.7 million due to the deletion of closed projects.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY2014.....2015.....2016.....			.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,130	3,404	959	1,517	250	0	0	0	2,726	0
Total	6,130	3,404	959	1,517	250	0	0	0	2,726	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1621, 1626, 1628, 1635, 1636, 1637



PROJECT: Dundalk Marine Terminal Property Acquisition

DESCRIPTION: Purchase parcel(s) of land adjacent to or in the vicinity of Dundalk Marine Terminal.

PURPOSE & NEED SUMMARY STATEMENT: The desired parcels will allow for greater capacity at Dundalk Marine Terminal and will be used to store autos, RoRo equipment; for security processing or other space needs. Transferring functions to this property will free-up space on the terminal for additional cargo capacity. Expanding existing terminals is more cost effective than building new facilities..

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

EXPLANATION: Purchase of property adjacent to Dundalk Marine 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: Environmental remediation is currently being performed which may result in the acquisition of property adjacent to the Dundalk Marine Terminal by fiscal year 2014.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	16,080	8,490	250	500	6,840	0	0	0	7,590	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	16,080	8,490	250	500	6,840	0	0	0	7,590	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Chrome Ore Processing Residue Remediation (COPR)

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

PURPOSE & NEED SUMMARY STATEMENT: Originally chromium was believed to be good fill material; unfortunately, it is now known that a large portion of the chromium at DMT contains hexavalent chromium which is defined and regulated as a hazardous substance under Federal and State law. The studies and work plans required under the Consent Decree are designed to assess the presence and scope of chromium in all environmental media, including the soil, water, and air at the site, and to evaluate whether or not chromium is migrating off-site. A Corrective Measures Alternatives Analysis (CMAA) was submitted to MDE for review.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

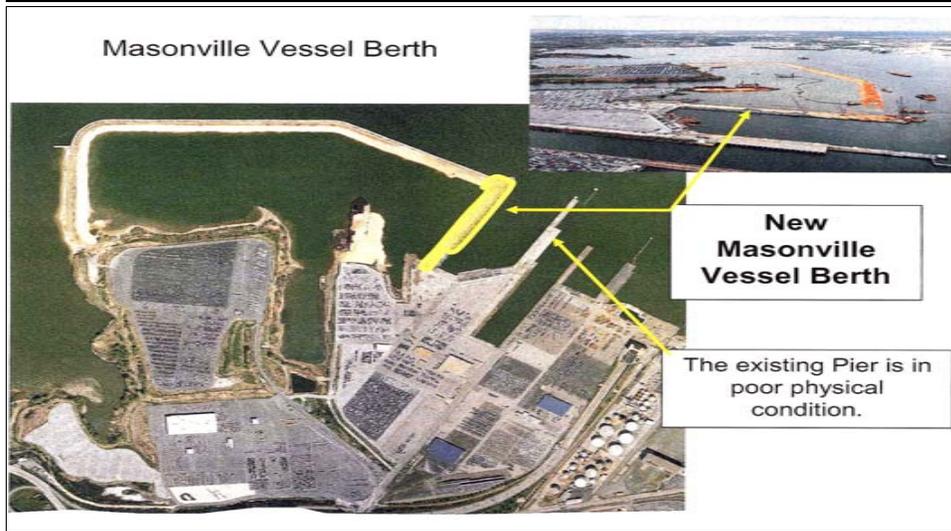
EXPLANATION: Remediation of the affective areas located at the Dundalk Marine Terminal will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor. The application of Corrective Measure will enable the reclamation of chrome affected areas. The MPA will use these areas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

STATUS: The Corrective Measures Alternative Analysis was submitted to MDE in November 2010.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The program increased by \$28.2 million due to the addition of FY 17.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	363	363	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	83,834	23,180	1,602	2,357	480	480	27,320	28,415	60,654	0
Total	84,197	23,543	1,602	2,357	480	480	27,320	28,415	60,654	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Masonville Berth Construction

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

PURPOSE & NEED SUMMARY STATEMENT: This new structure will replace Fairfield Marine Terminal Pier 4, a deficient pier of World War II vintage that is currently at the end of its useful life. Pier 4 is the sole MPA berth for two large auto terminals (146 acres). Baltimore is expected to finish 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 is predicted to grow from 120,000 to 230,000 units. The Masonville DCMF will be converted into a marine terminal. The Masonville Vessel Berth will replace Pier 4 and service vessels making calls to the future Masonville Marine Terminal.

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

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

ASSOCIATED IMPROVEMENTS: Dredge Material Placement and Monitoring - Line 2

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

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,455	103	500	8,000	14,852	0	0	0	23,352	0
Total	23,455	103	500	8,000	14,852	0	0	0	23,352	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The addition of a dredging project increased the program by \$828 thousand.



PROJECT: Dredge Material Management Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Feasibility studies are underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY2014....2015....2016....			.....2017....
Planning	93,320	52,713	5,849	3,950	10,380	6,330	5,580	8,518	40,607	0
Engineering	42,705	16,599	3,200	5,848	4,665	4,410	4,430	3,553	26,106	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	139,022	72,309	9,049	9,798	15,045	10,740	10,010	12,071	66,713	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The program increased by \$6.6 million due to the addition of dredge placement technical services agreements.

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior</u>			
<u>All Terminals</u>			
1	Environmental Best Practices (1738)	2,517	Underway
2	Environmental Remediation (1400)	1,442	Underway
3	Berth Substructure IV (1787)	3,414	Underway
4	Storm Water Pollution Prevention (1410)	36	Underway
5	Concrete Deck Repair III (1821)	1,000	Underway
6	EPC Capital Projects (1829)	100	Underway
7	Paving Repair VII (1766)	3,260	Underway
8	Water and Sanitary Line Upgrade (1130)	3,500	Underway
9	MARAMA Dray Truck Program (1831)	300	Spring, 2012
<u>Dundalk Marine Terminal</u>			
10	Traffic Light Replacement 1st and C St. (3137)	16	Complete
11	Roof Repair Building 96D (3139)	20	Complete
12	Shed 4 Fireline Repair (1139)	15	Complete
13	9th Street Substation Relocation (1109)	1,978	Underway
14	Heavy Load Area Berth 7/10 (1133)	1,658	Underway
15	Roll-up Door Replacement - Shed 6 and Dunmar Bldg (3141)	28	Underway
16	Building 91A HVAC Replacement - EPC Program (3135)	200	Spring, 2012
17	DMT Bollard Replacment Program (3138)	250	Spring, 2012
18	DMT High Voltage Feeder (1123)	3,024	Spring, 2012
19	Fendering Redesign and Replacement (1129)	1,000	Spring, 2012
20	Heavy Load Pads Berth 12 (1137)	1,800	Spring, 2012
21	High Mast Lighting - APM area DMT (1112)	900	Spring, 2012
22	Shed 201 Siding Repair (1138)	232	Spring, 2012
23	Storm Drain Cleaning (3133)	130	Spring, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>Environmental</u>			
24	Hawkins Point O&M (1707)	1,210	Underway
<u>Facilities and Equipment</u>			
25	Sprinkler Repairs (3038)	873	Underway
26	Equipment and Infrastructure Preservation (3029)	1,270	Underway
27	Replace Cabs for Cranes #10, Rehab Crane Cab #9 & #12 (1134)	100	Underway
28	Vessel Emission Reduction (3050)	36	Underway
29	Big Red Engine Rebuild (3054)	14	Underway
30	Crane Truck (3051)	175	Underway
31	Railroad Crane Inspection and Construction (3106)	367	Underway
32	Rotator for DMT Cranes (3048)	130	Underway
33	Refurbish Big Red Crane Mechanical System (3049)	150	Spring, 2012
34	Vanguard Sweeper (3052)	190	Spring, 2012
35	Vehicle Op-to-Cap (3053)	30	Spring, 2012
<u>Masonville Auto Terminal</u>			
36	Berth 4 Approach Slab Reconstruction (1747)	2,197	Spring, 2012
<u>North Locust Point</u>			
37	Repair of Two Watermain Breaks (1817)	25	Underway
38	Breasting Dolphin - North Locus Point (3140)	985	Spring, 2012
<u>Open-Ended Consulting</u>			
39	Construction Management Inspection 2007 (1240)	1,955	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>Open-Ended Consulting (cont'd)</u>			
40	Portwide Engineering & Design FY 08 JMT (1253)	2,019	Complete
41	Portwide Engineering & Design FY 08 WBC&M (1251)	3,204	Complete
42	Portwide Engineering & Design FY 08 WR (1254)	1,626	Complete
43	Construction Management Inspection FY 2009 (1249)	2,037	Complete
44	Comprehensive Facility Inspection Diving (1725)	200	Underway
45	PE Inspection Diver IV (1826)	500	Underway
46	Portwide Engineering & Design FY 11 - STV (1259)	657	Underway
47	Portwide Engineering & Design FY 11 - Moffat & Nichols (1257)	850	Underway
48	Portwide Engineering & Design FY 11 - WBCM (1256)	1,250	Underway
49	Portwide Engineering & Design FY 11 - WRA (1258)	1,282	Underway
50	Engineering Survey Consultants (1241)	200	Spring, 2012
51	Underwater Welding Expert (1729)	25	Spring, 2012
<u>Port - Wide</u>			
52	Open Ended Studies - Planning III (3128)	1,500	Underway
53	CTIPP Equipment (3124)	445	Underway
<u>Security Projects</u>			
54	Upgrade CCTV Antenna System (1769)	57	Underway
<u>South Locust Point</u>			
55	Remove Two Container Cranes - SLP (1823)	206	Complete
56	SLP Berth Substructure DEF (1634)	1,700	Spring, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>World Trade Center</u>			
57	Sondheim Plaza Lighting (1528)	379	Complete
58	New Roof Deck & Guardrail Waterproofing (1523)	646	Underway
59	Fire Alarm Upgrade - WTC (1534)	127	Underway
60	Tenant Renovation - Meridian WTC (3107)	431	Underway
61	ADA Restroom Renovations (3400)	540	Spring, 2012
62	Cathodic Protection WTC Sheet Piles (3420)	100	Spring, 2012
63	Chiller Replacement & Cooling Tower - WTC (3430)	2,000	Spring, 2012
64	Emergency and Security System Upgrade - WTC (1535)	59	Spring, 2012
65	Reseal Exterior Granite Slab at WTC Plaza Level (1529)	60	Spring, 2012
66	Seal WTC Building Columns (3490)	1,565	Spring, 2012
67	Transformer Replacment - WTC Tenants (3480)	200	Spring, 2012
<u>FY 2013</u>			
<u>All Terminals</u>			
68	Agency Wide Berth Substructure Repairs V (1830)	3,500	Summer, 2012
69	Pricing Contingency Change (1742)	832	Summer, 2012
<u>Dundalk Marine Terminal</u>			
70	Berth 6/7 Rail Rehabilitation (1135)	1,000	Summer, 2012
71	Berth and Infranstructure Enhancements (3149)	250	Summer, 2012
72	Building 91A Roof and Siding Replacement (3129)	750	Fall, 2012
73	Fumigation Building Repair (3142)	155	Fall, 2012
74	Repair of Berth 1 through 4 (3143)	4,000	Fall, 2012
75	Berth 12 Crane Rail Repairs (3148)	500	Spring, 2013
76	Building 91C Demo & BDS Renovation (1140)	500	Spring, 2013

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

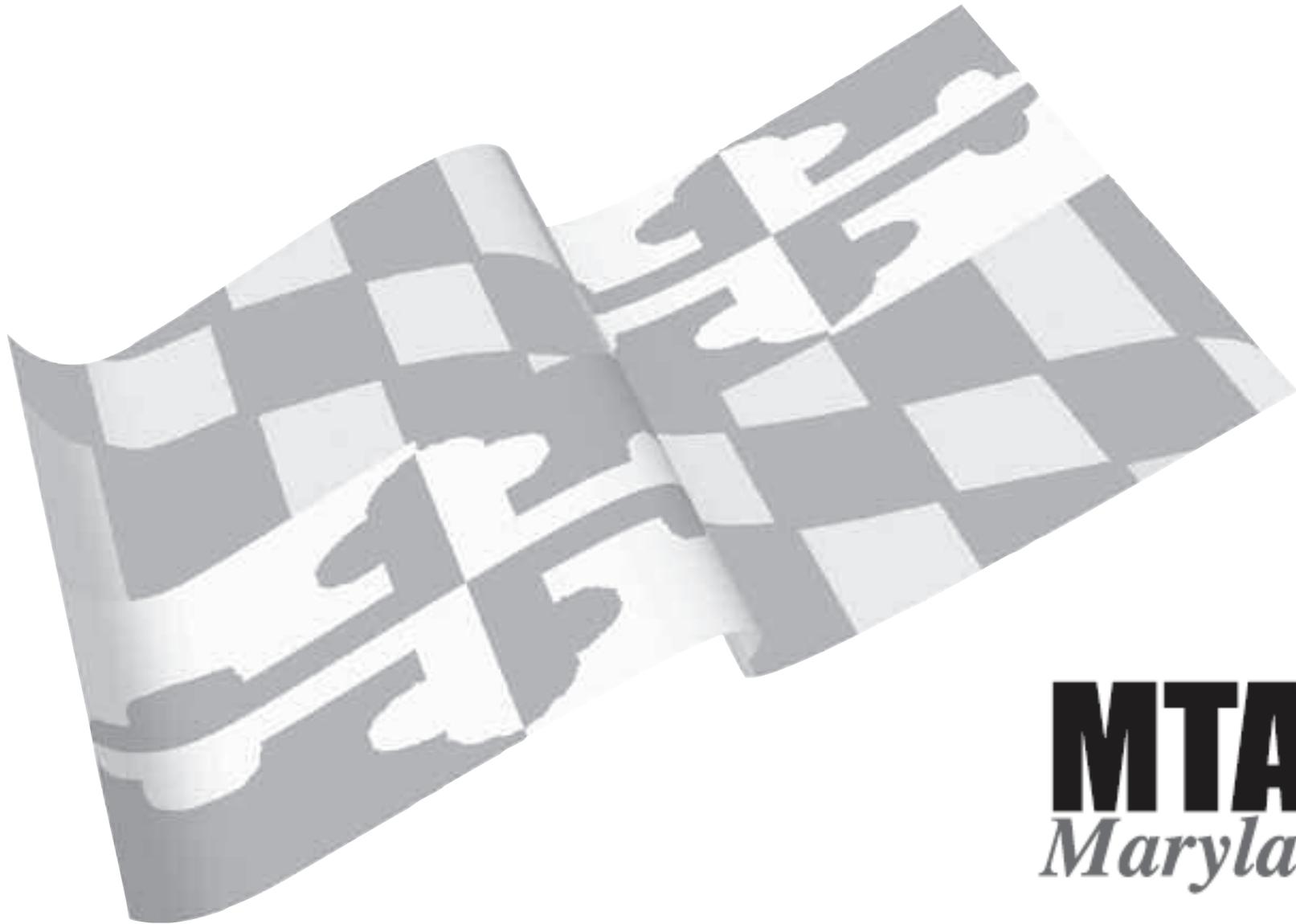
MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2013 (cont'd)</u>			
<u>Dundalk Marine Terminal (cont'd)</u>			
77	Demolition of Hanger 63D (3145)	800	Spring, 2013
78	Fender Replacement Program (3147)	300	Spring, 2013
79	Main Line Rail Survey and Replacement (1141)	1,650	Spring, 2013
80	Maintenance Building Backup Generator (3146)	800	Spring, 2013
81	Mestek Demolition - Phase (3130)	1,000	Spring, 2013
82	Rehabilitation of Portions of Dunmar - Police HQ (3144)	500	Spring, 2013
<u>Environmental</u>			
83	Hawkins Point O&M (1707)	1,044	Summer, 2012
84	CMAA Projects (2020)	200	Spring, 2013
<u>Facilities and Equipment</u>			
85	Railroad Crane Inspection and Construction (3106)	362	Summer, 2012
<u>North Locust Point</u>			
86	Whirley Crane Rehabilitation (1818)	150	Spring, 2013
<u>Open-Ended Consulting</u>			
87	Comprehensive Facility Inspection (1724)	20	Summer, 2012
88	Portwide Egeeneering & Design FY 11 - STV (1259)	500	Summer, 2012
89	Portwide Egeeneering & Design FY 11 - Moffat & Nichols (1257)	563	Summer, 2012
90	Portwide Egeeneering & Design FY 11 - WBCM (1256)	678	Summer, 2012
91	Portwide Egeeneering & Design FY 11 - WRA (1258)	500	Summer, 2012
92	Portwide Engineering and Design - Balance (1211)	2,200	Summer, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2013 (cont'd)</u>		
	<u>Open-Ended Consulting (cont'd)</u>		
93	Inspection Surveys (1827)	400	Fall, 2012
	<u>Port - Wide</u>		
94	CTIPP Equipment (3124)	257	Summer, 2012
	<u>South Locust Point</u>		
95	Coast Guard Cruise Terminal Office (1638)	400	Summer, 2012
96	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,500	Spring, 2013
	<u>World Trade Center</u>		
97	Emergency Equipment Relocation (3450)	510	Summer, 2012
98	Storm Drain Cover Replacement - WTC (3470)	125	Summer, 2012
99	Tenant Renovation - Meridian WTC (3107)	700	Summer, 2012
100	WTC Plaza Under Drain (3451)	840	Spring, 2013



MTA 
Maryland



MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	247.3	259.6	334.8	136.0	133.8	131.8	1,243.3
System Preservation Minor Projects	90.7	68.2	47.6	25.0	32.6	35.5	299.6
<u>Development & Evaluation Program</u>	<u>77.6</u>	<u>119.2</u>	<u>199.7</u>	<u>0.2</u>	<u>0.2</u>	<u>0.2</u>	<u>397.1</u>
SUBTOTAL	415.6	446.9	582.1	161.2	166.6	167.5	1,939.9
<u>Capital Salaries, Wages & Other Costs</u>	<u>11.4</u>	<u>11.9</u>	<u>3.0</u>	<u>3.0</u>	<u>12.0</u>	<u>12.5</u>	<u>53.8</u>
TOTAL	426.9	458.8	585.1	164.2	178.6	180.0	1,993.7
Special Funds	185.5	221.0	216.8	57.1	92.6	77.3	850.3
Federal Funds	211.1	225.3	365.1	106.2	83.9	101.7	1,093.3
Other Funding	30.3	12.5	3.2	0.9	2.2	0.9	50.1



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



MTA CONSTRUCTION PROGRAM



PROJECT: MARC Frederick Extension

DESCRIPTION: Service extension from Point of Rocks to City of Frederick, 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: Revenue service began December 2001. Remaining funds are being utilized for safety and operational enhancements.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project cost increased \$1.4M to fully account for expenses related to the project.

USAGE: There was an average of 120 MARC boardings per day on the MARC Frederick Extension in FY 2011.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2014....	....2015....	....2016....	....2017....		
Planning	676	676	0	0	0	0	0	0	0	0	
Engineering	3,760	3,506	254	0	0	0	0	0	254	0	
Right-of-way	6,277	6,129	148	0	0	0	0	0	148	0	
Construction	49,875	48,590	1,285	0	0	0	0	0	1,285	0	
Total	60,588	58,901	1,687	0	0	0	0	0	1,687	0	
Federal-Aid	47,973	46,624	1,349	0	0	0	0	0	1,349	0	



PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Funding for planning, environmental documentation, design and property acquisition 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.

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

EXPLANATION: Projects will provide facilities needed to inspect and maintain MARC fleet.

STATUS: Procurement process underway for the Washington Mid-Day Storage Yard. Construction funding for the Mid-Day Storage Yard to begin during current year. Site selection for an additional maintenance facility underway.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY						
			2012	2013	....2014....	....2015....	....2016....	....2017....		
Planning	3,436	886	250	1,750	550	0	0	0	2,550	0	
Engineering	8,200	8,164	36	0	0	0	0	0	36	0	
Right-of-way	1,461	1,460	1	0	0	0	0	0	1	0	
Construction	38,430	307	3,490	15,000	19,633	0	0	0	38,123	0	
Total	51,527	10,817	3,777	16,750	20,183	0	0	0	40,710	0	
Federal-Aid	39,838	7,711	3,021	13,400	15,706	0	0	0	32,127	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased \$2.5 million to reflect actual bid price for the Washington Mid-Day Storage project.



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 joint capital improvement agreements. On CSX projects, the existing signal system will be upgraded and three crossovers will be added to increase track capacity. Amtrak projects will include passenger upgrades at Baltimore Penn Station, BWI Rail Station and Washington Union Station.

JUSTIFICATION: Investments in passenger rail corridor infrastructure improvements are necessary to continue quality MARC service.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Penn Station window replacement and heating upgrades completed. Crossovers under construction. Other improvements ongoing.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased \$43.0 million due to the addition of FY 2017 and joint benefits improvements called for in agreements with Amtrak and CSX.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....			.....2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,911	1,764	22	25	25	25	25	25	147	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	220,072	96,582	20,976	28,073	20,310	8,850	5,556	39,725	123,490	0
Total	221,983	98,346	20,998	28,098	20,335	8,875	5,581	39,750	123,637	0
Federal-Aid	166,790	71,468	17,644	22,476	15,413	6,989	4,400	28,400	95,322	0

0183, 0687, 8007, 8010



PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: This project consists of two elements; the "10-year Minor" overhaul of 34 MARC IIB (Minor), 63 MARC III (Minor) and the purchase of fifty-four (54) Bi-Level railcars to support the Penn, Camden and Brunswick MARC lines.

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. New cars are needed to replace coaches that have reached the end of their useful life.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

STATUS: MARC IIB vehicles overhaul complete. MARC III overhaul and the procurement of new railcars underway.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL				PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	795	607	188	0	0	0	0	0	188	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	216,455	21,826	38,830	25,926	103,629	14,044	12,200	0	194,629	0
Total	217,250	22,433	39,018	25,926	103,629	14,044	12,200	0	194,817	0
Federal-Aid	127,984	17,275	31,213	18,275	44,367	11,174	5,680	0	110,709	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased \$160.0 million due to the procurement of 54 new railcars previously shown on Line 7.

0181, 1161, 1263, 1304



PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Conduct overhaul of 4 AEM-7 electric locomotives, overhaul of 6 high-horsepower (HHP) electric locomotives and procurement of 26 re-manufactured diesel locomotives. Replacement diesel locomotives have higher horsepower and meet EPA air quality emissions standards.

PURPOSE & NEED SUMMARY STATEMENT: Overhaul and replacement of locomotives in accordance with the manufacturer's schedule is needed to maintain safe and reliable operation and to comply with federally mandated maintenance and environmental regulations.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

EXPLANATION: Overhaul and replacement of locomotives, electric and diesel, will increase reliability and meet operational needs. Newly remanufactured diesel locomotives are more fuel efficient and environmentally friendly.

STATUS: Twenty-six diesel locomotives have been delivered; project complete. The electric locomotive overhauls in development.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased \$4.9 million due to a change in project scope.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	459	222	237	0	0	0	0	0	237	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	118,170	102,201	4,119	2,850	9,000	0	0	0	15,969	0	
Total	118,629	102,423	4,356	2,850	9,000	0	0	0	16,206	0	
Federal-Aid	94,352	81,688	3,484	2,280	6,900	0	0	0	12,664	0	

1095, 1203, 1245



PROJECT: MARC Edgewood Station

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Assessment of Transit Needs for Maryland Base Realignment and Closure - Line 43

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

STATUS: Phase I improvements are complete. Construction of Phase II began during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		YEAR	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	806	806	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,296	1	1,000	3,295	0	0	0	0	4,295	0	0
Total	5,102	807	1,000	3,295	0	0	0	0	4,295	0	0
Federal-Aid	3,987	551	800	2,636	0	0	0	0	3,436	0	0

USAGE: Approximately 360 MARC boardings per day occurred during FY 2011.



PROJECT: MARC Growth and Investment Plan (ARRA)

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

PURPOSE & NEED SUMMARY STATEMENT: MARC Train service is at capacity and with additional demand created by growth in the MARC corridors, including BRAC, additional capacity is needed.

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

MARC BWI Rail Station (ARRA) -- Line 12
 Assessment of Transit Needs for Maryland Base Realignment and Closure - Line 43

STATUS: Planning and engineering underway for BWI improvement projects, all other projects moved to other sections of the CTP.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Funding decreased by \$166.0 million due to the procurement of new railcars which moved to Line 4, and the creation of the MARC BWI Rail Station PIF - Line 12 and the movement of the MARC Bayview Station, Aberdeen Station Parking Expansion into the Minor section of the book.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2014....	....2015....	....2016....	....2017....		
Planning	3,982	2,310	1,512	160	0	0	0	0	1,672	0	
Engineering	6,088	2,913	2,980	195	0	0	0	0	3,175	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	10,070	5,223	4,492	355	0	0	0	0	4,847	0	
Federal-Aid	9,787	5,035	4,397	355	0	0	0	0	4,752	0	



PROJECT: MARC Positive Train Control

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

EXPLANATION: Ensure the safe of operation of MARC service.

STATUS: Specification development underway. Construction expected to begin in current fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project moved from the Minors due to increased cost associated with meeting federal regulations.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY2014.....2015.....2016.....		2017.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	177	0	177	0	0	0	0	0	177	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	11,882	128	951	9,303	1,500	0	0	0	11,754	0	
Total	12,059	128	1,128	9,303	1,500	0	0	0	11,931	0	
Federal-Aid	8,574	0	0	7,374	1,200	0	0	0	8,574	0	



PROJECT: Paul S. Sarbanes Transit Center

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Purple Line - Line 45

STATUS: Construction is underway. The transit center is expected to open for service in 2012.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project increased by \$5.0 million due to increased cost.

USAGE: An average of 660 MARC boardings per day occurred during FY 2011.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2014....	....2015....	....2016....	....2017....		
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	91,345	61,407	29,938	0	0	0	0	0	29,938	0	
Total	99,956	70,018	29,938	0	0	0	0	0	29,938	0	
Federal-Aid	53,953	53,953	0	0	0	0	0	0	0	0	

Project total reflects \$32.0 million in local contribution from Montgomery County to cover additional construction management cost.
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 improved ADA access.

PURPOSE & NEED SUMMARY STATEMENT: Insufficient station parking results in commuters parking along US 1 and within adjacent residential communities. Platform and access improvements will improve service accessibility and reduce boarding times.

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	2,845	2,842	3	0	0	0	0	0	3	0
Right-of-way	1,694	1,694	0	0	0	0	0	0	0	0
Construction	25,019	7,788	5,000	12,231	0	0	0	0	17,231	0
Total	29,860	12,626	5,003	12,231	0	0	0	0	17,234	0
Federal-Aid	22,746	8,960	4,002	9,784	0	0	0	0	13,786	0

USAGE: An average of approximately 1,150 MARC boardings per day occurred during FY 2011.



PROJECT: MARC West Baltimore Station Parking Expansion (ARRA)

DESCRIPTION: Construct additional parking spaces at the West Baltimore MARC Station in Baltimore City. Phase I is for the demolition of structures to prepare for the parking expansion. Phase II will increase parking capacity from 326 spaces to 660 spaces.

PURPOSE & NEED SUMMARY STATEMENT: Parking demand regularly exceeds the capacity of the existing 326-space lot. The expanded lot will accommodate ridership growth and reduce overflow parking in adjacent communities. The lot will be designed to accommodate the proposed Red Line as well as Transit Oriented Development.

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

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

EXPLANATION: This project includes expanded parking capacity making usage more convenient for MARC passengers.

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

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

ASSOCIATED IMPROVEMENTS:

Red Line - Line 44

STATUS: Phase I construction is complete. Phase II is in the procurement phase, construction will start in the current year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased \$2.2M to account for additional infrastructure improvements in the area surrounding the station.

USAGE: An average of 750 MARC boardings per day occurred during FY 2011.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2014....	....2015....	....2016....	....2017....		
Planning	840	840	0	0	0	0	0	0	0	0	
Engineering	1,353	616	737	0	0	0	0	0	737	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	10,545	2,299	486	4,000	3,760	0	0	0	8,246	0	
Total	12,738	3,755	1,223	4,000	3,760	0	0	0	8,983	0	
Federal-Aid	4,470	3,430	1,038	2	0	0	0	0	1,040	0	



PROJECT: MARC BWI Rail Station (ARRA)

DESCRIPTION: Includes renovations to the existing BWI rail station and repairs to the BWI garage.

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment - Line 7.

STATUS: Garage repairs are ongoing. New BWI elevators are in operation.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	772	506	141	125	0	0	0	0	266	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,727	2,973	0	660	1,204	1,445	1,445	0	4,754	0
Total	8,499	3,479	141	785	1,204	1,445	1,445	0	5,020	0
Federal-Aid	4,951	2,442	18	628	963	900	0	0	2,509	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: MARC BWI Garage Repairs and BWI Station Renovations moved from the Minors Program.



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: Project Not Location Specific Not Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:
Closed Circuit Television (CCTV) Improvements - Line 33

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 MTA's systems, law enforcement resources, and physical infrastructure.

STATUS: Project ongoing.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,615	100	1,823	1,100	592	0	0	0	3,515	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	56,939	12,002	7,671	16,657	16,458	4,151	0	0	44,937	0
Total	60,554	12,102	9,494	17,757	17,050	4,151	0	0	48,452	0
Federal-Aid	60,418	11,189	10,327	17,729	17,022	4,151	0	0	49,229	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Multiple projects moved from the Minors program to the Construction program and an additional \$9.1 million Homeland security grant was added.

1240, 1342, 1379, 1384, 1432, 1433



PROJECT: Freight Bridge Rehabilitation

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Yearly freight bridge and culvert inspection underway and Eastern Shore bridge structural repairs as needed.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,245	2,491	774	605	250	450	425	250	2,754	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,548	8,755	421	955	835	1,070	1,767	745	5,793	0
Total	19,793	11,246	1,195	1,560	1,085	1,520	2,192	995	8,547	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State.

JUSTIFICATION: This is a system preservation and safety enhancement effort maintaining a smooth traffic flow at freight railroad crossings throughout the State.

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: Grade crossing inspections underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....			.....2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	415	415	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,489	2,123	316	510	385	385	385	385	2,366	0
Total	4,904	2,538	316	510	385	385	385	385	2,366	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: Light Rail Vehicle Overhauls

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Procurement underway. Overhaul expected to begin in current year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project increased by \$9.4 million to provide for an increased level of annual preservation funding for ongoing parts replacement and overhaul of systems.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,056	1,556	500	0	0	0	0	0	500	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	153,209	11,179	4,067	9,500	25,343	30,600	34,670	37,850	142,030	0	
Total	155,265	12,735	4,567	9,500	25,343	30,600	34,670	37,850	142,530	0	
Federal-Aid	107,233	3,590	1,640	7,600	20,273	24,410	21,040	28,680	103,643	0	

1153, 1346



PROJECT: Owings Mills Joint Development

DESCRIPTION: Site infrastructure improvements for joint development of the existing 46-acre site at Owings Mills Metro Station. The project includes: the replacement of surface parking with Garage #1 and Garage #2; infrastructure, consisting of an access road and utility connections; a County Learning (Library/College) Center; and a private mixed-use development phase.

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

STATUS: Construction of the first garage is complete. Garage #2 is on hold 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.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
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	17,152	4,725	1,778	0	0	7,326	0	13,829	0
Total	31,691	17,862	4,725	1,778	0	0	7,326	0	13,829	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: Ongoing and five-year overhauls of structural elements and systems of 100 Metro railcars.

PURPOSE & NEED SUMMARY STATEMENT: Overhauls for Metro vehicle subsystems are required to reduce system failures and improve 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 an overhaul of the Metro vehicles to ensure safe, reliable service to the end of the cars' useful life.

STATUS: Mid-life overhaul is complete. Five-year overhauls are ongoing.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project increased \$7.4 million due to the addition of FY 2017.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	400	0	400	0	0	0	0	0	400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	41,842	12,868	2,230	2,444	3,575	4,975	8,375	7,375	28,974	0
Total	42,242	12,868	2,630	2,444	3,575	4,975	8,375	7,375	29,374	0
Federal-Aid	26,721	5,940	2,104	1,954	2,400	3,443	5,440	5,440	20,781	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 Metro 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 faulty components are in need of repair or replacement to ensure proper operation.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

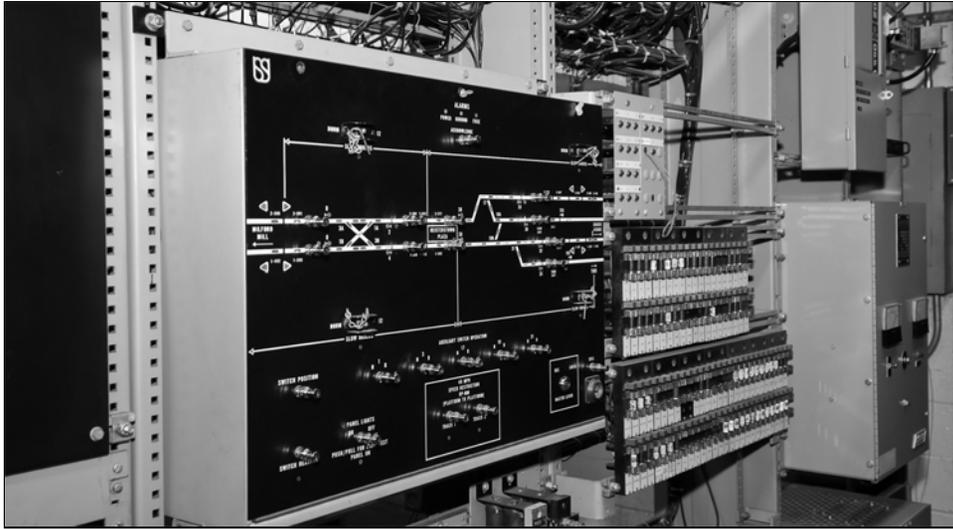
None.

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project cost decreased by \$1.5 million due to project savings.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,000	8,804	6,940	2,256	0	0	0	0	9,196	0
Total	18,000	8,804	6,940	2,256	0	0	0	0	9,196	0
Federal-Aid	18,000	8,804	6,940	2,256	0	0	0	0	9,196	0



PROJECT: Metro Train Control Signaling System Replacement

DESCRIPTION: Project will design the replacement of the existing Metro train control signaling system with new technology. The system replacement will be procured with the purchase of new railcars.

PURPOSE & NEED SUMMARY STATEMENT: The new technology will improve reliability and provide new diagnostic capabilities for system maintenance and repair.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

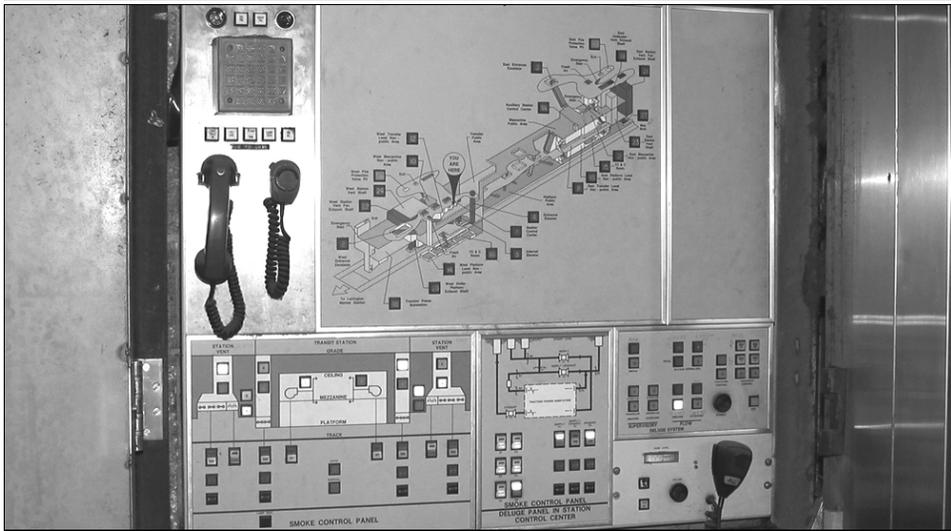
- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project will ensure continued safe and reliable Metro operations.

STATUS: Specifications are under development.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	907	158	249	250	250	0	0	0	749	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	907	158	249	250	250	0	0	0	749	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Train Control upgrades will be procured with the purchase of new Metro railcars, therefore the project decreased \$24 million.



PROJECT: Metro Fire and Security Management Systems

DESCRIPTION: Modernize the 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 previous SCADA system was near the end of its useful life. The new system will enhance the existing Life Safety system and functionality.

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 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 start in the current year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	201	201	0	0	0	0	0	0	0	0	0
Engineering	4,485	4,485	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	63,739	59,846	2,963	930	0	0	0	0	3,893	0	0
Total	68,425	64,532	2,963	930	0	0	0	0	3,893	0	0
Federal-Aid	48,723	45,609	2,370	744	0	0	0	0	3,114	0	0



PROJECT: Metro Electrical Substation Improvements

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

STATUS: Construction underway.

<u>POTENTIAL FUNDING SOURCE:</u> <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	404	404	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,057	8,541	2,174	1,342	0	0	0	0	3,516	0
Total	12,461	8,945	2,174	1,342	0	0	0	0	3,516	0
Federal-Aid	7,031	5,347	611	1,073	0	0	0	0	1,684	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: Metro Interlocking Renewals

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

PURPOSE & NEED SUMMARY STATEMENT: Interlockings must be renewed to ensure safe operation.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

STATUS: Construction underway for Rogers Avenue interlocking. Engineering underway for Reisterstown Plaza West, and Portal interlockings.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY2014.....2015.....2016.....			.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,461	923	519	609	410	0	0	0	1,538	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,558	55	2,000	1,138	4,650	715	0	0	8,503	0
Total	11,019	978	2,519	1,747	5,060	715	0	0	10,041	0
Federal-Aid	6,698	708	2,015	1,397	2,578	0	0	0	5,990	0



PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of clean diesel hybrid electric buses to replace those that have been in service for 12 or more years.

JUSTIFICATION: Bus replacement levels are based on the fleet age to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. Replacement buses are hybrid electric which reduces emissions and noise levels.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: ARRA project is complete. Replacement of 41, 40-foot buses is underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Overall cost of the project increased by \$22.0 million due to the addition of FY 2017 and a cash flow change that reflects an updated replacement schedule.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	224,049	35,945	38,475	45,225	20,004	30,500	30,500	23,400	188,104	0
Total	224,049	35,945	38,475	45,225	20,004	30,500	30,500	23,400	188,104	0
Federal-Aid	176,864	28,812	30,380	36,180	13,972	24,400	24,400	18,720	148,052	0



PROJECT: Bus Communications Systems Upgrade

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

PURPOSE & NEED SUMMARY STATEMENT: The retrofit will provide a unified infrastructure on-board buses and will bring the bus fleet to the same level of security and monitoring systems.

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

CAD/AVL and Passenger Information Systems -- Line 31

STATUS: Engineering underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	699	84	615	0	0	0	0	0	615	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	25,558	2,133	0	125	9,700	9,600	4,000	0	23,425	0	
Total	26,257	2,217	615	125	9,700	9,600	4,000	0	24,040	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project cost increased by \$14.5 million due to a more comprehensive systems upgrade.



PROJECT: Bus New Main Shop

DESCRIPTION: Design and construct a new bus maintenance shop. The new facility will be utilized to perform major bus repairs including engine replacement, transmission repairs, and HVAC repairs. The facility will be designed with LEED silver level 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.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

STATUS: Project design is underway. Construction is expected to begin in budget year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved from the Minors program to the Construction program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....		2016.....	.....2017.....
Planning	156	77	79	0	0	0	0	0	0	79	0
Engineering	2,000	762	1,238	0	0	0	0	0	0	1,238	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	26,000	0	0	10,000	16,000	0	0	0	0	26,000	0
Total	28,156	839	1,317	10,000	16,000	0	0	0	0	27,317	0
Federal-Aid	20,803	3	0	8,000	12,800	0	0	0	0	20,800	0



PROJECT: Mobility Vehicle Procurement

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Procurement underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,553	35,387	7,250	0	7,916	0	0	0	15,166	0
Total	50,553	35,387	7,250	0	7,916	0	0	0	15,166	0
Federal-Aid	20,263	8,131	5,800	0	6,332	0	0	0	12,132	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project funding increased by \$11 million to provide for the cost of additional vehicles.

USAGE: Service demand increased 12% in FY 2011 compared to FY 2010.



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

DESCRIPTION: Replace existing fare collection equipment on 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. The project also includes the implementation of a customer service center to support the MTA and Washington Region transit agencies.

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 will provide more accurate ridership numbers.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

STATUS: Installation of fare collection equipment is complete. Initial implementation of Smart Card complete. Remaining funds will support implementation of additional features.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	386	386	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	100,947	90,058	3,619	4,170	3,100	0	0	0	10,889	0
Total	101,333	90,444	3,619	4,170	3,100	0	0	0	10,889	0
Federal-Aid	17,850	17,850	0	0	0	0	0	0	0	0

0287, 0884, 1062, 1429



PROJECT: Intercounty Connector (ICC) Buses

DESCRIPTION: Purchase eighteen motor coaches. This is a BRAC-related project.

PURPOSE & NEED SUMMARY STATEMENT: Buses will be used to support new express bus service on the ICC and local roadways to connect the I-270 corridor with BWI Thurgood Marshall Airport and Ft. Meade, including new employees associated with base realignments.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Assessment of Transit Needs for Maryland Base Realignment and Closure - Line 43

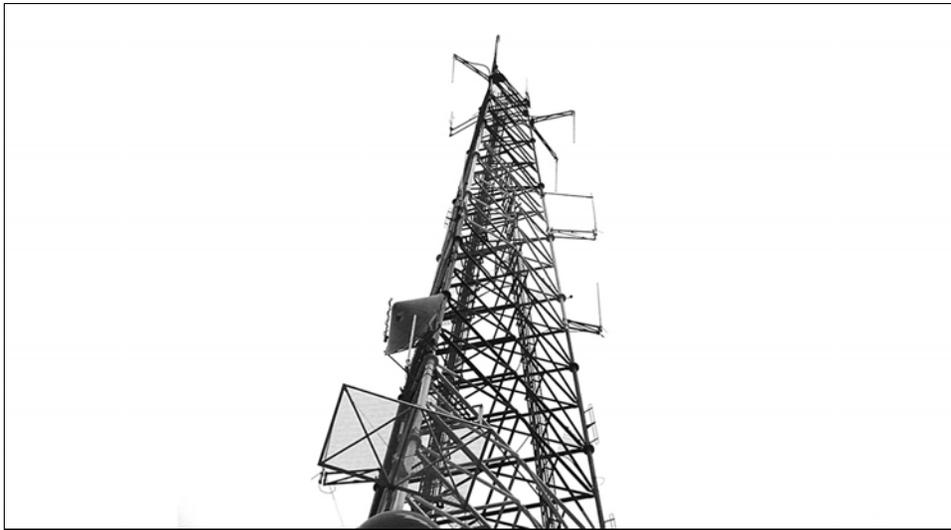
EXPLANATION: This project will support new transit options that utilize the ICC.

STATUS: Delivery complete. Service is now operating.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,400	9,400	0	0	0	0	0	0	0	0
Total	9,400	9,400	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

Project funded by MdTA.
1377



PROJECT: Trunked Radio Expansion

DESCRIPTION: Construct additional radio communication system sites in Owings Mills, Hickey Tower and Jacobsville.

PURPOSE & NEED SUMMARY STATEMENT: The additional trunked radio system sites will enhance radio coverage for MTA Operations, Maintenance and Police 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: Construction underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					....2014....	....2015....	....2016....	....2017....		
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	6,796	1,925	3,753	0	0	0	0	5,678	0
Total	13,184	7,506	1,925	3,753	0	0	0	0	5,678	0
Federal-Aid	5,383	841	1,540	3,002	0	0	0	0	4,542	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: CAD/AVL and Passenger Information Systems

DESCRIPTION: The Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) project provides radio data channel expansion to improve the bus fleet's voice and data communications. 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. This technology will enable the MTA to provide Real-Time Passenger Information through Phase II of this project.

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.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

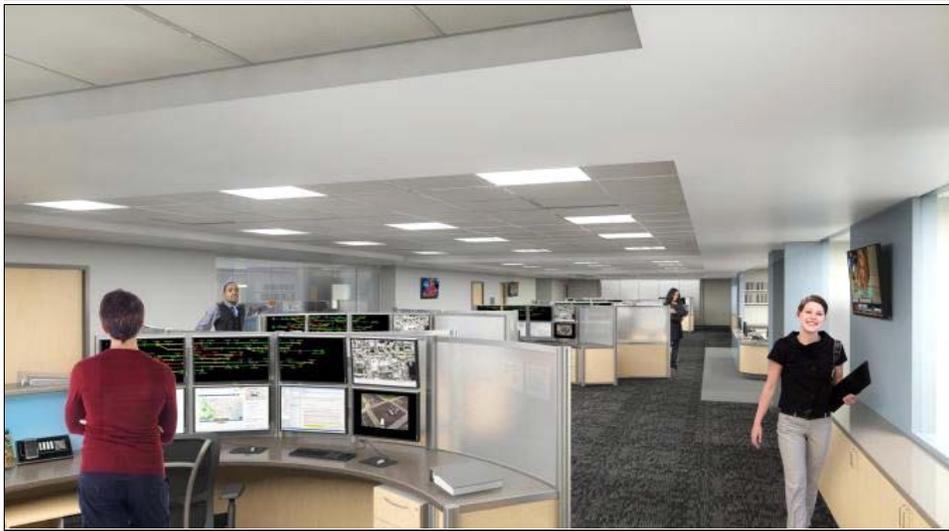
Bus Communications Systems Upgrade -- Line 25

EXPLANATION: This project provides the upgrade for the bus fleet communication system and will improve communication with buses.

STATUS: Phase I will be complete in the current year. Phase II is in procurement and expected to be underway in the current year. The Real-Time Passenger Information project was moved from the Minors to the Construction program.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project cost increased \$2.4 million to reflect the movement of the Real-Time Passenger Information System effort from the minors program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	164	164	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	14,876	12,250	901	1,725	0	0	0	0	2,626	0	
Total	15,040	12,414	901	1,725	0	0	0	0	2,626	0	
Federal-Aid	1,554	1,554	0	0	0	0	0	0	0	0	



PROJECT: Central Control Center

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

PURPOSE & NEED SUMMARY STATEMENT: The ability to operate all four modes from one location, while replacing obsolete equipment.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

STATUS: Improvements are underway, construction will begin in budget year.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,306	987	319	0	0	0	0	0	319	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,457	712	740	5,055	5,950	0	0	0	11,745	0
Total	13,763	1,699	1,059	5,055	5,950	0	0	0	12,064	0
Federal-Aid	5,240	0	0	2,360	2,880	0	0	0	5,240	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved from the Minors section to the Construction program.



PROJECT: Closed Circuit Television (CCTV) Improvements

DESCRIPTION: Installation of CCTV equipment in stations and maintenance facilities. Phase I of the project included one Light Rail and ten Metro locations. Phase II includes additional work at four Metro, six metro stations, one MARC and five Light Rail stations as well as the Metro Portal. Phase III includes three Light Rail Stations, four MARC stations, and operations facilities.

PURPOSE & NEED SUMMARY STATEMENT: The CCTV system will provide effective surveillance of MTA stations and maintenance facilities for Homeland Security-related purposes. Sites are prioritized on a systemwide threat vulnerability assessment.

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Homeland Security - Line 13.

EXPLANATION: This project enhances surveillance capabilities to improve safety.

STATUS: Phase II substantially complete. Phase III in procurement with construction expected to begin in current FY.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	471	29	442	0	0	0	0	0	442	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,296	19,421	613	2,262	0	0	0	0	2,875	0
Total	22,767	19,450	1,055	2,262	0	0	0	0	3,317	0
Federal-Aid	11,965	10,156	0	1,809	0	0	0	0	1,809	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project cost increased \$2.5 million due to the addition of Phase III.



PROJECT: Southern Maryland Commuter Bus Initiative

DESCRIPTION: Construction of Commuter Bus Park and Ride lots at Dunkirk, Prince Frederick, Waldorf, New Market and Charlotte Hall in Southern Maryland.

PURPOSE & NEED SUMMARY STATEMENT: Southern Maryland has been identified as one of the fastest growing regions in Maryland. The project will assist in keeping up with demand for commuter parking which continues to grow as more people move into the region.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

EXPLANATION: This effort supports multiple parking expansion projects for Southern Maryland Commuter Bus services, addressing demand for increased commuter parking.

STATUS: Prince Frederick complete. Charlotte Hall is scheduled to begin construction during current year. Construction for Dunkirk and Waldorf will begin in budget year. Environmental and design for New Market underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project increased \$1.5 million due to the design of New Market Park and Ride Lot project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2014....	....2015....	....2016....	....2017....		
Planning	4,163	3,781	232	150	0	0	0	0	382	0	
Engineering	3,895	2,609	486	800	0	0	0	0	1,286	0	
Right-of-way	4,837	2,106	1,552	1,179	0	0	0	0	2,731	0	
Construction	24,778	2,770	480	6,300	15,228	0	0	0	22,008	0	
Total	37,673	11,266	2,750	8,429	15,228	0	0	0	26,407	0	
Federal-Aid	26,500	7,697	2,197	5,800	10,806	0	0	0	18,803	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. The funding also supports the Job Access - Reverse Commute (JARC) program and the New Freedom initiative that assists individuals with disabilities with transportation. MTA facilitates federal funds for locally-sponsored projects.

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

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

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2012 and Prior - Line 53

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

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....			.....2016.....	.....2017.....
Planning	34	8	26	0	0	0	0	0	26	0
Engineering	27,924	18,533	1,572	1,619	1,550	1,550	1,550	1,550	9,391	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	220,443	122,194	24,962	13,649	24,512	12,317	12,291	10,518	98,249	0
Total	248,401	140,735	26,560	15,268	26,062	13,867	13,841	12,068	107,666	0
Federal-Aid	222,349	123,909	24,888	14,332	23,893	12,317	12,293	10,717	98,440	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Funding increased by \$26.4 million due to the addition of fiscal year 2017, the inclusion of annual levels of funding for JARC and New Freedom and the inclusion of federal funding for the rural and small urban grant programs. Also the CMRTelectric bus project was added.

0045, 0211, 0217, 0218, 0826, 0878, 0885, 1150, 1184, 1261, 1347, 1348, 1355, 1356, 1373, 1426, 1431, 8020, 8021, 8022, 8023, 8024



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

DESCRIPTION: Grant program to provide funding to private non-profit agencies for the transportation of the elderly and persons with disabilities.

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

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

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2012 and Prior - Line 53

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

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Funding increased by \$4.3 million due to the addition of FY 2017 and unobligated federal funds.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,773	19,917	1,652	2,827	4,044	4,044	4,257	4,032	20,856	0
Total	40,773	19,917	1,652	2,827	4,044	4,044	4,257	4,032	20,856	0
Federal-Aid	34,220	17,531	1,322	2,262	3,236	3,236	3,407	3,226	16,689	0



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement.

JUSTIFICATION: These investments will make the Ride On bus system more convenient while improving passenger access to the Metrorail system.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Funding increased by \$2.0 million due to the addition of FY 2017.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	55,790	41,090	90	3,610	3,000	3,000	3,000	2,000	14,700	0	
Total	55,790	41,090	90	3,610	3,000	3,000	3,000	2,000	14,700	0	
Federal-Aid	14,005	2,805	0	2,400	2,400	2,400	2,400	1,600	11,200	0	

0892, 0894



PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for annual bus replacement, the procurement of fourteen 35' buses and six small cutaway buses for the South County Circulator program.

JUSTIFICATION: These investments will make The Bus system more convenient while improving passenger access to the Metrorail system.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Funding is awarded on an annual basis for bus replacements.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project cost increased \$5.1 million due to the addition of the South County Circulator project.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,985	5,827	5,658	500	500	500	500	500	8,158	0
Total	13,985	5,827	5,658	500	500	500	500	500	8,158	0
Federal-Aid	6,526	0	4,526	400	400	400	400	400	6,526	0



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

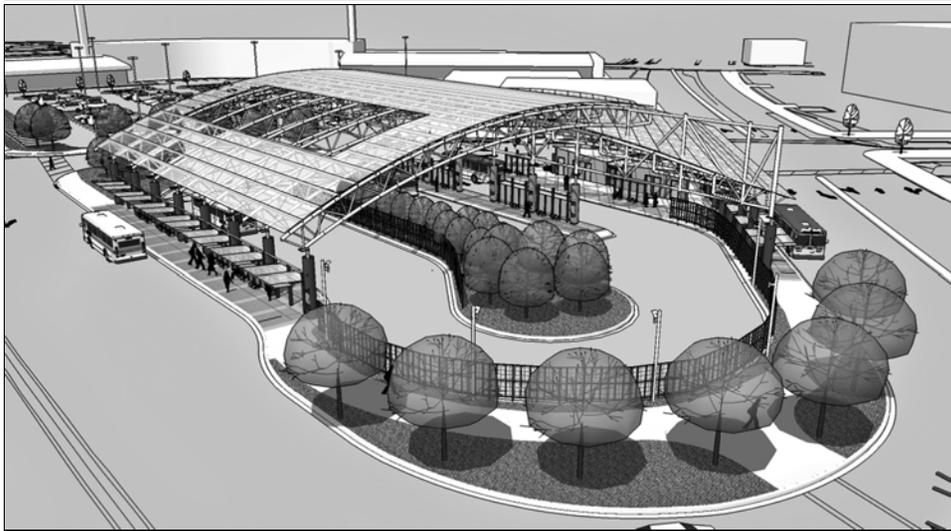
ASSOCIATED IMPROVEMENTS:
None.

STATUS: The Washington Boulevard roof project complete. Additional repairs are ongoing based upon a priority plan.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project funding increased \$5.4 million to fund a consolidation of facilities roof repairs. Projects consolidated were previously included in the minors program.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,370	899	426	300	245	200	200	100	1,471	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	24,533	10,878	2,100	1,805	2,000	2,550	1,875	3,325	13,655	0	
Total	26,903	11,777	2,526	2,105	2,245	2,750	2,075	3,425	15,126	0	
Federal-Aid	15,932	9,427	2,311	1,684	310	2,200	0	0	6,505	0	

0300, 8002



PROJECT: Takoma/Langley Park Transit Center (ARRA)

DESCRIPTION: Construction of an off-street covered transit center at the intersection of MD 193 and MD 650 in the Takoma/Langley Park community. Associated SHA improvements include roadway and intersection improvements, pedestrian safety measures, and new sidewalks and crosswalks. Project includes 12 bus bays to provide service for 11 bus routes, passenger shelters, public restroom facilities, a canopy over the entire facility and transit information services. The project will accommodate a future Purple Line station.

PURPOSE & NEED SUMMARY STATEMENT: This area is the busiest transit transfer point, outside a rail station in the Washington region, with 11 Metrobus, Ride On, The Bus and shuttle van routes. The project will also address pedestrian safety issues.

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Purple Line -- Line 45

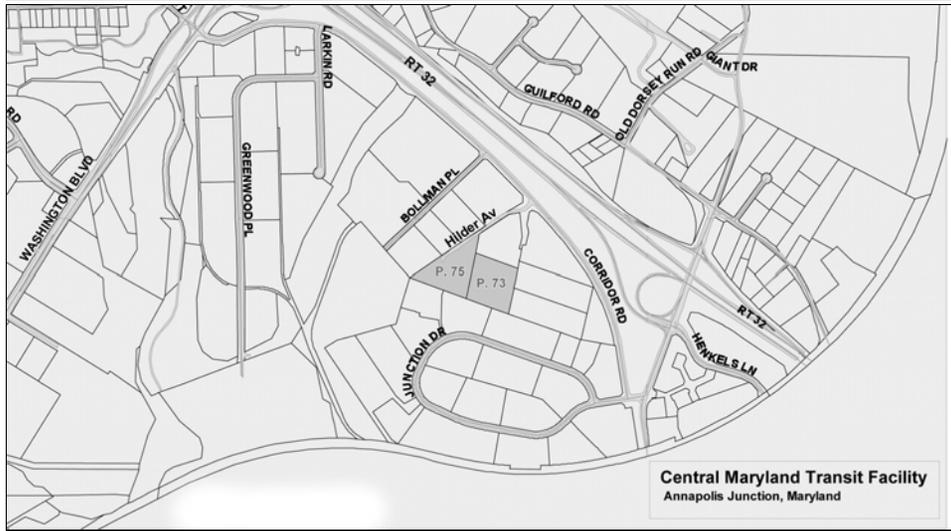
STATUS: Project design is currently underway. Negotiations for right-of-way acquisition are ongoing.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u> <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY2014.....2015.....2016.....			.....2017.....
Planning	476	476	0	0	0	0	0	0	0	0
Engineering	2,364	1,553	811	0	0	0	0	0	811	0
Right-of-way	9,250	0	0	9,250	0	0	0	0	9,250	0
Construction	13,472	0	0	0	5,000	5,000	3,472	0	13,472	0
Total	25,562	2,029	811	9,250	5,000	5,000	3,472	0	23,533	0
Federal-Aid	13,118	0	0	818	5,000	5,000	2,300	0	13,118	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 a \$12.3 million ARRA grant.

1164, 8030



PROJECT: Central Maryland Transit Maintenance Facility

DESCRIPTION: Planning and design of a publicly owned bus transit maintenance facility to support transit operations in Howard County, western Anne Arundel County and the City of Laurel. This is a BRAC-related project.

PURPOSE & NEED SUMMARY STATEMENT: The project will reduce operating costs, associated with the maintenance support function, and support local bus service in the Ft. Meade area.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Assessment of Transit Needs for Maryland Base Realignment and Closure - Line 43

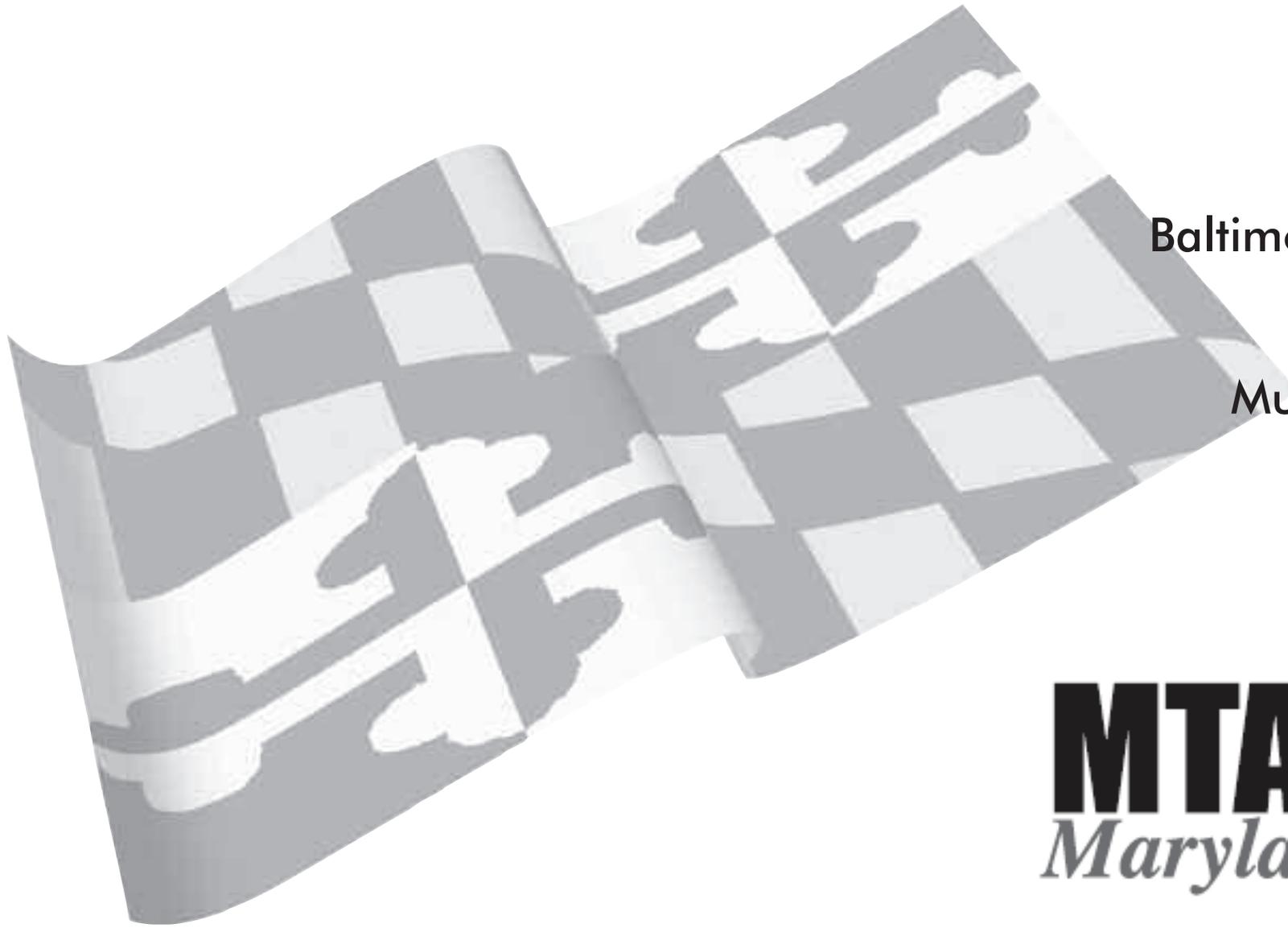
EXPLANATION: This project will reduce cost while providing an updated maintenance facility.

STATUS: Right-of-Way acquisition is complete. Design is underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,100	0	500	1,600	0	0	0	0	2,100	0	
Right-of-way	3,014	3,014	0	0	0	0	0	0	0	0	
Construction	3,719	0	0	0	3,719	0	0	0	3,719	0	
Total	8,833	3,014	500	1,600	3,719	0	0	0	5,819	0	
Federal-Aid	6,655	1,706	400	1,280	3,269	0	0	0	4,949	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

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



MARC

Light Rail

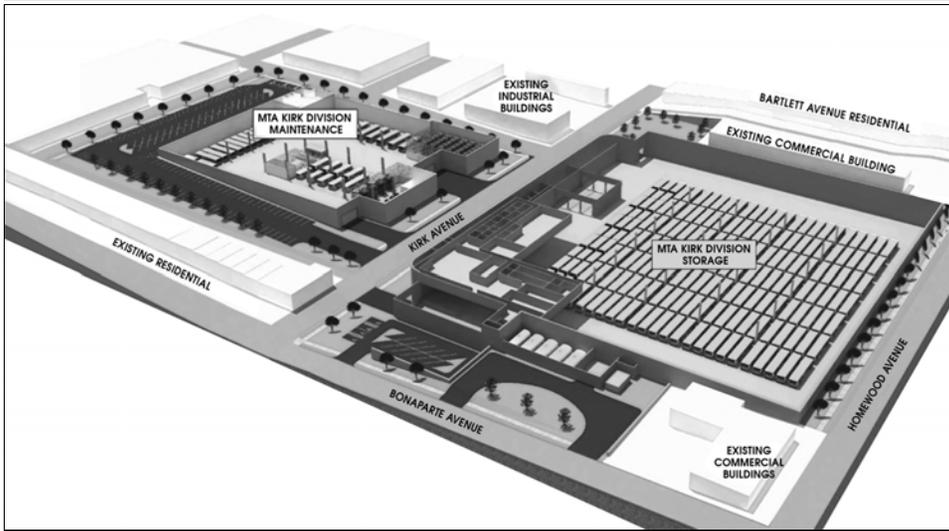
Baltimore Metro

Bus

Multi-Modal



MTA DEVELOPMENT & EVALUATION PROJECTS



PROJECT: Kirk Bus Division

DESCRIPTION: The existing Kirk Division will be replaced with a modern facility on an expanded site. The new facility will be able to accommodate buses of all types, implement HVAC, plumbing, electrical, ADA, and code compliance improvements.

JUSTIFICATION: Existing facility is 60 years old and is reaching the end of its useful life. The replacement facility will be able to handle the newer generation of transit buses more efficiently. Present neighborhood concerns regarding noise and air quality will also be addressed.

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

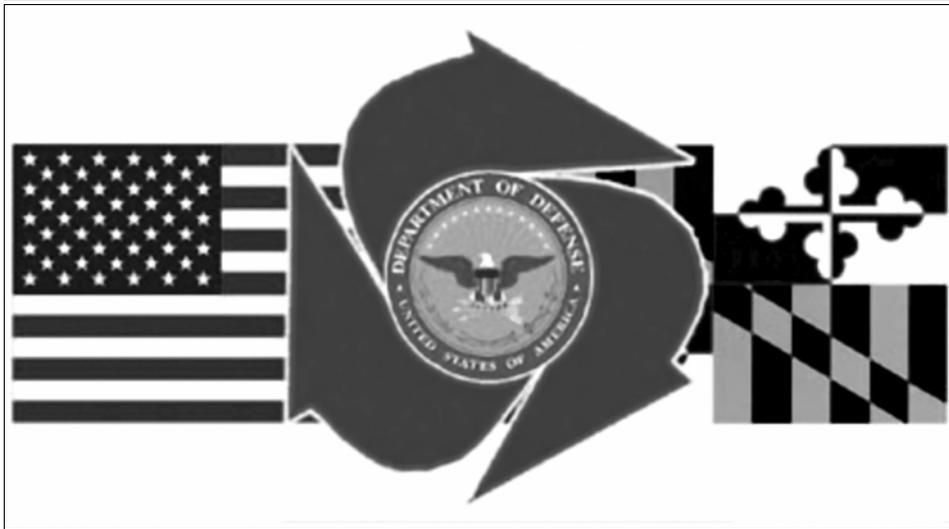
Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Project planning phase is complete. Project design underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	3,343	3,314	29	0	0	0	0	0	29	0	
Engineering	5,747	3,847	1,900	0	0	0	0	0	1,900	0	
Right-of-way	2,456	2,456	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	11,546	9,617	1,929	0	0	0	0	0	1,929	0	
Federal-Aid	5,853	4,310	1,543	0	0	0	0	0	1,543	0	



PROJECT: Assessment of Transit Needs for Maryland Base Realignment and Closure (BRAC)

DESCRIPTION: Assess transit needs related to the proposed BRAC assignments and prepare proposals to address identified needs. Focus will be on Fort Meade, Bethesda, Aberdeen, Fort Detrick and Andrews Air Force Base.

JUSTIFICATION: Central Maryland is expected to experience additional growth due to BRAC. Funding is provided to study transit improvements needed to support additional travel demand.

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

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

ASSOCIATED IMPROVEMENTS:

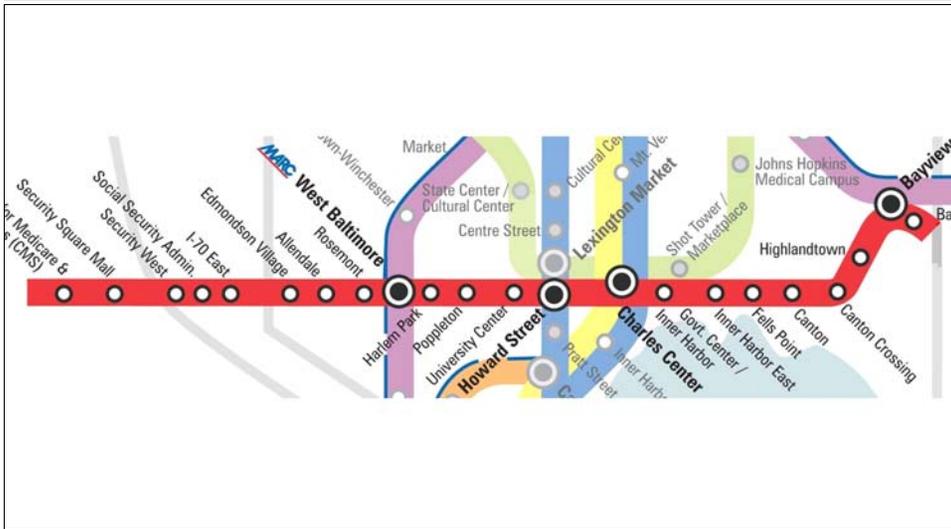
- MARC Edgewood Station - Line 6.
- MARC Growth and Investment Plan - Line 7.
- ICC Buses - Line 29.
- Central Maryland Transit Maintenance Facility - Line 41.

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

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	3,039	1,838	201	200	200	200	200	200	1,201	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	3,039	1,838	201	200	200	200	200	200	1,201	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: Baltimore Red Line

DESCRIPTION: 14-mile light rail line between Woodlawn area in western Baltimore County and Bayview Medical Center located within Baltimore City.

JUSTIFICATION: The Red Line would 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 would connect to MARC, Light Rail, Metro Subway and MTA bus services.

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

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

ASSOCIATED IMPROVEMENTS:

MARC West Baltimore Station Parking Expansion (ARRA) - Line 11.

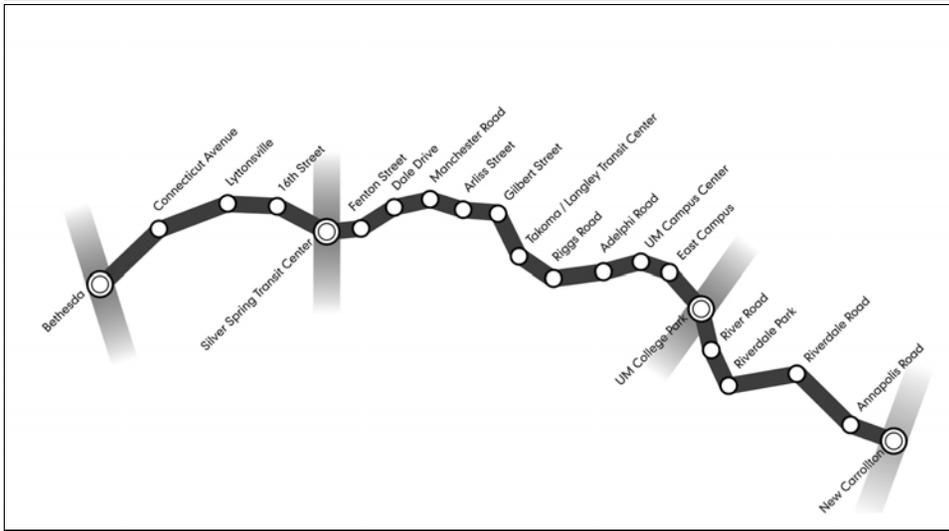
STATUS: Preliminary Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cash flow adjusted to reflect financial plan.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	60,799	60,799	0	0	0	0	0	0	0	0
Engineering	145,100	0	38,500	52,000	54,600	0	0	0	145,100	0
Right-of-way	37,900	0	0	10,000	27,900	0	0	0	37,900	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	243,799	60,799	38,500	62,000	82,500	0	0	0	183,000	0
Federal-Aid	78,820	18,820	3,000	0	57,000	0	0	0	60,000	0

Future federal funding is contingent upon a successful application for New Starts funds.

0862



PROJECT: Purple Line

DESCRIPTION: 16-mile light rail line between New Carrollton and Bethesda.

JUSTIFICATION: The Purple Line would 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 would also connect to the MARC Brunswick, Camden and Penn lines, to Amtrak at New Carrollton, and to regional and local bus services.

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

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

ASSOCIATED IMPROVEMENTS:

Paul S. Sarbanes Transit Center -- Line 9.
 Takoma/Langley Park Transit Center -- Line 40.

STATUS: Preliminary Engineering underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2014....	....2015....	....2016....	....2017....		
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	120,860	0	30,760	47,000	43,100	0	0	0	120,860	0
Right-of-way	63,900	0	0	0	63,900	0	0	0	63,900	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	237,767	53,007	30,760	47,000	107,000	0	0	0	184,760	0
Federal-Aid	107,432	24,432	3,000	0	80,000	0	0	0	83,000	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project funding decreased by \$40.0 million due the deferral of right-of-way acquisition until after environmental approval and a reduced estimate for design activities.

Future federal funding is contingent upon a successful application for New Starts funds.



PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: Transit portion of a multi-modal corridor study to consider transit and highway improvements in the I-270/US 15 corridor in Montgomery and Frederick Counties from Shady Grove Metro Station to I-70. The Corridor Cities Transitway (CCT) would be either a light rail transit (LRT) or bus rapid transit (BRT) line along a 14-mile corridor from Rockville through Quince Orchard, Gaithersburg and Germantown to Clarksburg. Another option under study is "premium bus" service along proposed I-270 High Occupancy Vehicle (HOV)/managed lanes.

JUSTIFICATION: The purpose and need for the project is to relieve congestion and improve safety due to existing and projected growth within the I-270/US 15 Corridor. The CCT would also enhance mobility by serving existing and future transit-oriented land uses in the corridor.

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

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

ASSOCIATED IMPROVEMENTS:

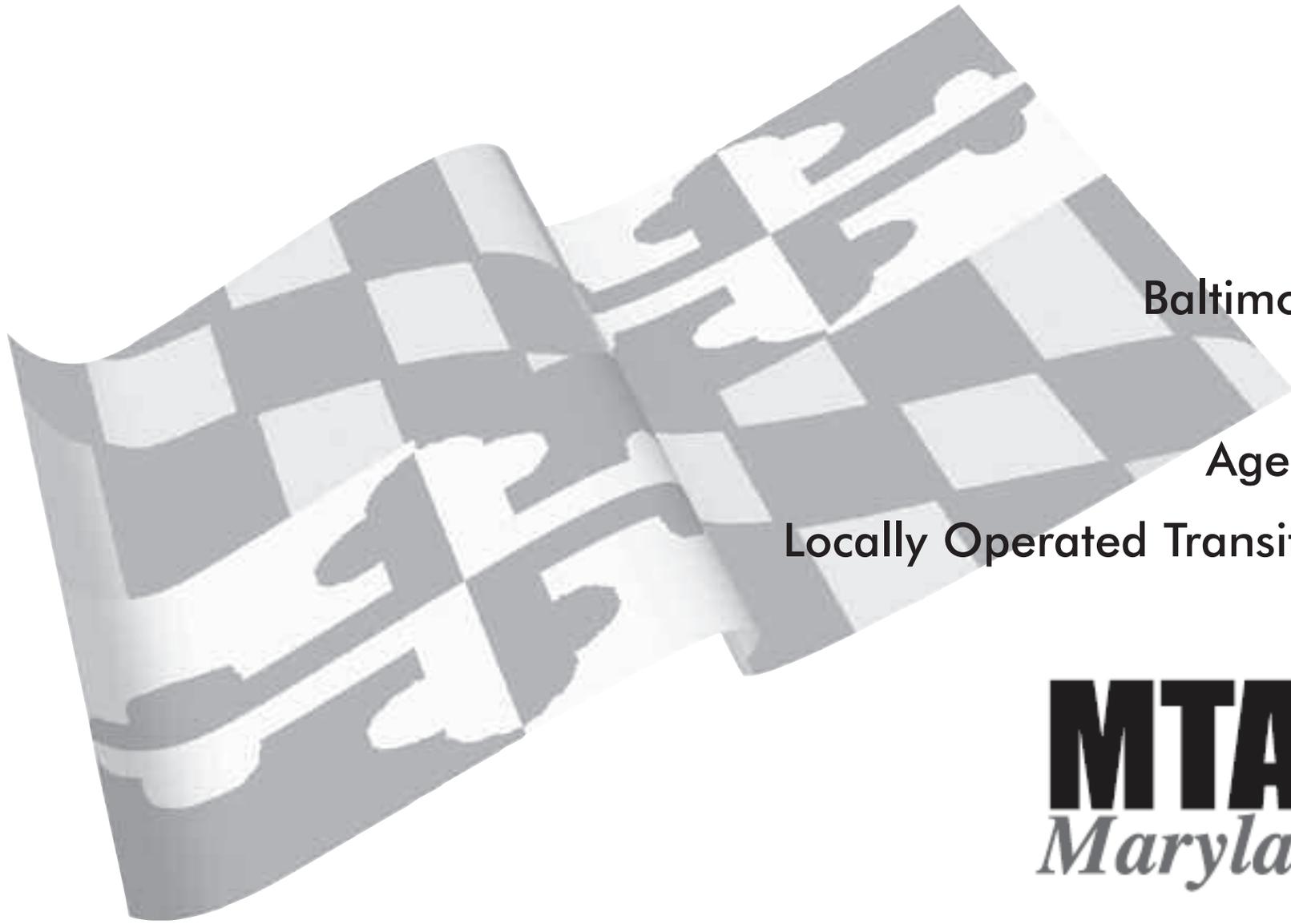
- SHA - I-70/I-270 Interchange
- SHA - I-70, MD 85 Extended and MD 355 Relocated
- SHA - MD 80 and MD 355 Relocated
- SHA - I-70, Mt. Phillip Road to MD 144

STATUS: Selection of locally preferred alternative to occur during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project cost reduced by \$7.9 million to reflect a reduced estimate for PE activities.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	19,494	9,061	6,183	4,250	0	0	0	0	10,433	0
Engineering	15,750	0	0	5,750	10,000	0	0	0	15,750	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	9,061	6,183	10,000	10,000	0	0	0	26,183	0
Federal-Aid	5,501	1,501	0	0	4,000	0	0	0	4,000	0

Future federal funding is contingent upon a successful application for New Starts funds.



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems



MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2012 AND PRIOR</u>			
1	Wheaton CBD Intermodal Access (1271)	522	Complete
2	Lexington Market Improvements (1060)	7,316	Complete
3	Mondawmin Transit Center (0447)	3,041	Complete
4	Northern District Police Facility Relocation (1324)	9,181	Complete
5	Pavement Rehabilitation at Mondawmin Transit Center (ARRA) (8025)	2,000	Complete
6	Guaranteed Ride Home Program (1419)	150	Underway
7	Video & Security Interoperability D & E (1372)	150	Underway
8	Bethesda Metro Entrance D & E (1269)	5,000	Underway
9	Howard Street Revitalization (1207)	4,797	Underway
10	Washington Blvd Building Improvements (1247)	5,992	Underway
11	Scheduling System (0513)	5,070	Underway
12	Capital Beltway Southside Transit Study (1420)	625	Underway
13	Engineering Management System (1204)	1,509	Underway
14	Maximo (1168)	4,526	Underway
15	Transit Facilities Improvements (ARRA) (0843, 1382, 1422)	1,375	Underway
16	Rail Purchase Fund (0660)	137	Ongoing
17	ADA Compliance (0266)	741	Ongoing
18	Non-Revenue Vehicles (1079)	600	Ongoing
19	Owner-Controlled Insurance Program (0832)	1,115	Ongoing
20	Capital Program Support Fund (1239)	1,148	Ongoing
21	Parking Lot Inspection & Repaving (0177, 0470)	2,423	Ongoing
22	New IT Equipment (1103)	853	Ongoing
23	Fare Collection Equipment Preservation Fund (1329, 1359)	3,700	Ongoing
24	Miscellaneous Planning Studies (0221, 0510, 1206, 1213)	2,641	Ongoing
25	Engineering Initiatives (1070)	524	Ongoing
26	Information Technology Preservation Fund (1396)	225	Ongoing
27	Bridge, Tunnel and Corrosion Inspection Services Program (0608, 0752)	1,895	Ongoing
28	Communications Systems & Support (0493, 1367, 1393, 1395)	5,996	Ongoing
29	Environmental Compliance (1149)	3,820	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2013</u>			
30	ADA Compliance (0266)	345	Ongoing
31	Capital Program Support Fund (1239)	268	Ongoing
32	Bridge, Tunnel and Corrosion Inspection Services Program (0608, 0752)	2,745	Ongoing
33	Rail Purchase Fund (0660)	200	Ongoing
34	Parking Lot Inspection & Repaving (0177, 0470)	2,203	Ongoing
35	Owner-Controlled Insurance Program (0832)	1,175	Ongoing
36	Non-Revenue Vehicles (1079)	727	Ongoing
37	Miscellaneous Planning Studies (0221, 0510, 1213)	1,460	Ongoing
38	Fare Collection Equipment Preservation Fund (1329)	960	Ongoing
39	Communications Systems & Support (0493, 1367, 1395)	4,085	Ongoing
40	Transit Facilities Improvements (0843)	300	Ongoing
41	New IT Equipment (1103)	600	Ongoing
42	Information Technology Preservation Fund (1396)	1,000	Ongoing
43	Engineering Initiatives (1070)	254	Ongoing
44	Environmental Compliance (1149)	4,048	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>BUS SYSTEM IMPROVEMENTS -- FY 2012 AND PRIOR</u>			
1	Special Equipment (1276)	444	Complete
2	Fuel/Fluid Management System (1120)	1,872	Complete
3	Wireless LAN D & E (1210)	834	Underway
4	Maintenance Electrical & Mechanical Equipment (ARRA) (0547, 0849, 1078, 8027)	7,614	Underway
5	Systemwide Improvements (0783)	751	Underway
6	Kirk Division Miscellaneous Improvements (1148)	3,894	Underway
7	Diesel Engine Replacements (1424)	2,470	Underway
8	Maintenance Facility Ventilation Improvements (1181)	1,625	Underway
9	Facilities Rehabilitation (0193, 1076, 1180, 1392)	1,832	Ongoing
10	Facilities Maintenance and Equipment Fund (1096)	480	Ongoing
11	Rolling Stock Rehabilitation Fund (0554)	1,506	Ongoing
<u>BUS SYSTEM IMPROVEMENTS -- FY 2013</u>			
12	Rolling Stock Rehabilitation Fund (0554)	1,415	Underway
13	Maintenance Facility Ventilation Improvements D & E (1073)	193	Underway
14	Facilities Rehabilitation (0193, 1180, 1392)	1,778	Ongoing
15	Facilities Maintenance and Equipment Fund (1096)	1,125	Ongoing
16	Bus Washer Replacement (1421)	2,488	Summer, 2012
17	Bus Boiler Replacement D & E (1228)	351	Summer, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FREIGHT IMPROVEMENTS -- FY 2012 AND PRIOR</u>			
1	Rail Abandonment (1100)	69	Underway
2	Capital Improvement Program (0590)	1,836	Ongoing
<u>FREIGHT IMPROVEMENTS -- FY 2013</u>			
3	Capital Improvement Program (0590)	50	Ongoing
4	Dorchester County Airport Expansion D & E (1191)	122	Spring, 2012
5	Pollution-Reducing Locomotive Procurement (1423)	1,400	Summer, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 50

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LIGHT RAIL IMPROVEMENTS -- FY 2012 AND PRIOR</u>			
1	Fiber Connectivity (1142)	2,739	Complete
2	Falls Road Parking Expansion (ARRA) (8003)	2,284	Complete
3	Track Rehabilitation (1340)	526	Complete
4	Signage Upgrades (ARRA) (8004)	572	Complete
5	Substation Installations (ARRA) (0341, 8005, 8026)	5,548	Underway
6	Yard Swtiches Upgrade (ARRA) (0451, 8028)	5,215	Underway
7	Refurbish North Avenue Car Wash (1188)	1,023	Underway
8	Electrical Box Replacement (1187)	1,598	Underway
9	Wireless LAN D & E (1211)	244	Underway
10	Howard Street Safety Improvements (0489)	998	Underway
11	PA/LED Signs Replacements (1294)	3,429	Underway
12	Railroad Worker Protection Equipment Fund (1364)	185	Ongoing
13	Facilities and Station Rehabilitation Fund (0005, 1140)	3,767	Ongoing
14	Bridge Preservation Fund (0248, 1279)	588	Ongoing
15	Drainage Improvements (0856)	1,335	Ongoing
16	Catenary Preservation Fund (1254)	332	Ongoing
17	Grade Crossing Replacement Fund (1048)	3,304	Ongoing
18	Rail Installation Fund (0797)	394	Ongoing
<u>LIGHT RAIL IMPROVEMENTS -- FY 2013</u>			
19	Railroad Worker Protection Equipment Fund (1364)	25	Ongoing
20	Rail Installation Fund (0797)	400	Ongoing
21	Grade Crossing Replacement Fund (1048)	2,103	Ongoing
22	Facilities and Station Rehabilitation Fund (0005, 1189, 1227)	2,314	Ongoing
23	Drainage Improvements (0856)	250	Ongoing
24	Catenary Preservation Fund (1254)	100	Ongoing
25	Bridge Preservation Fund (0248)	2,337	Ongoing
26	PA/LED Signs Replacements (1294)	5,000	Fall, 2012
27	Substation Installations (0341)	400	Fall, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 51

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>MARC IMPROVEMENTS -- FY 2012 AND PRIOR</u>			
1	Martins Yard Improvements (ARRA) (8009)	402	Complete
2	Laurel Station Improvements (ARRA) (1098, 8006)	4,888	Complete
3	PA/LED Signs (ARRA) (0430, 8011)	5,177	Underway
4	Riverside Maintenance Facility D & E (1177)	1,129	Underway
5	Parking Needs Study D&E (1363)	300	Underway
6	Passenger Warning System (0420)	2,877	Underway
7	Commuter Bus Retrofits (1375)	778	Underway
8	Station Improvements D & E (1290, 1292, 1298)	2,866	Underway
9	Miscellaneous Facility Improvements and Rehabilitation (0199, 1376)	994	Ongoing
10	System Preservation Fund (0634)	2,021	Ongoing
11	Parking Lot Improvement Fund (1006)	1,457	Ongoing
<u>MARC IMPROVEMENTS -- FY 2013</u>			
12	Facility Improvements and Rehabilitation Fund (0199, 1376)	1,371	Underway
13	System Preservation Fund (0634)	1,500	Ongoing
14	Parking Lot Improvement Fund (1006)	625	Ongoing
15	Martin State Airport Station Evaluation D & E (1217)	200	Summer, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 52

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>METRO IMPROVEMENTS -- FY 2012 AND PRIOR</u>			
1	Car Wash (1371)	319	Complete
2	Twin Block Ties (0368)	4,755	Complete
3	Halon Gas Replacement (ARRA) (8029)	522	Complete
4	Owings Mills Platform (1413)	356	Complete
5	Station Renovations (ARRA) (8016)	6,377	Complete
6	Mainline Third Rail Heater (1320)	218	Complete
7	Replacement of Street Gratings (1178)	586	Complete
8	Roof Replacement Fund (1258)	1,394	Complete
9	SCC Booth Rebuilds D & E (1259)	94	Complete
10	Tunnel Grouting Fund (1318)	165	Complete
11	PA/LED Signs (ARRA) (1295, 8015)	2,439	Underway
12	Station Emergency Telephones (1288)	3,457	Underway
13	CCTV Wireless Infrastructure (1293)	261	Underway
14	Fastener and Bolt Replacement (ARRA) (0455, 8014)	8,795	Underway
15	Third Rail Cover Board (1425)	2,119	Underway
16	Tunnel and Underground Station Repairs (ARRA) (8017)	1,078	Underway
17	Miscellaneous System Preservation Improvements (0179, 1186)	1,899	Ongoing
18	Train Control Systems (0840)	300	Ongoing
19	Bridge & Elevated Structures Rehab. Fund (ARRA) (0239, 8018)	1,405	Ongoing
20	Rail Inspection and Installation Program (0194, 0868)	1,926	Ongoing
21	Tunnel Structural Repairs (0529)	592	Ongoing
<u>METRO IMPROVEMENTS -- FY 2013</u>			
22	Tunnel and Underground Station Repairs (0529)	2,188	Ongoing
23	Train Control Systems (0840)	400	Ongoing
24	Rail Inspection and Installation Program (0868)	920	Ongoing
25	Bridge and Elevated Structures Preservation Fund (0239)	1,486	Ongoing
26	Miscellaneous System Preservation Improvements (0179, 1186)	1,500	Ongoing
27	Vehicle Replacement D & E (1415)	250	Summer, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>METRO IMPROVEMENTS -- FY 2013 (cont'd)</u>		
28	Rail Shop Equipment (0838)	3,908	Summer, 2012
	<u>MOBILITY IMPROVEMENTS -- FY 2012 AND PRIOR</u>		
29	Travel Training Program (1427, 1428)	244	Underway
30	Communications Systems (1194)	966	Underway
31	Miscellaneous Improvements Fund (1166)	604	Ongoing
	<u>MOBILITY IMPROVEMENTS -- FY 2013</u>		
32	Miscellaneous Improvements Fund (1166)	600	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 53

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS</u>			
<u>ALLEGANY COUNTY FY 2011 AND PRIOR</u>			
33	1 Medium Replacement Bus (ARRA)	129	Complete
34	2 Medium Replacement Buses	260	Complete
35	2 Small Replacement Buses & 1 Expansion Bus (ARRA)	153	Complete
36	Facilities Electrical System Renovation (ARRA)	85	Complete
37	Facilities Improvements and Rehabilitation	93	Complete
38	Maintenance - Components & Support Vehicle	36	Complete
39	Maintenance Equipment	125	Complete
40	Rehab/Renovate Office (ARRA)	10	Complete
41	Shop Equipment & Parts (ARRA)	21	Complete
42	Vehicle Shelter (ARRA)	200	Complete
43	Video Surveillance System for Vehicles (ARRA)	68	Complete
44	Preventive Maintenance (ARRA)	250	Underway
<u>ALLEGANY COUNTY FY 2012</u>			
45	Computer & Radio Equipment	10	Underway
46	Small Buses to Non-Profits	83	Underway
47	Tire Changer	5	Underway
48	Preventive Maintenance	299	Ongoing
<u>ANNE ARUNDEL COUNTY FY 2011 AND PRIOR</u>			
49	2 Medium Expansion Buses (ARRA)	388	Complete
<u>ANNE ARUNDEL COUNTY FY 2012</u>			
50	Small Buses to Non-Profits	35	Underway
<u>BALTIMORE CITY FY 2011 AND PRIOR</u>			
51	Small Buses to Non-Profits	100	Complete
<u>BALTIMORE CITY FY 2012</u>			
52	Small Buses to Non-Profits	55	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 53 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>BALTIMORE COUNTY FY 2011 AND PRIOR</u>			
53	Office Trailer	15	Underway
<u>BALTIMORE COUNTY FY 2012</u>			
54	Preventive Maintenance to Non-Profits	36	Underway
55	Small Buses to Non-Profits	252	Underway
<u>CALVERT COUNTY FY 2011 AND PRIOR</u>			
56	1 Small Expansion Bus (ARRA)	76	Complete
57	2 Medium Replacement Buses (ARRA)	408	Complete
58	2 Small Replacement Buses	128	Complete
59	Electronic Fare Collection System & GPS/Vehicle Tracking System(ARRA)	233	Complete
60	Passenger Amenities and Equipment/Shop Equipment (ARRA)	23	Complete
61	Preventive Maintenance & Passenger Equipment	131	Complete
62	1 Replacement Van	50	Underway
63	Facility Improvements/Shop and Computer Equipment	1,319	Underway
64	2 Medium Replacement Buses	333	Spring, 2012
<u>CALVERT COUNTY FY 2012</u>			
65	Radio System	12	Underway
66	Preventive Maintenance	115	Ongoing
67	2 Medium Replacement Buses	281	Spring, 2012
68	Electronic Fareboxes and Tire Balancer	115	Spring, 2012

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 53 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CAROLINE COUNTY FY 2011 AND PRIOR</u>			
69	1 Medium Replacement Bus	130	Complete
70	1 Small Expansion Vehicle	69	Complete
71	1 Support Vehicle (ARRA)	25	Complete
72	2 Support Vehicle	74	Complete
73	4 Small Replacement Buses	282	Complete
74	Facility Renovation (ARRA)	11	Complete
75	Office Equipment	19	Complete
76	Surveillance Equipment (ARRA)	100	Complete
<u>CAROLINE COUNTY FY 2012</u>			
77	2 Small Replacement Buses	112	Underway
78	Electrical Block Heater, Lighting and Radios	18	Underway
<u>CARROLL COUNTY FY 2011 AND PRIOR</u>			
79	Bus Painting (ARRA)	50	Complete
80	Maintenance Equipment	18	Complete
81	New Lot/Building/Shelters (ARRA)	758	Complete
82	Preventive Maintenance	180	Complete
<u>CARROLL COUNTY FY 2012</u>			
83	Small Buses to Non-Profits	50	Underway
84	Preventive Maintenance	200	Ongoing
<u>CECIL COUNTY FY 2011 AND PRIOR</u>			
85	Bus Shelter Excavation (ARRA)	19	Complete
86	Diesel Fuel Pumps (ARRA)	138	Complete
87	Large Bus Storage Facility & Consulting (ARRA)	190	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 53 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CECIL COUNTY FY 2012</u>			
88	Small Buses to Non-Profits	59	Underway
89	Preventive Maintenance	104	Ongoing
90	Bus Passenger Amenities	20	Spring, 2012
<u>CENTRAL MARYLAND REGIONAL TRANSIT FY 2011 AND PRIOR</u>			
91	AVL Security System (ARRA)	253	Complete
92	Mobility Management TRIP Project	689	Complete
93	Safety & Security - On Board Equipment	108	Complete
<u>CHARLES COUNTY FY 2011 AND PRIOR</u>			
94	Electronic Fare Collection System (ARRA)	230	Complete
95	On Board Communications	3	Complete
96	Passenger Amenities (ARRA)	30	Complete
97	Preventive Maintenance (ARRA)	395	Underway
98	VanGo Transfer Facility	469	Underway
99	Transit Operations Facility Study	20	Spring, 2012
<u>CHARLES COUNTY FY 2012</u>			
100	Bus Stop Signs	8	Underway
101	Preventive Maintenance to Non-Profits	36	Underway
102	Small Buses to Non-Profits	48	Underway
103	Preventive Maintenance	227	Ongoing
104	Maintenance Facility Feasibility Study	35	Spring, 2012

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 53 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CITY OF ANNAPOLIS FY 2011 AND PRIOR</u>			
105	1 Replacement Trolley (ARRA)	575	Complete
106	5 Heavy Duty Replacement Buses (ARRA)	1,645	Complete
107	5 Low Floor Diesel Replacement Buses (ARRA)	1,640	Complete
108	Preventive Maintenance	180	Complete
109	Preventive Maintenance (ARRA)	74	Complete
110	Support Vehicle	24	Complete
111	3 Cut Away Vehicles	174	Underway
112	ADP Software & 6 Radios	11	Underway
113	Shop Equipment	261	Underway
114	Storage Facility Upgrade	150	Spring, 2012
<u>CITY OF ANNAPOLIS FY 2012</u>			
115	Preventive Maintenance	180	Ongoing
116	Equipment & Support Vehicle	54	Spring, 2012
117	Rehab Facility HVAC	90	Spring, 2012
<u>DORCHESTER COUNTY FY 2011 AND PRIOR</u>			
118	2 Small Expansion Vehicles for Non-Profits	50	Complete
119	Denton Parking Lot	20	Complete
120	Maintenance Equipment & Supplies	28	Complete
121	Passenger Facilities & Mobility Furniture	34	Complete
122	Software/Hardware	10	Underway
<u>DORCHESTER COUNTY FY 2012</u>			
123	1 Small Replacement Bus	55	Underway
124	3 Small Buses	183	Underway
125	Preventive Maintenance to Non-Profits	23	Underway
126	Small Buses to Non-Profits	205	Underway
127	10 AVL Units	42	Spring, 2012
128	1 Medium Replacement Bus	140	Summer, 2012

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 53 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>FREDERICK COUNTY FY 2011 AND PRIOR</u>			
129	2 Hybrid Transit Buses (ARRA)	1,056	Complete
130	Parking Lot Construction (ARRA)	1,242	Complete
131	Preventive Maintenance	375	Complete
132	Preventive Maintenance (ARRA)	375	Complete
133	Safety & Security - Facilities	17	Complete
134	Support Vehicle Replacement (ARRA)	27	Complete
135	Bus Engines	70	Underway
136	Facility Expansion D&E	150	Spring, 2012
137	Transit Development Plan	128	Summer, 2012
<u>FREDERICK COUNTY FY 2012</u>			
138	Preventive Maintenance to Non-Profits	9	Underway
139	Small Buses to Non-Profits	45	Underway
140	Preventive Maintenance	425	Ongoing
<u>GARRETT COUNTY FY 2011 AND PRIOR</u>			
141	2 Small Replacement Buses	107	Complete
142	1 Replacement Van	34	Underway
143	Bus Parking Facilities (ARRA)	325	Underway
144	Technology - Software	45	Underway
<u>GARRETT COUNTY FY 2012</u>			
145	1 Support Vehicle	38	Underway
146	Computer Software	20	Underway
147	Small Buses to Non-Profits	48	Underway
148	Vehicle and Bus Replacement	152	Underway
149	Preventive Maintenance	176	Ongoing
150	Vehicle Canopies	325	Spring, 2012
151	1 Mini Van	47	Summer, 2012
152	2 Small Replacement Vehicles	86	Summer, 2012

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 53 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>HARFORD COUNTY FY 2011 AND PRIOR</u>			
153	Preventive Maintenance	100	Complete
154	11 Small/Medium Hybrid Expansion Buses (ARRA)	4,380	Summer, 2012
<u>HARFORD COUNTY FY 2012</u>			
155	Small Buses to Non-Profits	48	Underway
156	Preventive Maintenance	100	Ongoing
<u>HOWARD COUNTY FY 2011 AND PRIOR</u>			
157	1 Medium Hybrid Electric Bus (ARRA)	350	Complete
158	2 Medium Hybrid Expansion Buses (ARRA)	490	Complete
159	3 Large Hybrid Expansion Buses (ARRA)	1,650	Complete
160	3 Small Hybrid Replacement Buses (ARRA)	600	Complete
161	4 Medium Hybrid Replacement Buses	804	Complete
162	Bus Painting (ARRA)	51	Complete
163	On Board Communications	216	Complete
164	Passenger Amenities	131	Complete
165	Passenger Facilities	50	Complete
166	Preventive Maintenance	150	Complete
167	3 Hybrid Electric Buses	840	Underway
<u>HOWARD COUNTY FY 2012</u>			
168	Small Buses to Non-Profits	53	Underway
169	Preventive Maintenance	150	Ongoing
170	4 Hybrid Sedans, 1 Hybrid Cutaway	163	Spring, 2012
171	Bus IT Package	78	Spring, 2012
172	Voucher Card System	178	Spring, 2012
173	Maintenance Facility Construction	5,412	Summer, 2012
<u>KENT COUNTY FY 2011 AND PRIOR</u>			
174	(See Caroline County for Projects)		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 53 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>MONTGOMERY COUNTY FY 2011 AND PRIOR</u>			
175	1 Transit Expansion Bus (ARRA)	344	Complete
176	12 Hybrid Transit Replacement Buses (ARRA)	6,204	Complete
177	Dispatch Software (ARRA)	350	Complete
178	7 40' Hybrid Buses	3,600	Underway
<u>MONTGOMERY COUNTY FY 2012</u>			
179	Small Buses to Non-Profits	157	Underway
180	5 Large Replacement Buses	2,000	Spring, 2012
<u>PRINCE GEORGE'S COUNTY FY 2011 AND PRIOR</u>			
181	22 Transit Replacement Buses (ARRA)	6,900	Complete
182	12 Heavy Duty Buses	4,258	Underway
183	12 Medium Replacement Buses	4,289	Underway
184	14 Heavy Duty Expansion Buses	4,774	Underway
<u>PRINCE GEORGE'S COUNTY FY 2012</u>			
185	Small Buses to Non-Profits	101	Underway
186	12 Replacement Vehicles	4,258	Spring, 2012
<u>QUEEN ANNE'S COUNTY FY 2011 AND PRIOR</u>			
187	1 Medium Duty Bus	188	Complete
188	Telephone System (ARRA)	2	Complete
<u>QUEEN ANNE'S COUNTY FY 2012</u>			
189	Tires	10	Underway
190	Preventive Maintenance	15	Ongoing
<u>SOMERSET COUNTY FY 2011 AND PRIOR</u>			
191	(See Tri-County Council for the Lower Eastern Shore Projects)		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 53 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>SOMERSET COUNTY FY 2012</u>			
192	Small Buses to Non-Profits	89	Underway
<u>ST. MARY'S COUNTY FY 2011 AND PRIOR</u>			
193	Concrete Pads (ARRA)	12	Complete
194	Passenger Amenities (ARRA)	32	Complete
195	Shop/Maintenance Equipment (ARRA)	50	Complete
196	Bus Shelter	1,107	Underway
197	Safety & Security - Cameras/Passenger Amenities	19	Underway
198	Shop Equipment	9	Underway
199	Solar Lighting Passenger and Depot (ARRA)	28	Underway
200	Technology - Software & Computers	58	Underway
<u>ST. MARY'S COUNTY FY 2012</u>			
201	1 Small Replacement Bus	59	Underway
202	Preventive Maintenance to Non-Profits	3	Underway
203	Small Buses to Non-Profits	100	Underway
<u>TALBOT COUNTY FY 2011 AND PRIOR</u>			
204	(See Caroline County for Projects)		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 53 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>TOWN OF OCEAN CITY FY 2011 AND PRIOR</u>			
205	1 Support Vehicle	40	Complete
206	1 Transit Replacement Bus	216	Complete
207	2 Large Replacement Buses	632	Complete
208	4 Transit Replacement Buses (ARRA)	1,264	Complete
209	6 Heavy Duty Replacement Buses	2,091	Complete
210	Bus Wash Rehabilitation	202	Complete
211	Electronic Fareboxes (ARRA)	100	Complete
212	Facilities Maintenance	75	Complete
213	LED Info Signs at Transit Facilities (ARRA)	50	Complete
214	Maintenance Equipment & Parts (ARRA)	300	Complete
215	Refurbish South End Transit Center (ARRA)	30	Complete
216	Supplemental On Board Communications (ARRA)	30	Complete
217	Public Transportation Study	75	Underway
218	Renovate Park & Ride (ARRA)	50	Underway
219	Environmental Planning Study	500	Spring, 2012
<u>TOWN OF OCEAN CITY FY 2012</u>			
220	1 Small Bus	57	Underway
221	Bus Lifts	250	Underway
222	Two-Way Radio Replacement	203	Underway
223	Preventive Maintenance	500	Ongoing
224	3 Large Buses	1,408	Spring, 2012
225	Bus Barn D&E	1,750	Spring, 2012
226	Bus Barn Roof Repair	25	Spring, 2012

LOCALLY OPERATED TRANSIT SYSTEMS

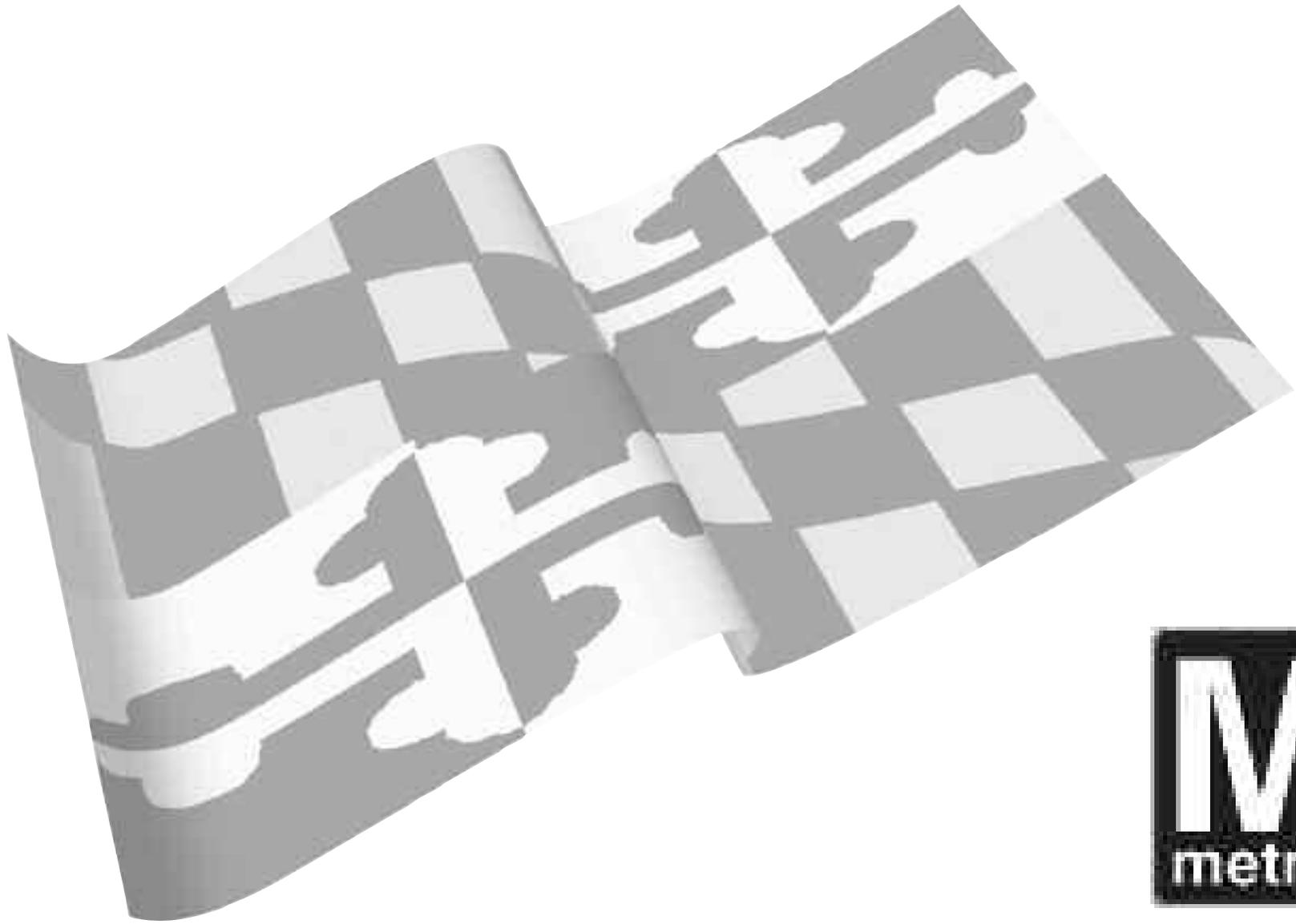
MARYLAND TRANSIT ADMINISTRATION -- LINE 53 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>TRI-CO. COUNCIL FOR THE LOWER EASTERN SHORE FY 2011 AND PRIOR</u>			
227	2 Support Vehicles	35	Complete
228	5 Small Replacement Vehicles	274	Complete
229	Computerized Scheduling & Dispatching (ARRA)	144	Complete
230	Facilities Design	200	Complete
231	GPS & Radios	10	Complete
232	Passenger Facilities	6	Complete
233	Preventive Maintenance	450	Complete
234	Preventive Maintenance (ARRA)	45	Complete
235	Security Updates (ARRA)	13	Complete
236	Shop Equipment	90	Complete
237	1 Medium Duty Replacement Bus	142	Underway
238	Maintenance Equipment	90	Underway
239	Mobility Management	270	Underway
240	Transit Facility Construction	3,380	Underway
<u>TRI-CO COUNCIL FOR THE LOWER EASTERN SHORE FY 2012</u>			
241	Maintenance Facility	2,300	Underway
242	Office Equipment	35	Underway
243	Tires	55	Underway
244	Vehicle Two-Way Radios & GPS Hardware	9	Underway
245	Preventive Maintenance	400	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 53 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>WASHINGTON COUNTY FY 2011 AND PRIOR</u>			
246	Computerized Scheduling & Dispatch System	50	Complete
247	Electronic Fare Collection Equipment (ARRA)	205	Complete
248	Facility Upgrades & Maintenance	79	Complete
249	Facility Upgrades (ARRA)	232	Complete
250	Support Vehicle (ARRA)	20	Complete
251	Transfer Center Construction (ARRA)	880	Complete
252	Passenger Amenities	100	Underway
253	Passenger Amenities (ARRA)	136	Underway
<u>WASHINGTON COUNTY FY 2012</u>			
254	Farebox Equipment	40	Underway
255	On-Board Surveillance Cameras	80	Underway
256	Preventive Maintenance to Non-Profits	9	Underway
257	Small Buses to Non-Profits	50	Underway
<u>WICOMICO COUNTY FY 2011 AND PRIOR</u>			
258	Vehicles to Non-Profits, (also see Tri-County Council for the Lower Eastern Shore for Projects)	361	Complete
<u>WICOMICO COUNTY FY 2012</u>			
259	Small Buses to Non-Profits (also see Tri-County Council for the Lower Eastern Shore for Projects)	56	Underway
<u>WORCESTER COUNTY FY 2011 AND PRIOR</u>			
260	(See Tri-County Council for the Lower Eastern Shore for Projects)		
<u>WORCESTER COUNTY FY 2012</u>			
261	Preventive Maintenance to Non-Profits	8	Underway
262	Small Buses to Non-Profits (also see Tri-County Council for the Lower Eastern Shore for Projects)	48	Underway



WASHINGTON METROPOLITAN AREA TRANSIT

**WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	237.8	233.9	255.7	239.7	241.0	259.5	1,467.6
Special Funds	130.0	146.0	165.6	146.4	144.5	159.3	891.7
Federal Funds - WMATA *	107.9	88.0	90.2	93.3	96.4	100.2	575.9

* 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 systems's construction.

JUSTIFICATION: Payments required to retire revenue bonds previously issued by the Washington Metropolitan Area Transit Authority to supplement construction costs of the Metrorail system.

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

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

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvement Program -- Line 2

STATUS: The final maturity for the Metrorail construction bonds is FY 2015. Maryland's final payment to WMATA for Maryland's share of the Metrorail construction bonds will occur in FY 2014.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	638,668	619,027	9,741	5,700	4,200	0	0	0	19,641	0	
Total	638,668	619,027	9,741	5,700	4,200	0	0	0	19,641	0	
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0	



PROJECT: WMATA Capital Improvement Program

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

JUSTIFICATION: WMATA's FY 2012-2017 CIP is focused on infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2012-2017 CIP includes, but is not limited to, projects to replace rail cars, rehabilitate some of the oldest segments of the Metrorail system, replace vehicles for Metrobus and Metro Access, and implement recommendations for the National Transportation Safety Board. The projects included in WMATA's CIP are priority projects selected from WMATA's Capital Needs Inventory, a detailed assessment of WMATA's capital needs over the next ten years.

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

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

ASSOCIATED IMPROVEMENTS:

Metrorail Debt Service -- Line 1
 Matching Funds -- Line 4

STATUS: The FY 2012-2017 CIP was adopted by the WMATA Board of Directors on June 23, 2011.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project cost increased \$160.6 million due to the addition of \$198.0 million in FY 2017 and a reduced growth forecast from WMATA's previous federal transportation funding projections.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			YEAR 2012	YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,931,540	873,619	145,652	166,703	194,291	180,748	172,575	197,952	1,057,921	0
Total	1,931,540	873,619	145,652	166,703	194,291	180,748	172,575	197,952	1,057,921	0
Federal-Aid	79,880	79,880	0	0	0	0	0	0	0	0

This project includes a total of \$1.1 billion in federal funds attributable to Maryland that are received directly by WMATA. 9003, 9004, 9005, 9006



PROJECT: Rail Cars/Capital Improvement Program

DESCRIPTION: This program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program. Another portion of this program funded Maryland's share of 48 new rail cars that were ordered in FY 2003.

JUSTIFICATION: WMATA's Project Development Program provides for planning and preliminary design of projects within the WMATA region. The addition of new rail cars provided significant relief to certain severe overcrowding conditions.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Project Development Program planning studies are ongoing. All of the rail cars purchased through this program are in service.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project cost increased \$1.1 million due to the addition of FY 2017.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	74,721	68,265	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Total	74,721	68,265	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011, 8013, 8014



PROJECT: Matching Funds for "Passenger Rail Investment and Improvement Act of 2008" - P.L. 110-432

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

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

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

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

ASSOCIATED IMPROVEMENTS:

WMATA Capital Improvement Program --Line 2

STATUS: Congress appropriated \$150.0 million in Federal Fiscal Year 2011 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	500,000	44,284	55,617	50,000	45,719	47,433	56,848	50,000	305,617	150,099
Total	500,000	44,284	55,617	50,000	45,719	47,433	56,848	50,000	305,617	150,099
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: WMATA American Recovery and Reinvestment Act (ARRA) Capital Program

DESCRIPTION: The American Recovery and Reinvestment Act (ARRA), signed into law by President Obama on February 17, 2009, provides federal funding for infrastructure projects around the nation. WMATA is projected to receive \$201.8 million directly from the federal government; no local match required. Approximately \$72.4 million of the federal funds are attributable to Maryland.

JUSTIFICATION: The funds are being used for capital projects which include the procurement of replacement buses and support equipment, rehabilitation of passenger and maintenance facilities, and upgrades to various operational and information technology systems. WMATA's ARRA projects were selected based on WMATA's agency goals and the ability to meet the requirements of the federal law.

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

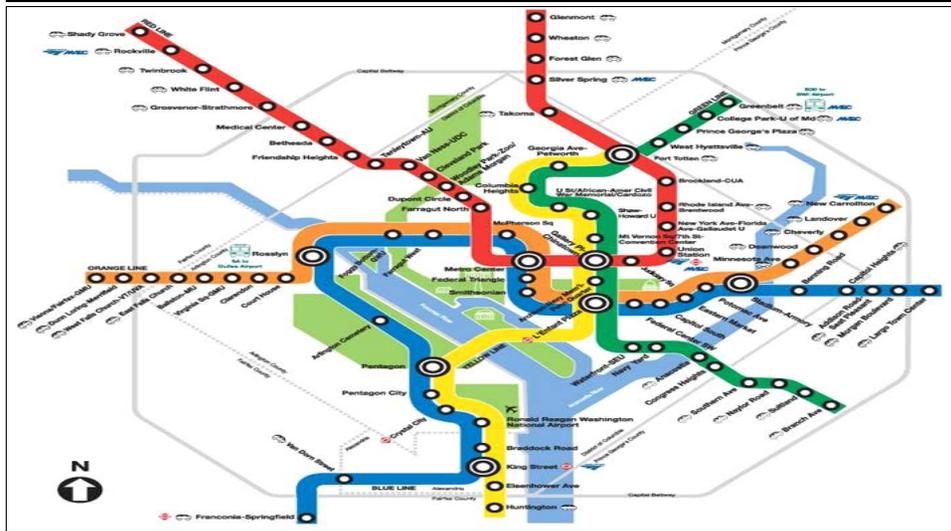
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: WMATA's ARRA projects are in progress and near completion.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	72,416	57,120	15,296	0	0	0	0	0	15,296	0	
Total	72,416	57,120	15,296	0	0	0	0	0	15,296	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Metro Matters Program

DESCRIPTION: Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland's share of the required contributions under the terms of the Metro Matters Funding Agreement.

JUSTIFICATION: The Metro Matters program was initiated in FY 2005 with a multi-year budget of approximately \$3.9 billion. A majority of Metro Matters project work was completed during FY 2005-2010. Repayment of long-term bonds issued by WMATA to fund the Metro Matters program will extend through FY 2034.

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

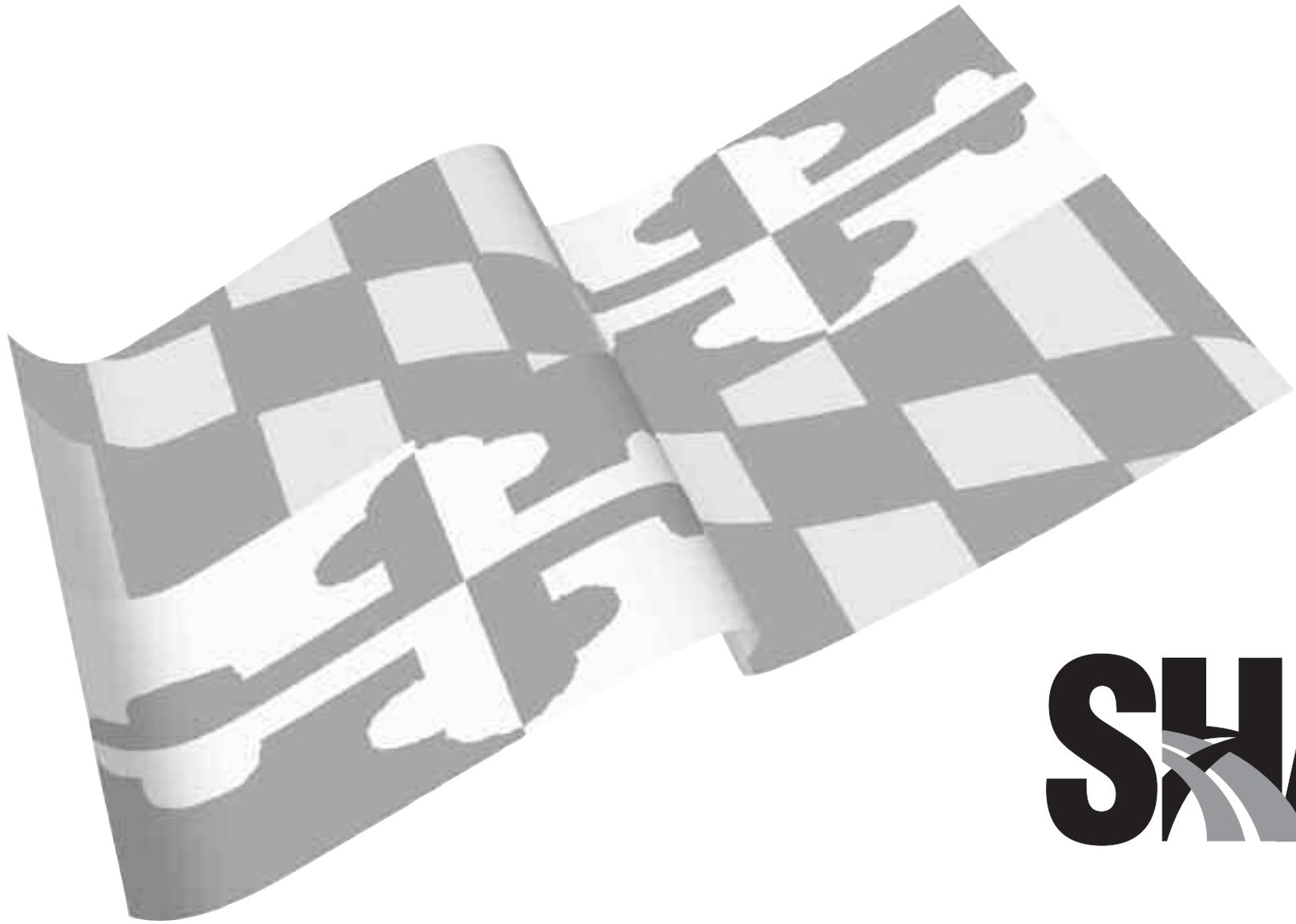
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Maryland's share of the annual contributions to the Metro Matters program is approximately \$10.5 million during the FY 2012-2017. The final maturity date of the Metro Matters Bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Project cost increased \$10.5 million due to the addition of FY 2017.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....		2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	83,615	20,903	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0	
Total	83,615	20,903	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	



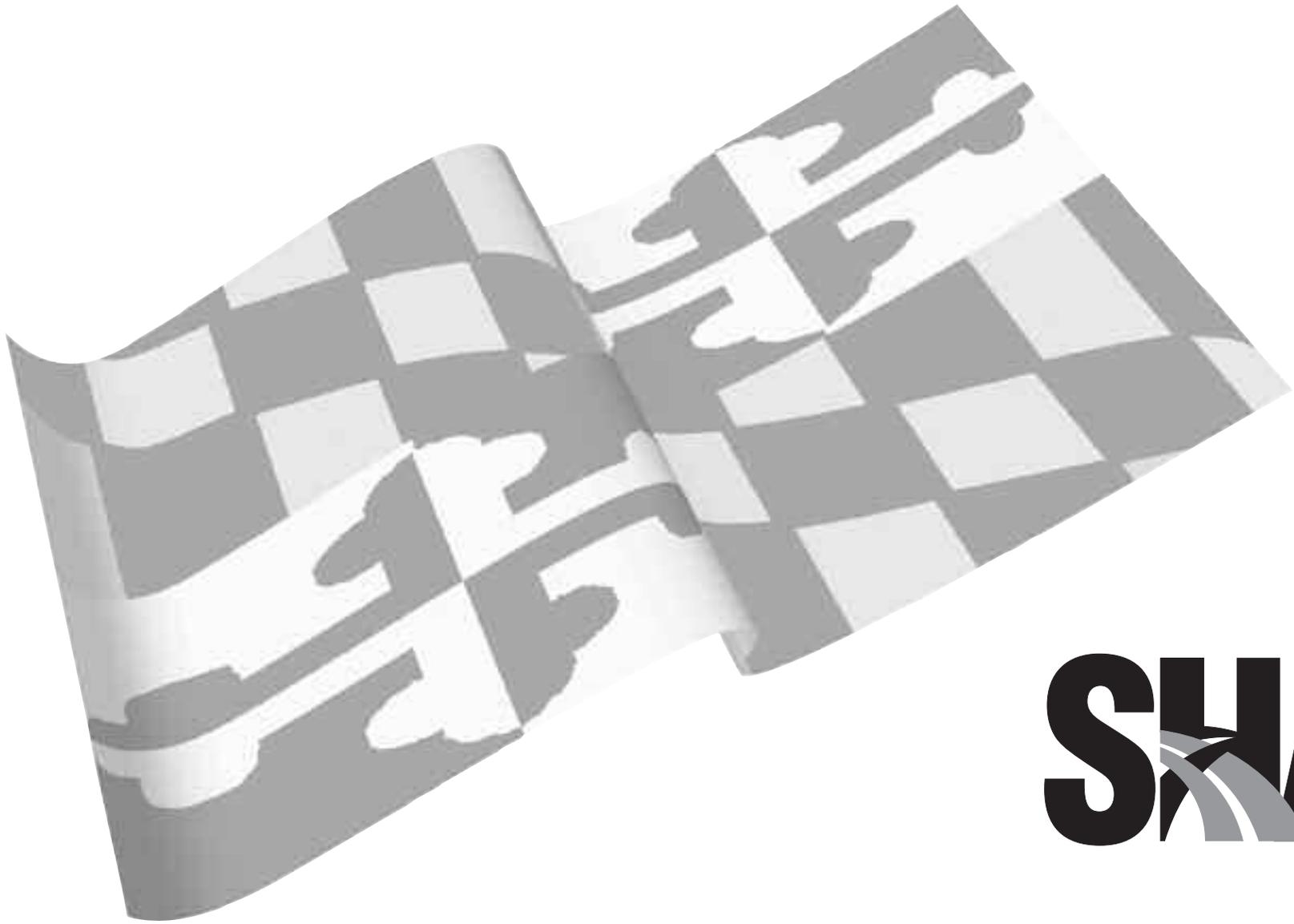
SHA



STATE HIGHWAY ADMINISTRATION

**STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	160.6	126.8	109.5	54.9	29.0	2.4	483.2
Safety, Congestion Relief and Community Enhancements	609.2	660.0	587.2	601.5	618.4	651.5	3,727.8
Other System Preservation	38.5	37.7	36.7	38.4	38.2	38.9	228.4
Programs 3 & 8	10.0	11.3	12.5	11.7	10.3	10.3	66.1
<u>Development & Evaluation Program</u>	<u>19.2</u>	<u>27.7</u>	<u>33.0</u>	<u>27.6</u>	<u>10.1</u>	<u>10.4</u>	<u>128.0</u>
TOTAL	837.5	863.5	778.9	734.1	706.0	713.5	4,633.5
Special Funds	335.6	346.2	437.5	469.1	470.0	466.2	2,524.6
Federal Funds	502.0	517.2	341.4	264.9	235.9	247.3	2,108.7



SHA



SHA STATEWIDE



PROJECT: Coordinated Highway Action Response Team (CHART)

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

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: Projects in the CHART program will aid in the reduction of travel time, reduce congestion and provide critical traffic information for the traveling public. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

STATUS: Engineering and Construction underway. This represents a summary of the Statewide CHART program. Individual corridor work is shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added funding in FY17.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	107,186	58,686	13,400	9,500	9,600	6,200	5,800	4,000	48,500	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	241,568	192,968	10,900	9,100	5,200	7,600	7,300	8,500	48,600	0	0
Total	348,754	251,654	24,300	18,600	14,800	13,800	13,100	12,500	97,100	0	0
Federal-Aid	337,490	250,100	21,870	16,740	13,320	12,420	11,790	11,250	87,390	0	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - N/A

PROJECTED (2030) - N/A



PROJECT: Community Safety and Enhancement Program

DESCRIPTION: This is the SHA element of the Statewide Neighborhood Conservation Program. Funds will be made available for highway transportation projects in designated revitalization areas. Areas will be designated by local jurisdictions, taking into account factors such as the age and number of abandoned and substandard structures, the extent of unemployment, and the redevelopment plans and strategies of the local jurisdiction. Project improvements include roadway reconstruction, lighting and drainage improvements, streetscaping and roadway improvements.

PURPOSE & NEED SUMMARY STATEMENT: Some of Maryland's older urban areas contain significant investments in physical infrastructure that are underutilized due to their inability to attract new investment. MDOT is joining with other State agencies to target resources for these areas with the goal of increasing their attractiveness to private investment.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This program targets transportation improvements in older urban areas with physical infrastructure that is in need of repair to support economic development and revitalization. Provides/promotes bike and pedestrian access to commercial centers, transit facilities, schools and other public facilities. Encourages other State Agencies to target resources for those areas with the goal of increasing their attractiveness for private investment.

STATUS: Engineering, Right-of-way and Construction underway. This sheet represents a summary of this program. Individual projects are shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added funding in FY17.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL			PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY							
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0		
Engineering	75,992	49,392	6,000	6,500	6,300	3,200	2,700	1,900	26,600	0		
Right-of-way	19,565	13,365	0	900	800	2,800	700	1,000	6,200	0		
Construction	358,976	274,876	3,100	2,900	12,900	19,000	24,600	21,600	84,100	0		
Total	454,533	337,633	9,100	10,300	20,000	25,000	28,000	24,500	116,900	0		
Federal-Aid	111,221	68,421	4,800	5,400	2,900	7,400	12,100	10,200	42,800	0		

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - N/A

PROJECTED (2030) - N/A



PROJECT: Sidewalk Program

DESCRIPTION: This program will provide matching funds for the construction of sidewalks adjacent to State highways. Fifty percent of project costs will be required from local and municipal project sponsors, except in urban revitalization areas where projects are eligible for 100 percent state funding, and in priority funding areas where projects are eligible for 75 percent state funding.

PURPOSE & NEED SUMMARY STATEMENT: Program will support community revitalization efforts and efforts to encourage pedestrian usage along State highways consistent with the intent of the "Access 2000" legislation.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This program supports community revitalization and other efforts to encourage pedestrian usage along State Highways. Provides/promotes safer access to transit service for both surface bus and fixed rail systems.

STATUS: Engineering, Right-of-way and Construction underway. Working with local jurisdictions to identify projects. This sheet represents a summary of the Program. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added funding in FY17.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,347	4,147	600	600	200	200	300	300	2,200	0	0
Right-of-way	295	295	0	0	0	0	0	0	0	0	0
Construction	42,529	33,629	3,100	1,900	1,600	800	700	800	8,900	0	0
Total	49,171	38,071	3,700	2,500	1,800	1,000	1,000	1,100	11,100	0	0
Federal-Aid	0	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 (2011) - N/A

PROJECTED (2030) - N/A



PROJECT: Sound Barrier Program

DESCRIPTION: Funding to implement retrofit sound barrier projects that meet eligibility criteria.

PURPOSE & NEED SUMMARY STATEMENT: Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This program provides mitigation of highway noise to those communities that qualify for noise abatement. Improves quality of life for eligible communities adjacent to access controlled facilities.

STATUS: Engineering, Right-of-way and Construction underway. This consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added funding in FY17.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	37,604	34,904	600	1,000	400	300	200	200	2,700	0
Right-of-way	353	353	0	0	0	0	0	0	0	0
Construction	291,226	282,826	1,400	2,300	1,900	1,000	900	900	8,400	0
Total	329,183	318,083	2,000	3,300	2,300	1,300	1,100	1,100	11,100	0
Federal-Aid	223,298	217,698	1,300	2,000	1,500	800	0	0	5,600	0

CLASSIFICATION:

STATE - N/A

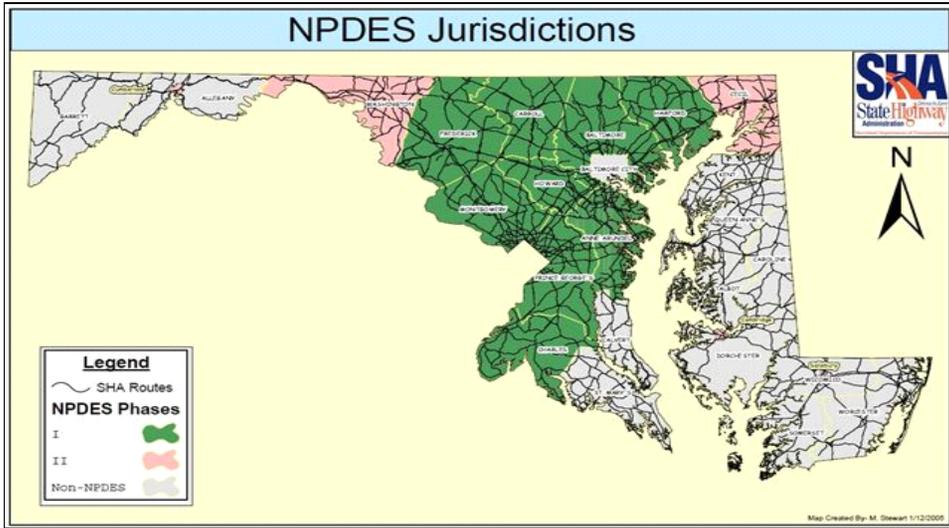
FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 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 2020. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland commitment in its Watershed Implementation Phase I Plan (WIP I).

PURPOSE & NEED SUMMARY STATEMENT: SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollution Elimination Discharge System (NPDES) Phase I and Phase II Municipal Separate and Storm Sewer System Permit (MS4) permits. This programmatic effort is needed for compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: Implement strategies through the year 2020 that will primarily reduce nitrogen, phosphorus and sediment loads in waters that drain to the Chesapeake Bay and that will result in approximately 30 % of impervious surface retrofit of 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 2011 - 16 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER				
PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY							
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	16,700	500	3,700	6,000	3,500	3,000	0	0	0	16,200	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	38,900	0	11,900	13,400	7,600	6,000	0	0	0	38,900	0	
Total	55,600	500	15,600	19,400	11,100	9,000	0	0	0	55,100	0	
Federal-Aid	41,124	350	11,544	14,356	8,214	6,660	0	0	0	40,774	0	

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - N/A

PROJECTED (2030) - N/A



PROJECT: Pedestrian Access To Transit

DESCRIPTION: Install ADA-compliant sidewalk connections to provide access to transit facilities. Specific work elements include constructing new sidewalk or reconstructing existing sidewalk; installing curb and gutter, ADA-compliant curb ramps and driveway crossings; upgrading pedestrian signals to accessible pedestrian signals (APS); enhancing pavement markings and pedestrian signage; and providing concrete pads for bus shelters.

PURPOSE & NEED SUMMARY STATEMENT: The primary purpose of the Pedestrian Access to Transit Program is to provide barrier-free access to public transportation facilities for pedestrians and bicyclists. Efforts are targeted toward locations within one-half mile of an existing transit station and will provide enhanced transit access, pedestrian amenities, and the promotion of transit-oriented development. SHA coordinates with the Maryland Transit Administration, WMATA, local transit providers, and the counties and municipalities to identify needed improvements.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: Projects in the Pedestrian Access to Transit program will provide barrier-free access to public transportation, promoting the use of alternative forms of transportation and potentially reducing vehicle miles traveled (VMT) and congestion on state roadways.

STATUS: Engineering and Construction Underway. Projects constructed or under construction include MD 185 (Connecticut Avenue) in Montgomery County, MD 212 (Riggs Road) in Prince Georges County, MD 542 (Loch Raven Boulevard) and MD 45 (York Road) in Baltimore County.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,400	2,000	5,600	4,800	0	0	0	0	10,400	0
Total	12,400	2,000	5,600	4,800	0	0	0	0	10,400	0
Federal-Aid	8,680	1,400	3,920	3,360	0	0	0	0	7,280	0

CLASSIFICATION:

STATE - N/A

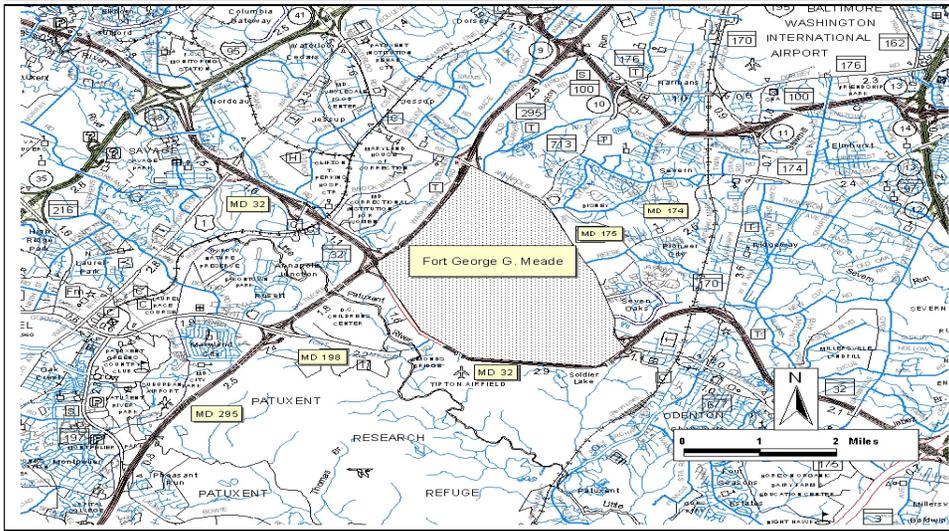
FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - N/A

PROJECTED (2030) - N/A



PROJECT: BRAC Intersections near Fort Meade

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.

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

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

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

ASSOCIATED IMPROVEMENTS:

- MD 175, MD 713 to Disney Road (Anne Arundel Line 1)
- MD 175, MD 295 to MD 170 (Anne Arundel County Line 6)
- MD 198, MD 295 to MD 32 (Anne Arundel County Line 7)

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

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

EXPLANATION: Improvements to key intersections in the vicinity of Fort Meade are vital in support of the congressionally authorized BRAC initiative. These improvements will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

STATUS: Engineering underway. Construction cost includes a \$10.0 million payment to Fort Meade for gate improvements.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved \$13.2 million to Anne Arundel County Line 1(MD 175) for right-of-way and construction and added \$1.8 million for right-of-way for MD 175 at Maples Road.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				YEAR 2014	YEAR 2015		
					2014	2015	2016	2017				
Planning	1,000	102	250	398	250	0	0	0	0	0	898	0
Engineering	9,390	6,138	500	2,752	0	0	0	0	0	0	3,252	0
Right-of-way	13,900	200	9,800	3,652	100	148	0	0	0	0	13,700	0
Construction	14,804	0	0	7,402	7,402	0	0	0	0	0	14,804	0
Total	39,094	6,440	10,550	14,204	7,752	148	0	0	0	0	32,654	0
Federal-Aid	32,956	302	10,550	14,204	7,752	148	0	0	0	0	32,654	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - N/A

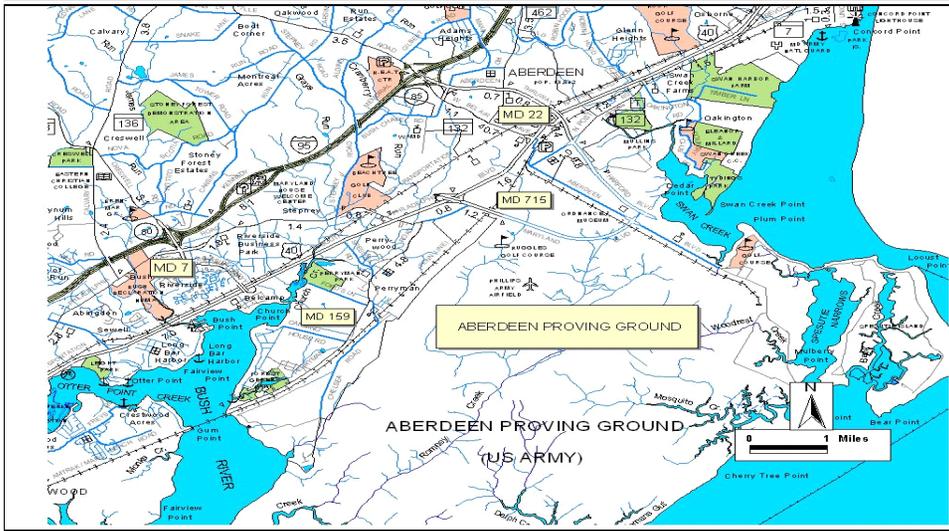
FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - N/A

PROJECTED (2030) - N/A



PROJECT: BRAC Intersections near Aberdeen Proving Grounds

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

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

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

ASSOCIATED IMPROVEMENTS:

- MD 24, Interchange at I-95 (Harford County Line 1)
- US 40, Interchange at MD 715 (Harford County Line 3)
- Perryman, Access Study (Harford County Line 5)

EXPLANATION: Improvements to key intersections in the vicinity of Aberdeen Proving Grounds are vital in support of the congressionally authorized BRAC initiative. These improvements will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved \$3.5 million to Harford County Line 4 (US 40) for right-of-way and construction and added \$0.6 million for right-of-way for MD 22 at Old Post Road.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,519	3,719	750	750	4,300	0	0	0	5,800	0
Right-of-way	3,343	0	300	3,043	0	0	0	0	3,343	0
Construction	7,411	0	2,000	5,411	0	0	0	0	7,411	0
Total	20,273	3,719	3,050	9,204	4,300	0	0	0	16,554	0
Federal-Aid	16,554	0	3,050	9,204	4,300	0	0	0	16,554	0

CLASSIFICATION:

STATE - N/A

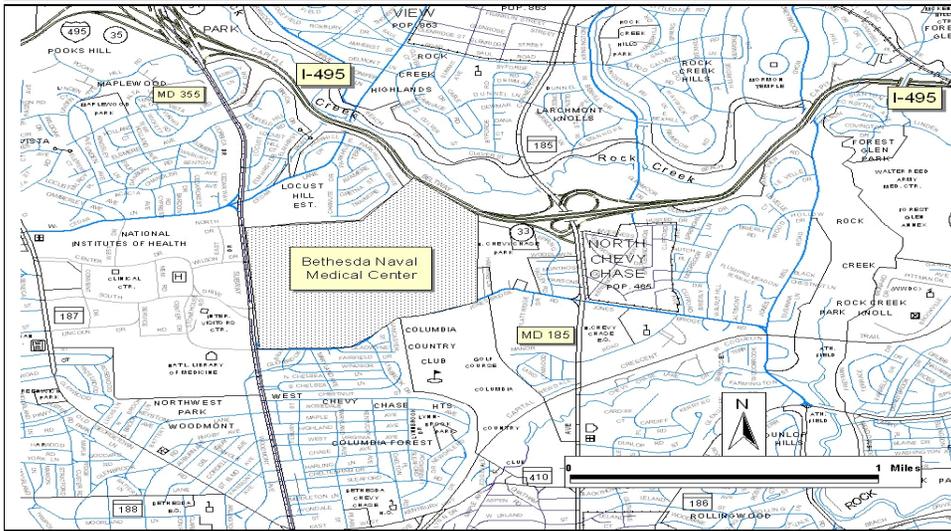
FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - N/A

PROJECTED (2030) - N/A



PROJECT: BRAC Intersections near Bethesda Naval Center

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycle and pedestrian facilities will be provided where appropriate.

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved \$35.5 million to Montgomery County Lines 4-6 (MD 185 & MD 355) for right-of-way and construction.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,615	7,865	750	0	0	0	0	0	750	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	8,615	7,865	750	0	0	0	0	0	750	0
Federal-Aid	750	0	750	0	0	0	0	0	750	0

CLASSIFICATION:

STATE - N/A

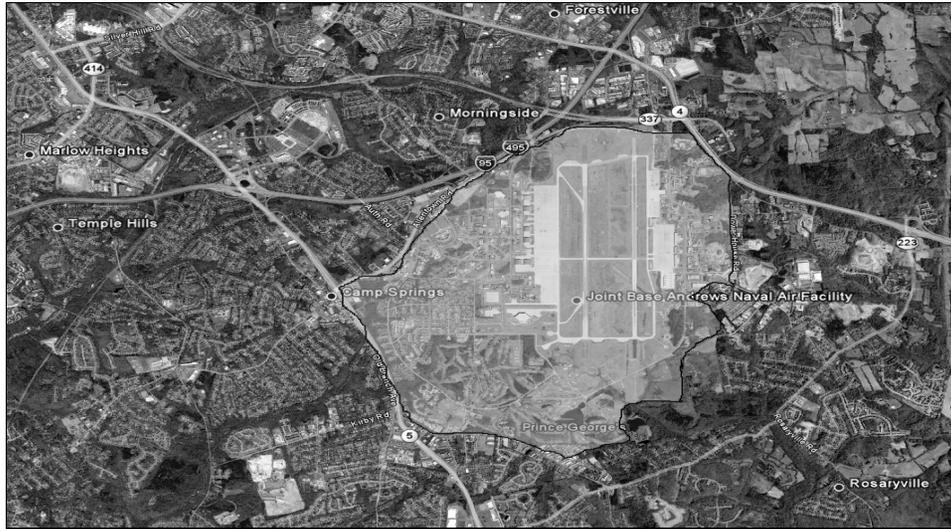
FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - N/A

PROJECTED (2030) - N/A



PROJECT: BRAC Intersections near Andrews Air Force Base

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Andrews Air Force Base. Bicycle and pedestrian facilities will be provided where appropriate.

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Prince George's Line 6)
- I-95/495, Branch Ave. Metro Access (Prince George's Line 8)
- MD 4, at Suitland Parkway (Prince george's Line 10)
- MD 4, MD 223 to I-95 (Prince George's Line 11)
- MD 5, US 301 to I-95 (Prince George's Line 12)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,497	396	600	1,000	2,501	0	0	0	4,101	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	4,497	396	600	1,000	2,501	0	0	0	4,101	0
Federal-Aid	4,497	396	600	1,000	2,501	0	0	0	4,101	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - N/A

PROJECTED (2030) - N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		Various Locations in Calvert, Charles and St. Mary's County; joint sealing	563	Completed
2		Various Improvements for District 5; resurfacing (ARRA PROJECT)	581	Completed
3		Various Improvements for District 1; resurfacing (ARRA PROJECT)	380	Completed
4		Various Improvements for District 2; resurfacing (ARRA PROJECT)	299	Completed
5		Various Improvements for District 4; resurfacing (ARRA PROJECT)	462	Completed
6		Various Improvements for District 7; resurfacing (ARRA PROJECT)	581	Completed
7		Various Improvements for District 3; resurfacing (ARRA PROJECT)	468	Completed
<u>Bridge Replacement/Rehabilitation</u>				
8		Cleaning and Painting of 6 bridges in Dorchester, Somerset County	1,269	Completed
9		Cleaning and Painting of 17 bridges in Caroline, Cecil, Kent, Queen Anne's, and Talbot County	2,020	Completed
<u>Safety/Spot Improvement</u>				
10		Various guardrail improvements in District 5 (ARRA PROJECT)	834	Completed
11		Various guardrail improvements in District 4 (ARRA PROJECT)	834	Completed
12		Various guardrail improvements in District 3 (ARRA PROJECT)	853	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Year 2011 Completions (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
13		Various guardrail improvements in District 2 (ARRA PROJECT)	2,284	Completed
14		Various guardrail improvements in District 1 (ARRA PROJECT)	1,616	Completed
15		Various guardrail improvements in District 6 and District 7 (ARRA PROJECT)	1,905	Completed
16	I 68	National Freeway; Orleans Road to Sandy Mile; guardrail improvements (ARRA PROJECT)	1,251	Completed
17	I 270	Dwight D. Eisenhower Highway; various locations on I 270; guard rails	1,398	Completed
<u>Traffic Management</u>				
18		Various Locations in District 5; signing	2,500	Completed
19		Install and Upgrade Areawide Signing (ARRA PROJECT)	5,922	Completed
20		UPS/LED - Phase 1; District 3, 6 and 7 (ARRA PROJECT)	6,064	Completed
21		Various signals and reconstructs in District 3; traffic management	5,121	Completed
22		Traffic Detection at Signalized Intersections District 1, 2, 4 and 5 (ARRA PROJECT)	1,825	Completed
<u>C.H.A.R.T. Projects</u>				
23		Statewide CCTV Camera Deployment	2,255	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Year 2011 Completions (cont'd)</u>				
<u>Environmental Preservation</u>				
24	I 70	Dwight D. Eisenhower Highway; Hollow Road to MD 68 in Washington County; reforestation	324	Completed
25	MD 100	I 97 to I 95; turfgrass restoration	91	Completed
26	MD 295	Baltimore Washington Parkway; I 695 to Baltimore City Line; landscaping	78	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
27		Traffic barrier upgrades at various locations in District 7; guardrail	1,556	FY 2012
28		Install and upgrade traffic barrier in District 6; guardrail	1,338	FY 2012
29		Various locations in District 5 and Prince George's County; drainage	2,820	FY 2012
30		Concrete pavement repairs at various locations in District 5	724	FY 2012
31		Install/upgrade Traffic barrier at various locations in District 6	725	FY 2012
32		Traffic barrier upgrades at various locations in District 3	1,143	FY 2012
33		Various Locations in District 5; slurry seal	1,932	FY 2012
<u>Bridge Replacement/Rehabilitation</u>				
34		Cleaning and Painting of 7 bridges in Wicomico and Worcester County	1,619	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
35		Repairs on Stormwater Facilities in various locations; drainage improvement	2,421	FY 2012
36		Install/upgrade Traffic barriers in District 6	588	Under construction
37		Sign Reflectivity Management Statewide; signing	8,000	FY 2013
38		Traffic Barrier in District 4; guard rail	416	FY 2012
39		Friction Improvements in District 3 - Phase 3; joint sealing	3,029	FY 2012
40		Replace/Upgrade Traffic Barriers at various locations in District 5; guardrails	1,073	FY 2012
41		Various locations in District 1 along MD 90, US 113 and US 13 Bus.; guardrails	2,998	FY 2012
42		Stormwater Management facilities at various locations Statewide; drainage improvement	2,717	Under construction
<u>Traffic Management</u>				
43		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	FY2012
44		Install and modify Traffic Control devices in District 4; signalization	6,022	FY 2013
45		UPS/LED Signal installation/reconstruct in Districts in 3, 4, and 5	5,360	FY 2012
46		Various Locations in District 1 and 2; signalization	1,064	Under construction
47		Various Locations in District 4; lighting	1,783	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
48		Various Locations in District 1 and 2; signing	1,287	Under construction
49		Various Locations in District3; signalization	2,288	Under construction
50		Various Locations in District 3; signing	2,810	Under construction
51		Various Locations in District 5; signalization	2,104	Under construction
52		Various Locations in District 6 and 7; lighting	930	FY 2012
53		Various Locations in District 4; signing	2,999	Under construction
54		Various Locations in District 5; lighting	1,674	FY 2012
55		Various Locations in District 3; lighting	1,984	Under construction
56		Various Locations in District 6 and 7; signing	2,170	Under construction
57		Various Locations in District 1 and 2; lighting	1,300	FY 2012
58		Various Locations in District 4; signalization	2,048	FY 2012
59		Various Locations in District 6 and 7; signalization	1,074	Under construction
60		Sign Lighting System (Lumitrak) (ARRA PROJECT)	2,541	Under construction
61		Interstate Highway Lighting - Phase 1 (ARRA PROJECT)	7,999	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
62		Traffic Detection at Signalized Intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	Under construction
63		UPS/LED - Phase 1 District 1, 2, 4 and 5 (ARRA PROJECT)	5,474	Under construction
<u>C.H.A.R.T. Projects</u>				
64		Statewide Automatic Vehicle Location Deployment	1,600	FY 2013
65		Road Weather Information Systems Upgrade	500	FY 2013
66		CHART Closed Circuit Television deployment - Phase 4	799	FY 2012
67		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	FY 2013
68		Back-up Power for CHART Cameras	2,706	FY 2013
69		First Responder Video Sharing	1,000	FY 2013
70		10 CCTV Cameras Project	700	FY 2013
71		Various Dynamic Message Signs Deployment (ARRA PROJECT)	3,538	Under construction
72		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Environmental Preservation</u>				
73		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
74		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
75		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	FY 2012
76		Tree Planting in District 1 and 2 (ARRA PROJECT)	270	Under construction
77		Wetland and reforestation in District 4 and 7 (ARRA PROJECT)	424	Under construction
78		Wetland and reforestation in District 5 (ARRA PROJECT)	236	Under construction
79		Wetland and reforestation in District 3 (ARRA PROJECT)	281	Under construction
80		Chesapeake Country National Scenic Byway Gateways; environmental preservation	60	Under construction
81	MD 70 NB	Rowe Boulevard; Taylor Avenue to Farragut Road; landscaping	79	Under construction
82	US 301	Blue Star Memorial Highway; MD 301/US 50 split to Delaware State Line; landscaping (ARRA PROJECT)	433	Under Construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Enhancements</u>				
<u>Archaeological Planning & Research</u>				
83		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	FY 2012
<u>Landscaping/Scenic Beautification/Mitigation</u>				
84		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	FY 2012
85		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	FY 2012
86		Seeding and plug installation at various locations in District 4,6 and 7; meadow enhancement by removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	FY 2012
87		Maryland Roadside Debris and Safety Campaign; educate the motoring public about the dangers and hazards of roadside debris	100	Underway
<u>Environmental Mitigation</u>				
88		Integrated Roadside Vegetation Management and Native Plant Establishment - US 50	193	FY 2013
89		Tree Planting at Various Locations in District 4	500	FY 2012
90		Tree planting SHA 2010; 750 acres of approximately 600 trees per acre	400	FY 2012
91		Statewide tree planting; Fifty to one hundred acres, plant approximately 200 trees per acre	415	Underway

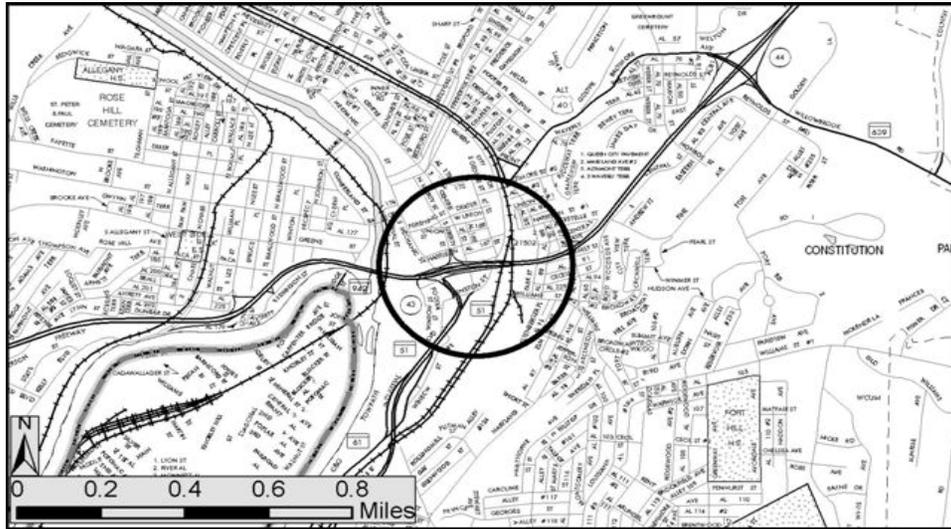
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
92		<p><u>Fiscal Years 2012 and 2013 (cont'd)</u></p> <p><u>Congressional Earmarks</u></p>	0	
		<p>Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark \$10 million; R/W) (Project underway)</p>		



Allegany



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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: I-68 provides a critical link through Western Maryland. Maintaining these structures supports this east/west movement.

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	16,169	0	2,202	7,908	6,059	0	0	0	16,169	0	0
Total	16,169	0	2,202	7,908	6,059	0	0	0	16,169	0	0
Federal-Aid	16,053	0	2,158	7,836	6,059	0	0	0	16,053	0	0

CLASSIFICATION:

STATE - Interstate

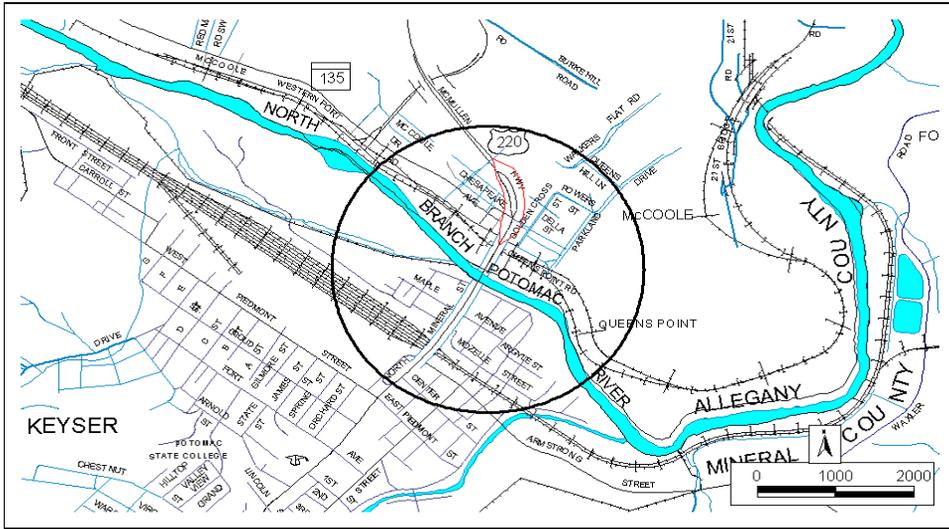
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 47,700

PROJECTED (2030) - 57,250



PROJECT: US 220, McMullen Highway

DESCRIPTION: Replace 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 is structurally deficient.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- Quality of Service
- 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: Construction underway. The cost shown is the estimated cost for Maryland's share only (which is approximately 35% of the total cost).

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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	1,729	1,729	0	0	0	0	0	0	0	0	
Construction	8,625	4,344	1,709	1,692	880	0	0	0	4,281	0	
Total	12,354	6,185	3,597	1,692	880	0	0	0	6,169	0	
Federal-Aid	11,954	5,785	3,597	1,692	880	0	0	0	6,169	0	

CLASSIFICATION:

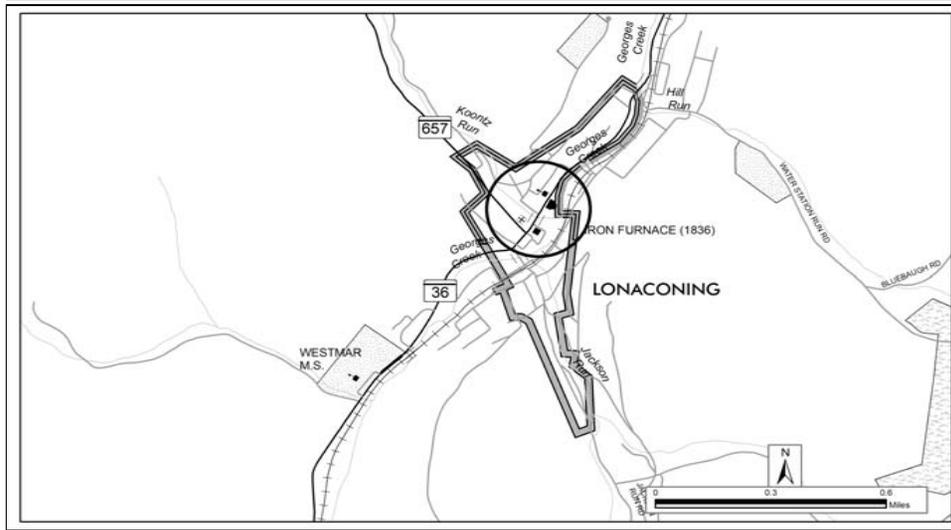
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 14,375

PROJECTED (2030) - 21,175



PROJECT: MD 36, George's Creek Road

DESCRIPTION: Replaced Bridge 1166 over Koontz Run. Shoulders will accommodate bicyclists and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge was structurally deficient and obsolete.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing bridge is structurally deficient and obsolete. MD 36 provides a critical north/south route through Allegany County. Replacing the MD 36 bridge supports this north/south movement.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	816	816	0	0	0	0	0	0	0	0	0
Right-of-way	321	321	0	0	0	0	0	0	0	0	0
Construction	1,091	628	463	0	0	0	0	0	0	463	0
Total	2,228	1,765	463	0	0	0	0	0	0	463	0
Federal-Aid	1,918	1,465	453	0	0	0	0	0	0	453	0

CLASSIFICATION:

STATE - Rural Minor Arterial

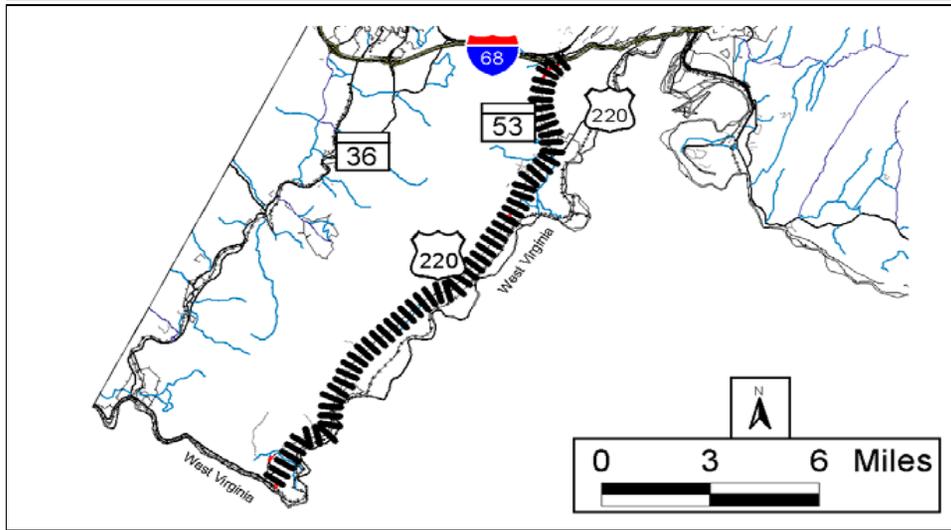
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 8,650

PROJECTED (2030) - 12,800



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: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 219, 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	1,363	605	471	287	0	0	0	0	0	758	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,363	605	471	287	0	0	0	0	0	758	0
Federal-Aid	1,075	484	367	224	0	0	0	0	0	591	0

CLASSIFICATION:
 STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2011) - 8,400 - 21,875
 PROJECTED (2030) - 11,800 - 32,650

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

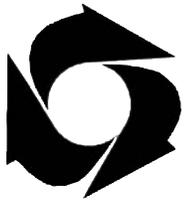
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		Various Interstate Patching Bridge Approaches (ARRA PROJECT)	100	Completed
2	MD 657	Skids Hill Road; north of Old Beechwood Road to Garrett County Line; resurfacing (ARRA Project)	3,057	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 51	Industrial Boulevard; Virginia Avenue to Pennsylvania Avenue, safety and resurface	1,460	Completed
4	I 68	National Freeway; MD 55 to MD 658; resurface	6,213	Under construction
5	I 68	National Freeway; MD 658 Bridge to Kelly Boulevard Bridge; resurface	7,471	Completed
<u>Bridge Replacement/Rehabilitation</u>				
6		Cleaning and painting of bridges on MD 936, I 68 and MD 36	1,533	FY 2012
<u>Safety/Spot Improvement</u>				
7	MD 49	Braddock Road; at Macy Drive; remove vertical curve	363	Completed
8	I 68	National Freeway; east of MD 736 to west of MD 936; drainage improvement	1,641	Under construction
9	I 68 EB	National Freeway; at US 220 interchange; improvement access to I 68	3,720	FY 2012

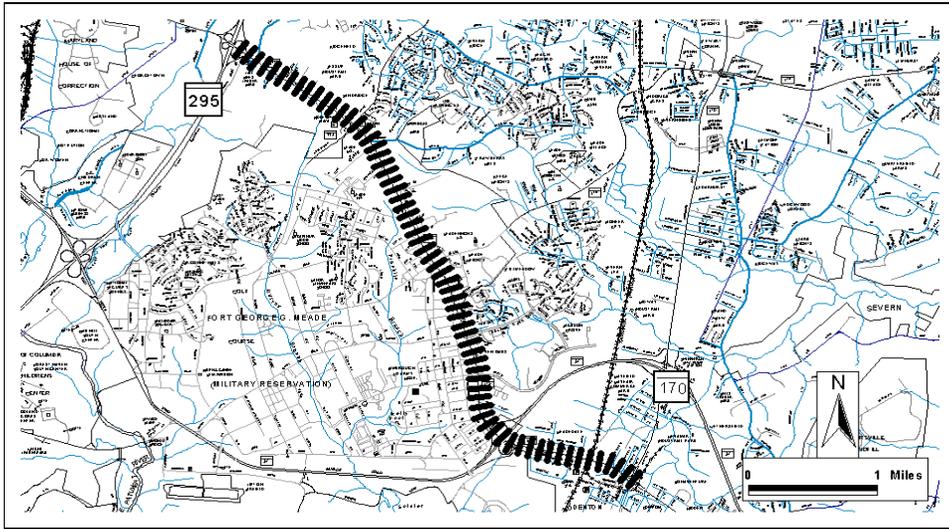
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
		<u>Fiscal Years 2012 and 2013 (cont'd)</u>		
		<u>Commuter Action Improvements</u>		
10	MD 144	Alighan Road; at Christie Road; ridesharing facilities	247	Under construction
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
11		Amtrak Station Entryway Improvement	198	FY 2012



Anne Arundel



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

ASSOCIATED IMPROVEMENTS:
 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
- System Preservation & Performance
- Connectivity for Daily Life
- 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 2011 - 16 CTP: Moved \$13.2 million from Statewide Line 6 (BRAC intersections near Fort Meade) for right-of-way and construction.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	4,779	3,019	1,066	694	0	0	0	0	1,760	0	
Construction	8,441	769	4,302	3,370	0	0	0	0	7,672	0	
Total	13,220	3,788	5,368	4,064	0	0	0	0	9,432	0	
Federal-Aid	13,074	3,767	5,264	4,043	0	0	0	0	9,307	0	

CLASSIFICATION:

STATE - Urban Minor Arterial

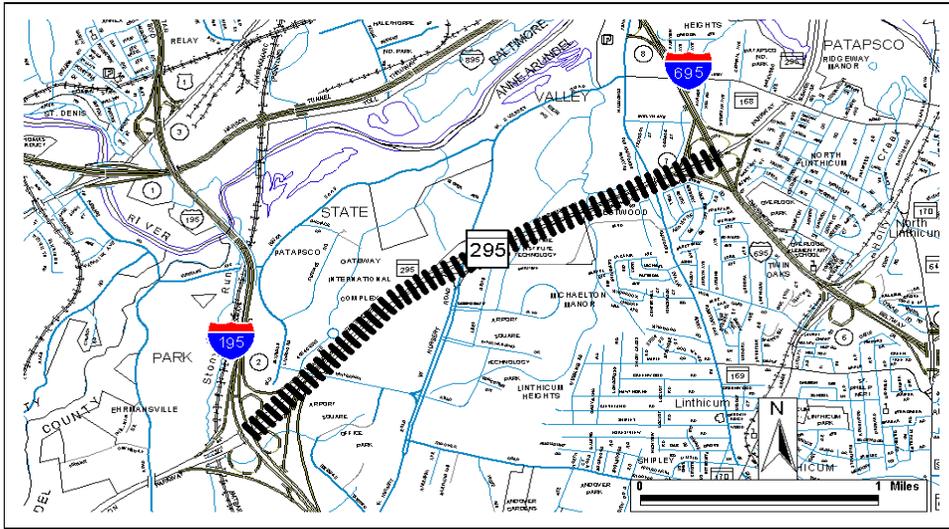
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 28,300

PROJECTED (2030) - 67,200



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Widened MD 295 from 4 to 6 lanes from I-695 (Baltimore Beltway) to I-195 (1.50 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project eased growing congestion and improved access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 295, MD 100 to I-195 (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: This project will provide a satisfactory level of service, including reduction in travel time delay. Widening is being done in the median limiting property and environmental impacts.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,489	1,489	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,948	9,249	1,699	0	0	0	0	0	1,699	0
Total	12,437	10,738	1,699	0	0	0	0	0	1,699	0
Federal-Aid	11,480	9,801	1,679	0	0	0	0	0	1,679	0

CLASSIFICATION:

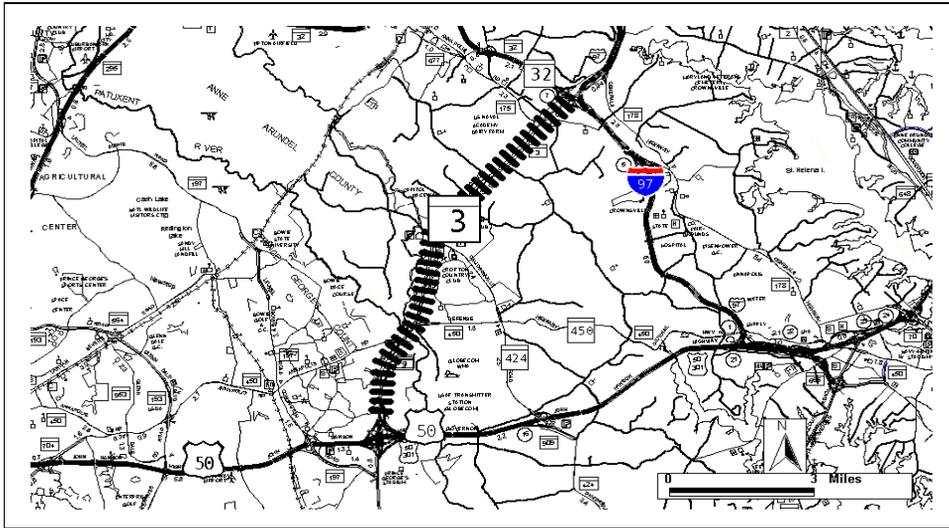
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 93,100

PROJECTED (2030) - 134,700



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). Wide curb lanes and shoulders will accommodate bicycles. 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Prince George's County - Line 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	3,978	3,822	75	81	0	0	0	0	0	156	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,672	4,672	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,650	8,494	75	81	0	0	0	0	0	156	0
Federal-Aid	2,785	2,675	53	57	0	0	0	0	0	110	0

CLASSIFICATION:

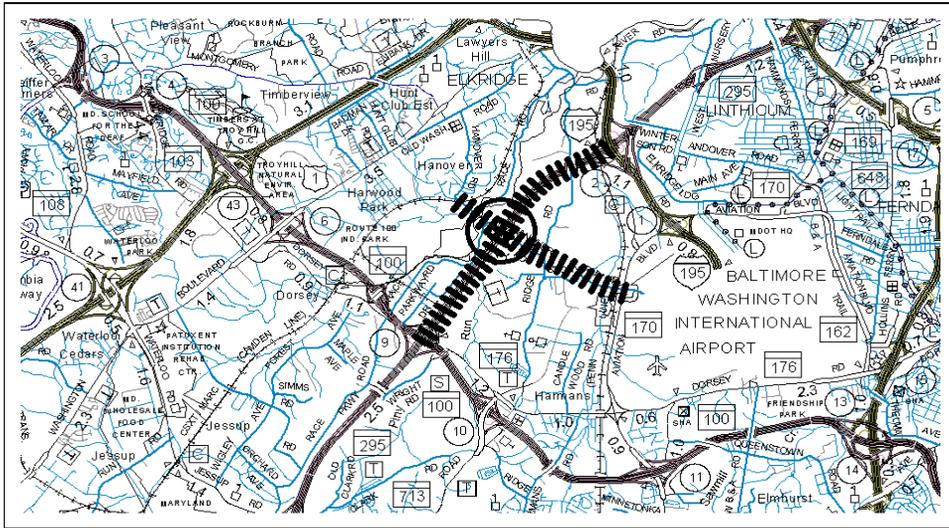
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 61,820 - 79,350

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

ASSOCIATED IMPROVEMENTS:
 MD 295, I-695 to I-195 (Line 2)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	2,564	2,529	20	15	0	0	0	0	35	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	2,564	2,529	20	15	0	0	0	0	35	0
Federal-Aid	2,051	2,023	16	12	0	0	0	0	28	0

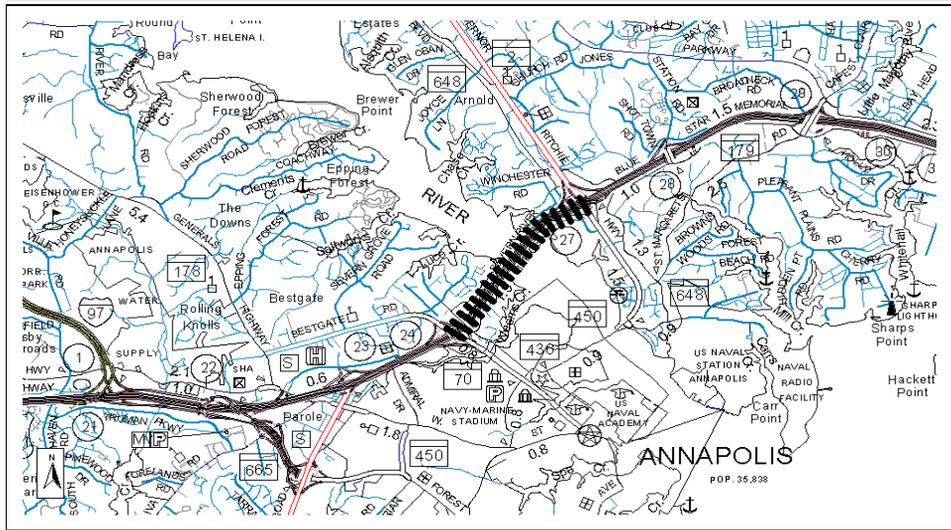
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 97,000
 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 experiences severe congestion, particularly the eastbound direction during the evening peak period.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility Study complete.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	559	559	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	559	559	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

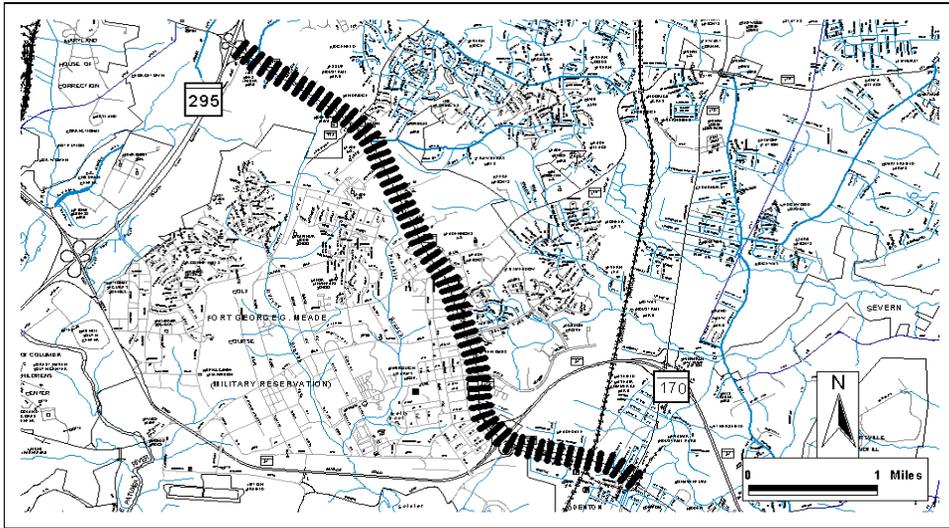
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 175, MD 713 to Disney Road (line 1)
- MD 198, MD 295 to MD 32 (Line 7)
- BRAC Intersection Improvements at Fort Meade (Statewide Line 7)

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$3.6 million of Federal Funds for engineering.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	3,000	2,913	87	0	0	0	0	0	87	0
Engineering	8,519	686	1,000	1,000	1,000	4,833	0	0	7,833	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	3,599	1,087	1,000	1,000	4,833	0	0	7,920	0
Federal-Aid	10,832	2,958	1,068	1,000	1,000	4,806	0	0	7,874	0

CLASSIFICATION:

STATE - Urban Minor Arterial

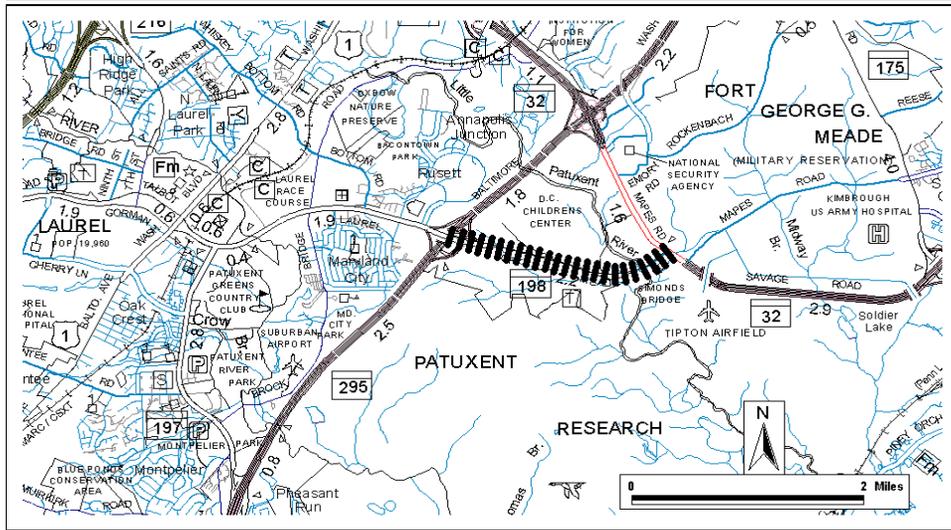
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 38,000

PROJECTED (2030) - 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 175, MD 713 to Disney Road (line 1)
- 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL			PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	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 (2011) - 26,000

PROJECTED (2030) - 41,300

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, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1	MD 2	Solomons Island Road; over South River; clean and paint bridge (ARRA Project)	253	Completed
<u>Safety/Spot Improvement</u>				
2	MD 2	Solomons Island Road; at Birdsville Road; geometric improvements	437	Completed
3	MD 3 BUS	Crain Highway; Furnace Branch Road to MD 2; ADA improvements (ARRA PROJECT)	101	Completed
4	MD 3 BUS	Crain Highway; Oak Manor Drive to Aquahart Road; ADA improvements (ARRA PROJECT)	225	Completed
5	MD 70 WB	Rowe Boulevard; Lawrence Road to End of State Maintenance westbound; ADA improvements (ARRA PROJECT)	210	Completed
6	I 97	At Sawmill Creek; drainage improvements and stormwater retrofit	492	Completed
7	I 97	Glen Burnie Bypass; various locations between MD 100 and MD 178; drainage improvement	741	Completed
8	MD 170 SB	Telegraph Road; MD 175 to MD 32 southbound; ADA improvements (ARRA PROJECT)	350	Completed
9	MD 177	Mountain Road; Police Station to Magothy Beach Road; ADA improvements (ARRA PROJECT)	76	Completed
10	MD 177 EB	Mountain Road; 200 feet each side of Sagamore Way eastbound; ADA improvements (ARRA PROJECT)	28	Completed
11	MD 648	Baltimore Annapolis Boulevard; 400 feet north of MD 170 to Lake Front Drive; drainage improvement	216	Completed
12	MD 710	East Ordnance Road; MD 2 to Chesapeake Center Drive; ADA improvements (ARRA PROJECT)	146	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Year 2011 Completions (cont'd)</u>				
<u>Environmental Preservation</u>				
13	US 50	John Hanson Highway; MD 70 to MD 2 interchange; landscaping	92	Completed
14	MD 450	Defense Highway; Franklin Point Park for MD 450; critical area mitigation	64	Completed
<u>Commuter Action Improvements</u>				
15	MD 665	Aris T Allen Boulevard; additional parking spaces at Harry S Truman Park and Ride Lot; geometric improvements	465	Completed
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
16		I 97 Stormwater Management Facilities Functional Upgrades; reconstruction of 13 stormwater management facilities along I 97 from south of MD 178 to MD 100 and 2 stormwater management facilities on MD 100 near MD 713 and near Wright Road to current standards	609	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
17		Various Locations in Anne Arundel County; joint sealing	453	FY 2012
18		Various locations in Northern Anne Arundel County	7,929	FY 2013
19	MD 2	Governor Ritchie Highway; Hammonds Lane to Baltimore City Line; resurfacing (ARRA PROJECT)	1,400	Under construction
20	MD 2	Solomons Island Road; Lothian Roundabout to Harwood Drive; resurfacing (ARRA PROJECT)	1,300	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
21	MD 100 EB	Howard County Line to MD 713; resurfacing (ARRA PROJECT)	795	FY 2012
22	MD 170	Belle Grove Road; 10th Avenue to MD 2; resurfacing (ARRA PROJECT)	631	Under construction
23	MD 178	Generals Highway; MD 450 to Bestgate Road; resurfacing (ARRA PROJECT)	460	FY 2012
24	MD 295 SB	Baltimore Washington Parkway; MD 100 to Hanover Road; resurfacing (ARRA PROJECT)	543	Under construction
25	MD 435	Annapolis Street; MD 436 to MD 450 and MD 70 SB at MD 435; resurfacing (ARRA PROJECT)	300	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
26		West Nursery Road; over MD 295 (NB and SB); bridge rehabilitation	3,432	FY 2013
27		Cleaning and Painting of bridges on MD 176, MD 174, MD 32, MD 2 and MD 10 in Anne Arundel County	3,360	Under construction
28		Cleaning and Painting of bridges on I 695, MD 173 and MD 100 in Anne Arundel County	2,088	Under construction
29		Ridge Road; over MD 295; bridge deck replacement	1,730	Under construction
30	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	3,146	Under construction
31	I 595	John Hanson Highway; over Weems Creek; clean and paint bridge (ARRA Project)	338	FY 2012
<u>Safety/Spot Improvement</u>				
32		Crain Highway; Business 3 at 11th Avenue; landscape	63	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
33		South River Farms Park; wetland replacement	292	FY 2012
34		Various locations in District 5; installation of rumble strips (Also shown in Calvert, Charles and St. Mary's Counties)	260	FY 2012
35		Functional Enhancement of stormwater management facilities 2nd Phase; reconstruction of stormwater management facilities (This project is a split funded project with the Enhancement Program)	1,483	Under construction
36	MD 2	Solomons Island Road; Jewel Road/MD 423; safety	1,905	FY 2012
37	MD 4	Southern MD Boulevard; various locations at MD 4 and MD 408 interchange; drainage improvements	544	Under construction
38	MD 4 SB	At Lower Pindell Road; geometric improvements	229	FY 2013
39	MD 173	Fort Smallwood Road; Lauren Way to Sycamore Road; ADA improvements (ARRA PROJECT)	76	FY 2012
40	MD 174 WB	Quarterfield Road; Queenstown Road to Old Stage Road westbound; ADA improvements (ARRA PROJECT)	86	FY 2012
41	MD 177	Mountain Road; at Outing Avenue; ADA improvements (ARRA PROJECT)	176	Completed
42	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements (ARRA PROJECT)	26	Under construction
43	MD 424	Davidsonville Road; MD 3 to MD 450; ADA improvements	1,000	FY 2012
44	MD 450	West Street; MD 2 to MD 435; ADA improvements	1,850	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
45	MD 648	Baltimore Annapolis Boulevard; Edgewood Road to Hammonds Lane; ADA improvements (ARRA PROJECT)	175	Under construction
46	MD 710	East Ordnance Road; at VEIP entrance; geometric improvements	1,716	FY 2013
<u>Community Safety and Enhancements</u>				
47	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; streetscape (Project on hold)		
<u>Streetscapes and Minor Reconstruction</u>				
48		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Underway
<u>Traffic Management</u>				
49		Signals along MD 2 and MD 710; reconstruct signals (ARRA PROJECT)	1,845	Under construction
<u>Intersection Capacity Improvements</u>				
50	MD 2	Solomons Island Road; at MD 408/422; northbound bypass lane (Funded for preliminary engineering)	150	PE Underway
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
51		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 2013

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Pedestrian and Bicycle Safety and Educational Activities</u>				
52		Freewheelin Annapolis; bicycle sharing program in Annapolis through smartbicycle and kiosk equipment and installation	93	FY 2013
<u>Environmental Mitigation</u>				
53		Rutland Road Fish Passage	856	FY 2012
54		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	FY 2012
55		Functional Enhancement of SWM facilities along MD 4 in Anne Arundel County; SWM facilities improvements	407	Underway
56		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2012
57		Cypress Branch Stream Valley Restoration; restoration of 3,200 linear feet of stream and 12 acres of associated Atlantic White Cedar wetland in the Cypress Branch Stream valley	345	FY 2012
58		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	FY 2012
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
59		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	Underway

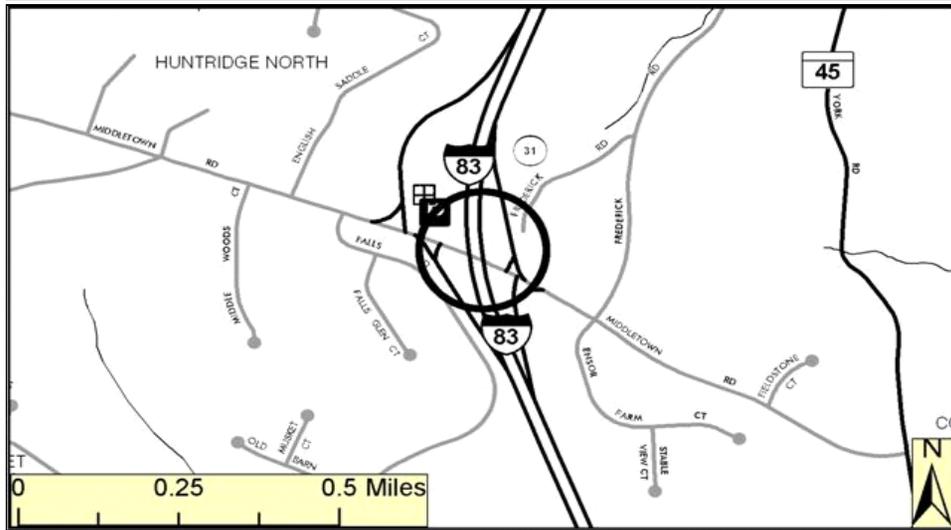
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Congressional Earmarks</u>				
60		Construct Broadneck Peninsula Trail; construct trail (Earmark \$1.2 million; CO)	0	
61		Patuxent Research Refuge road improvements (Earmark \$3 million; PE, CO) Sponsor: U.S. Fish & Wildlife Service	0	
62		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark \$1.6 million; PE, CO)	0	
63		Linthicum; Peer review study of conflicts between road system and light rail operations (Earmark \$80,000; PE) Sponsor: Maryland Transit Administration	0	



Baltimore



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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The Bridge serves as a major link along the Interstate 83 commuter freight route. The I-83 corridor links points in northern Baltimore County and southern Pennsylvania to points south such as Hunt Valley, Towson and Baltimore City.

STATUS: Engineering Underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Construction Program

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	916	387	344	185	0	0	0	0	0	529	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,576	0	0	1,762	1,995	819	0	0	0	4,576	0
Total	5,492	387	344	1,947	1,995	819	0	0	0	5,105	0
Federal-Aid	5,282	302	256	1,910	1,995	819	0	0	0	4,980	0

CLASSIFICATION:

STATE - Principal Arterial

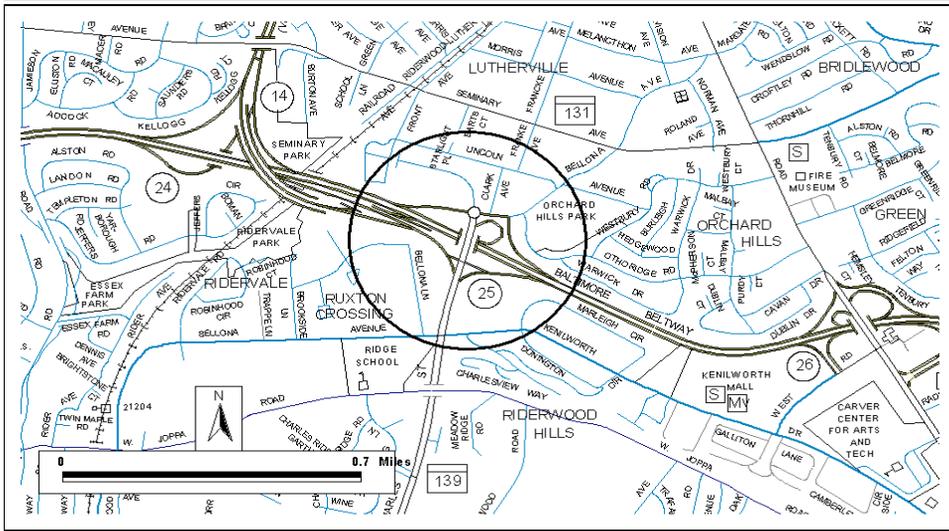
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 54,900 (I-83)
7,500 (Middletown Road)

PROJECTED (2030) - 73,000 (I-83)
9,300 (Middletown Road)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 0316000 MD 139 (Charles Street).

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and widening of the bridge is required for the future capacity needs of I-695.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-695, I-83 to I-95 (Line 8)

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 MD 139 (Charles Street) bridge is nearing the end of its structural life. The bridge serves as a major link connecting Lutherville and West Towson neighborhoods. The new bridge will provide additional capacity for safety, improved operation and enhanced pedestrian and bicycle accommodations. The bridge will be lengthened to allow future widening of I-695, which serves as the main emergency and freight transport interstate for the Baltimore region.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved \$3.1 million from engineering to the I-695 project from I-83 to I-95 (Line 8).

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL			PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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	134	134	0	0	0	0	0	0	0	0	
Construction	48,365	37,019	8,236	3,110	0	0	0	0	11,346	0	
Total	52,202	40,856	8,236	3,110	0	0	0	0	11,346	0	
Federal-Aid	49,848	38,547	8,191	3,110	0	0	0	0	11,301	0	

CLASSIFICATION:

STATE - Principal Arterial

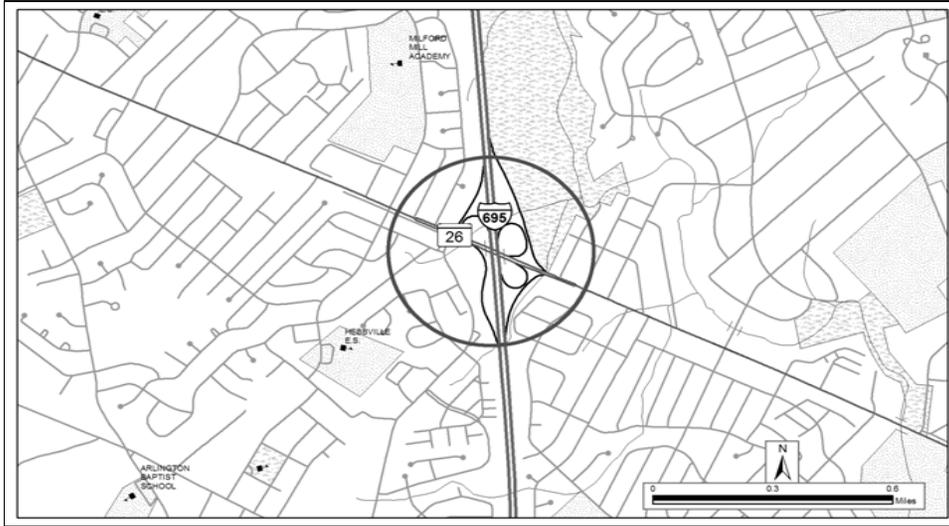
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2011) - 170,100

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

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

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

ASSOCIATED IMPROVEMENTS:

- I-695, MD 372 Bridge Replacement (Line 5)
- I-695, I-95 to MD 122 (Line 7)
- I-695, Noise Barrier rehabilitation (System Preservation Program)

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 2011 - 16 CTP: The cost increase of \$1.5 million is due to revised bridge foundation needs, lighting revisions and increased drainage needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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	24,200	10,930	8,959	4,210	101	0	0	0	13,270	0	
Total	26,496	13,226	8,959	4,210	101	0	0	0	13,270	0	
Federal-Aid	25,648	12,601	8,839	4,117	91	0	0	0	13,047	0	

CLASSIFICATION:

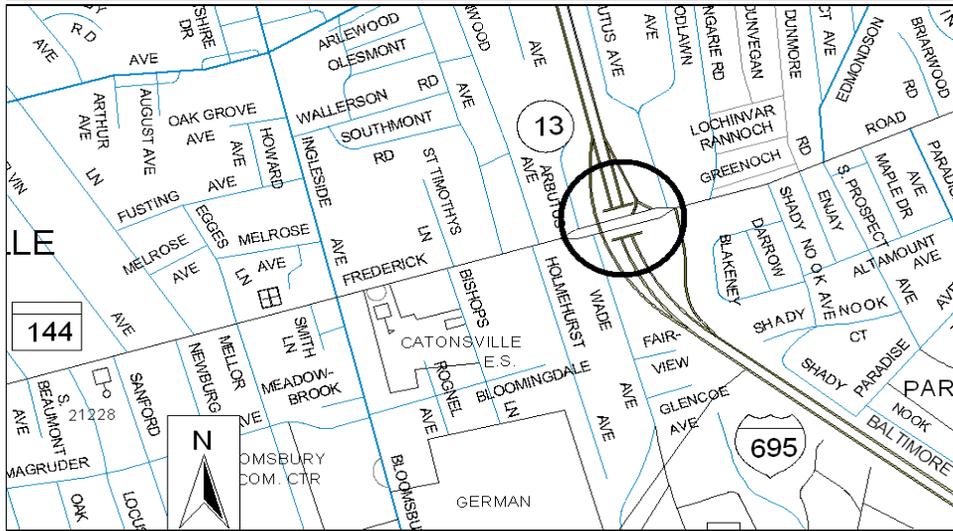
STATE - Principal Arterial
 FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 201,450

PROJECTED (2030) - 268,400



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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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 7)

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 MD 144 (Frederick Road) bridge is nearing the end of its structural life. The bridge serves 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 2011 - 16 CTP: The cost decrease of \$3.6 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	16,530	1,322	5,734	5,996	3,478	0	0	0	15,208	0	
Total	16,530	1,322	5,734	5,996	3,478	0	0	0	15,208	0	
Federal-Aid	16,351	1,300	5,599	5,983	3,469	0	0	0	15,051	0	

CLASSIFICATION:

STATE - Principal Arterial

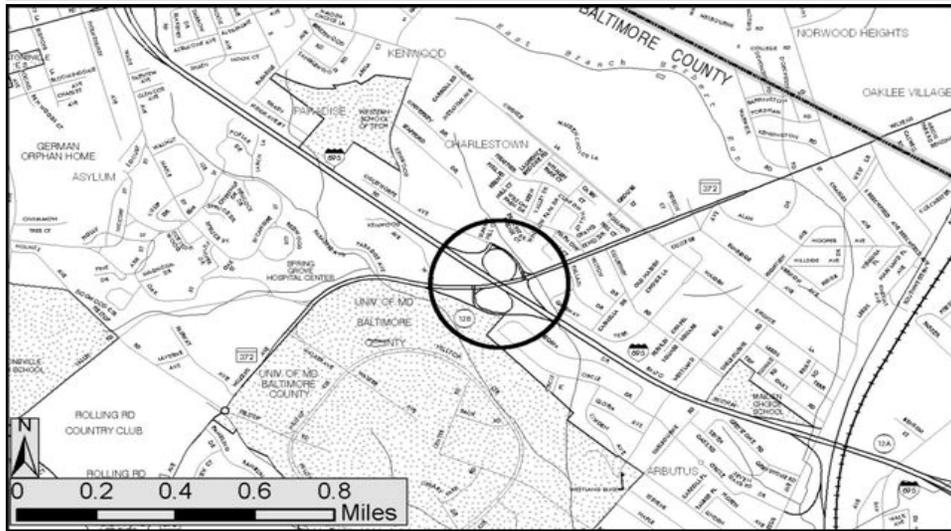
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 193,000

PROJECTED (2030) - 251,600



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 0311905 on I-695 Inner Loop over MD 372 (Wilkins 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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 7)

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 MD 372 (Wilkins 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 and operations including bicycle and pedestrian travel.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,927	1,927	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	14,794	2	5,281	7,022	2,489	0	0	0	14,792	0	0
Total	16,721	1,929	5,281	7,022	2,489	0	0	0	14,792	0	0
Federal-Aid	16,142	1,499	5,132	7,022	2,489	0	0	0	14,643	0	0

CLASSIFICATION:

STATE - Principal Arterial

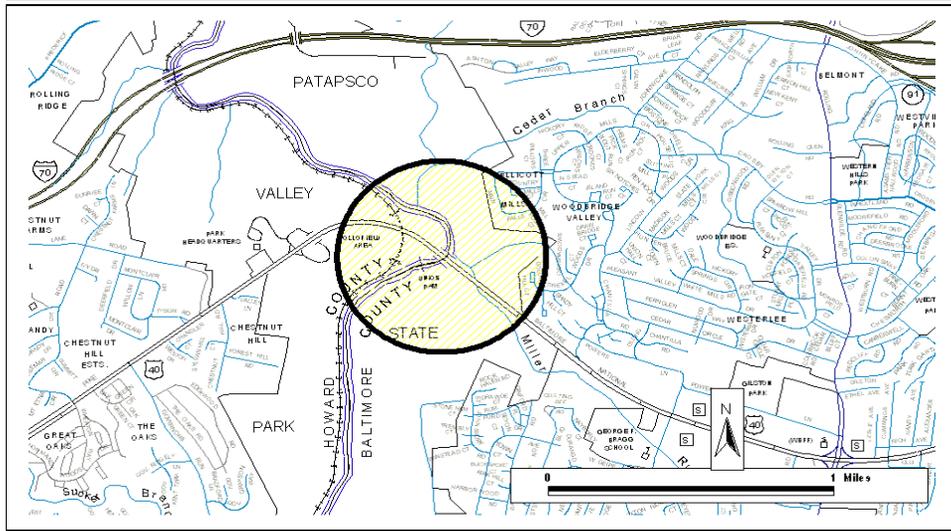
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 99,950

PROJECTED (2030) - 123,900



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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This 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 to provide for bicycle/pedestrian compatible 5' shoulders.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cost increase of \$1.2 million is due to increased utility relocations.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,318	3,318	0	0	0	0	0	0	0	0	0
Right-of-way	34	31	3	0	0	0	0	0	0	3	0
Construction	18,848	3,519	6,873	6,664	1,792	0	0	0	0	15,329	0
Total	22,200	6,868	6,876	6,664	1,792	0	0	0	0	15,332	0
Federal-Aid	21,331	6,013	6,862	6,664	1,792	0	0	0	0	15,318	0

CLASSIFICATION:

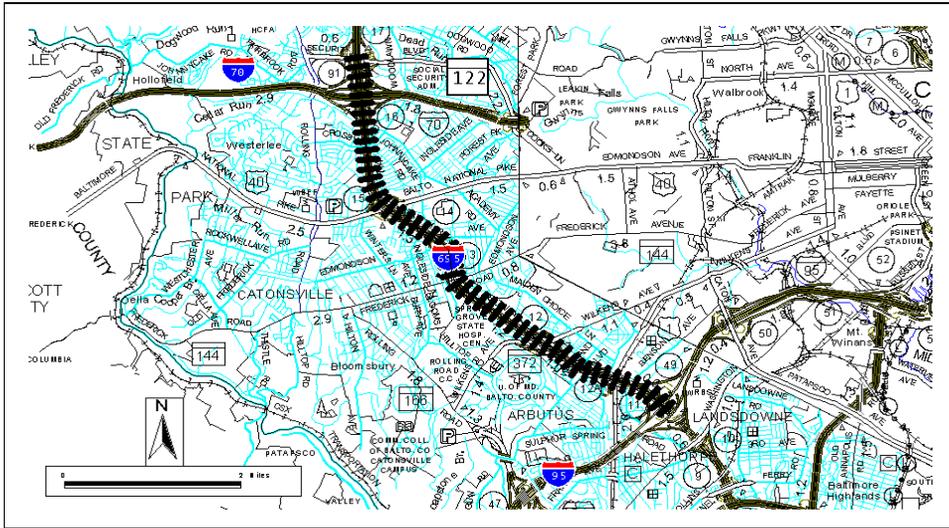
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 38,350

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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	13,836	13,823	13	0	0	0	0	0	13	0
Right-of-way	2,359	2,245	114	0	0	0	0	0	114	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	17,621	17,494	127	0	0	0	0	0	127	0
Federal-Aid	11,552	11,446	106	0	0	0	0	0	106	0

CLASSIFICATION:

STATE - Principal Arterial

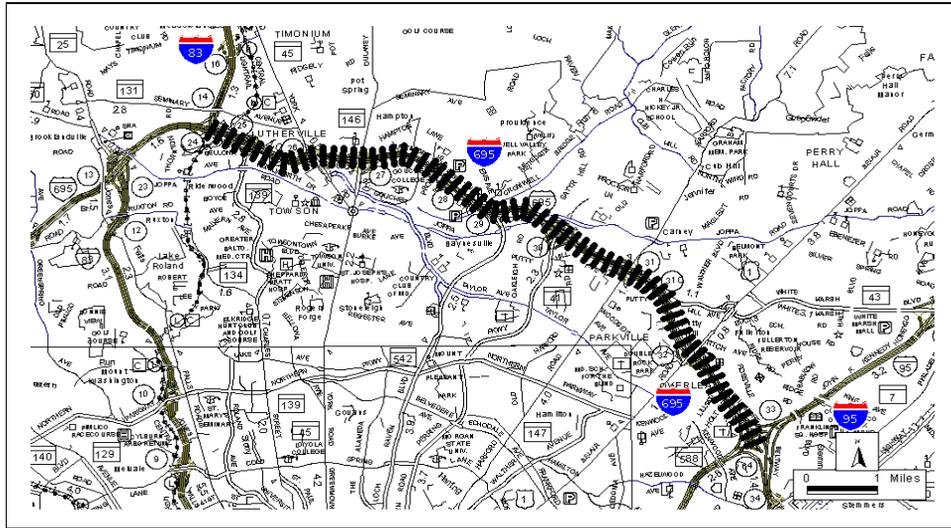
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 219,000

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

ASSOCIATED IMPROVEMENTS:
 I-695, at MD 139 (Line 2)

STATUS: Partial Engineering and Right-of-way underway for the segment from MD 41 to MD 147.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved \$3.1 million to engineering from the I-695 at MD 139 (Charles Street - Line 1).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,515	1,515	0	0	0	0	0	0	0	0
Engineering	7,596	6,409	600	587	0	0	0	0	1,187	0
Right-of-way	2,242	93	78	1,000	1,071	0	0	0	2,149	0
Construction	2	0	0	0	0	0	0	0	0	2
Total	11,355	8,017	678	1,587	1,071	0	0	0	3,336	2
Federal-Aid	7,997	5,479	445	1,238	835	0	0	0	2,518	0

CLASSIFICATION:

STATE - Principal Arterial

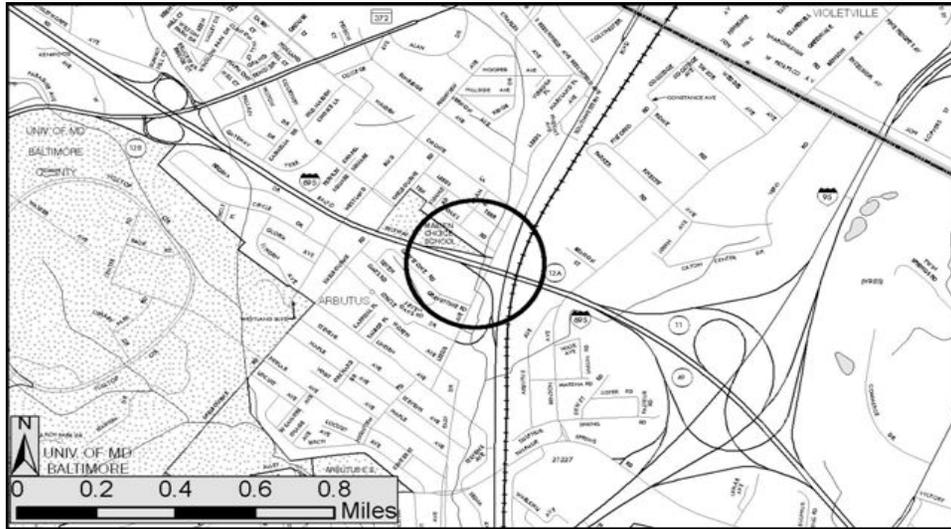
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 183,000

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 in the residential area.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-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.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,000	0	350	650	0	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,000	0	350	650	0	0	0	0	1,000	0
Federal-Aid	1,000	0	350	650	0	0	0	0	1,000	0

CLASSIFICATION:

STATE - Principal Arterial

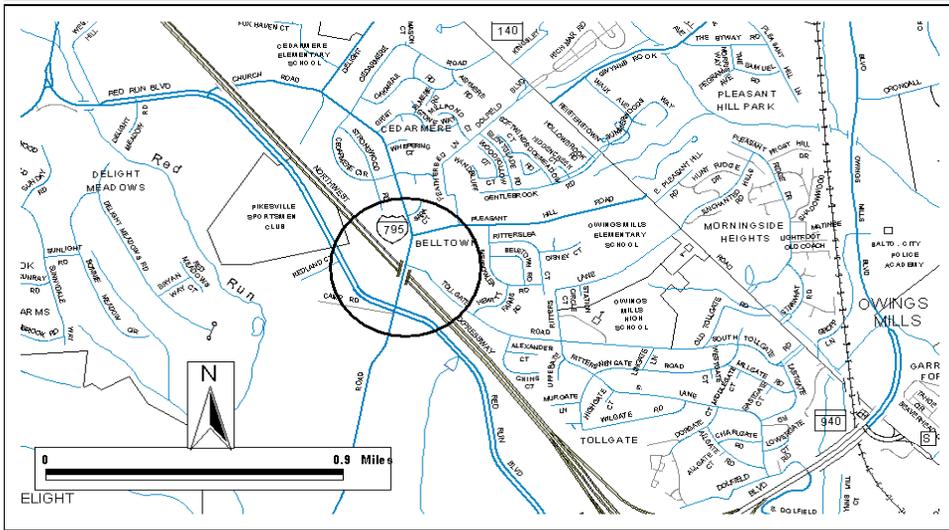
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 99,950

PROJECTED (2030) - 123,900



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

ASSOCIATED IMPROVEMENTS:
 MD 140, Garrison View to Owings Mill (Line 11)
 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	2,437	1,725	662	50	0	0	0	0	712	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	1,725	662	50	0	0	0	0	712	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

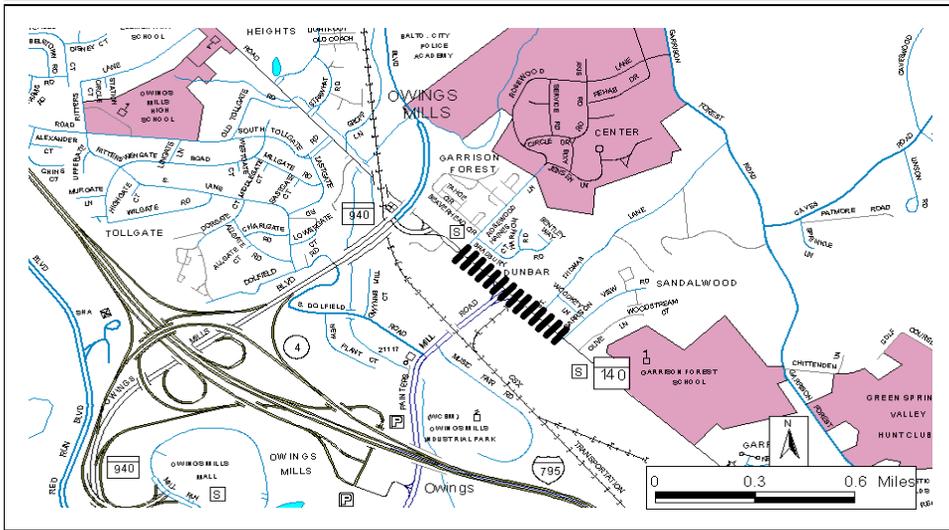
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-795, at Dolfield Road (Line 16)
- Transit Oriented Development at Owings Mills Metro Station (MTA Program Line 17)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,492	2,448	44	0	0	0	0	0	44	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	2,492	2,448	44	0	0	0	0	0	44	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

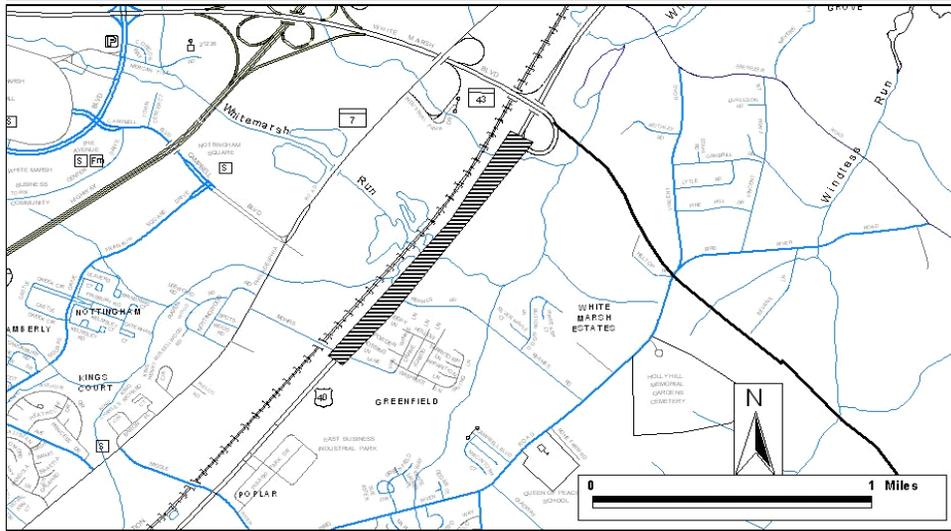
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 38,000 (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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 40, Middle River Road to MD 43 (System Preservation Program)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$1.9 million for engineering.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,029	129	200	600	700	400	0	0	0	1,900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,029	129	200	600	700	400	0	0	0	1,900	0
Federal-Aid	1,900	0	200	600	700	400	0	0	0	1,900	0

CLASSIFICATION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 34,900

PROJECTED (2030) - 44,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 40	Pulaski Highway; Harford County Line to Days Cove Road; patching (ARRA PROJECT)	232	Completed
2	US 40	Baltimore National Pike; I 695 to Baltimore City Line; patching (ARRA PROJECT)	300	Completed
3	MD 91	Emory Road; Carroll County Line to MD 30; resurfacing (ARRA PROJECT)	400	Completed
4	MD 129	Park Heights Avenue; Autumn Drive to MD 130; resurfacing (ARRA PROJECT)	758	Completed
5	MD 138	Monkton Road; MD 562 to Harford County Line; resurfacing (ARRA PROJECT)	800	Completed
6	MD 138	Monkton Road; York Road to Monkton; resurfacing (ARRA PROJECT)	627	Completed
7	MD 140	Reisterstown Road; MD 30 to Chartley Drive; patching (ARRA PROJECT)	190	Completed
8	MD 147	Harford Road; Northwind Road to Sunshine Avenue; resurfacing (ARRA PROJECT)	1,034	Completed
9	MD 151	North Point Boulevard; MD 157 to Kane Street; resurfacing (ARRA PROJECT)	1,100	Completed
10	MD 439	Old York Road; MD 45 to Harford County Line; patching (ARRA PROJECT)	300	Completed
11	MD 562	Old York Road; Markoe Road to MD 138; patching (ARRA PROJECT)	600	Completed
<u>Bridge Replacement/Rehabilitation</u>				
12	I 83	Harrisburg Expressway; over I 695 ramp C and MTA Light Rail; bridge deck overlay	2,496	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE 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, 2011
<u>Fiscal Year 2011 Completions (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
13	I 95	At I 695 interchange (south); provide exclusive lanes on I 695 innerloop for ramp from I 95 southbound by eliminating lane number 3 along I 695 innerloop prior to I 95 ramp merge point, provide an optional double lane right exit along I 95 southbound at I 695	3,535	Completed
14	MD 144	Frederick Road; I-695 to Baltimore City Line; ADA improvements (ARRA PROJECT)	500	Completed
<u>Enhancements</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
15	I 83	Jones Falls Expressway; Baltimore City Line to Joppa Road; invasive plant species control (This project is a split funded project with the Environmental Preservation Program)	350	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
16		Interstate patching at various locations in Baltimore County	6,600	FY 2012
17	MD 25	Falls Road; Shawan Road to Stringtown Road; patching (ARRA PROJECT)	842	Completed
18	MD 26	Liberty Road; Powells Run Road to Offutt Road; resurface	3,024	Under construction
19	US 40	Baltimore National Pike; I 695 to Baltimore City Line; resurface	3,960	FY 2012
20	MD 45	York Road; north of Ridgely Road to north of Timonium Road; resurface	1,359	FY 2012
21	MD 45	York Road; Stevenson Lane to Towsontown Boulevard; resurface	1,637	FY 2013

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE 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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
22	MD 45	York Road; Western Run to Corbett Road; safety and resurface	3,486	Under construction
23	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering)	124	PE Underway
24	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface	2,746	FY 2013
25	MD 542	Loch Raven Boulevard; Baltimore City Line to south of Taylor Avenue; resurface	1,820	Under construction
26	MD 695	Baltimore Beltway; west of MD 7 to MD 150; resurface	5,308	FY 2012
27	MD 695	Baltimore Beltway; west of MD 7 to MD 150 (including ramps at MD 7, US 40, MD 702 and MD 150); resurface	4,551	FY 2013
28	MD 700	Martin Boulevard; MD 150 to US 40; safety and resurface	3,466	Under construction
29	I 795	Northwest Expressway; I 695 to CSX Railroad overpass southern portion; resurface	4,361	FY 2013
30	I 795	Northwest Expressway; I 695 to CSX Railroad overpass northern portion; resurface	6,226	FY 2013
<u>Bridge Replacement/Rehabilitation</u>				
31		Bridge 0320900 on Downes Road over I 83; bridge rehabilitation	1,483	Under construction
32	I 83 NB	Harrisburg Expressway; over Padonia Road; clean and paint bridge	70	Completed
33	I 83 SB	Harrisburg Expressway; over Padonia Road; clean and paint bridge	91	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE 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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
34	MD 128	Butler Road; over Piney Run; clean and paint bridge	82	Completed
35	MD 147	Harford Road; over Tributary to Little Gunpowder Falls; box culverts	149	FY 2013
36	CO 434	Beaver Dam Road; over I 83; clean and paint bridge	476	Completed
37	I 695	Baltimore Beltway; over Greenspring Avenue; clean and paint bridge	388	Completed
38	I 695	Baltimore Beltway; ramp G over Jones Falls; clean and paint bridge	72	Completed
39	I 695	Baltimore Beltway; over Joppa Road; clean and paint bridge	421	Completed
<u>Safety/Spot Improvement</u>				
40	MD 7	Philadelphia Road; at Hospital Drive; safety	1,416	FY 2013
41	US 40	Baltimore National Pike; I 695 to the Baltimore City Line; ADA improvements	480	Under construction
42	MD 45	York Road; Ridgely Road to Beaver Dam Run; ADA improvements	150	FY 2012
43	MD 45	York Road; Towson Roundabout; geometric improvements	736	Under construction
44	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	Under construction
45	MD 140	Reisterstown Road; Naylor's Lane to I 695; ADA improvements	150	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE 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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
46	MD 150	Eastern Avenue; west of Lariet Road to Bowleys Quarters Road; ADA improvements	110	FY 2012
47	MD 150	Eastern Avenue; Old Eastern Avenue to Bennett Road; ADA improvements	180	FY 2012
48	MD 648	Old Annapolis Road; Baltimore City Line to Anne Arundel County Line; ADA improvements	400	FY 2012
49	I 695	Providence Road and I 795; lighting	3,467	FY 2012
50	I 795	Northwest Expressway; Owings Mills Metro station to MD 140; traffic barrier	1,210	FY 2012
51	I 795	Northwest Expressway; North of Tobins Lane and near Red Run Boulevard; slope repairs	342	Under construction
<u>Community Safety and Enhancements</u>				
52	US 1	Belair Road; through Overlea; streetscape (Project on hold)		
53	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; streetscape (Project on hold)		
54	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Project on hold)		
55	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; streetscape (Project on hold)		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

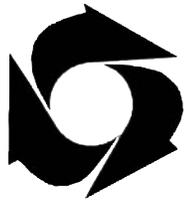
STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Noise Barriers</u>				
56	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier	4,675	Under Construction
57	I 695	Baltimore Beltway; at Liberty Road; barrier rehabilitation	526	Completed
<u>Traffic Management</u>				
58		I 83 at Timonium Road and I 695 at Edmondson Avenue; lighting	1,199	FY 2013
59		Various Traffic Signal reconstructs in Baltimore County (MD 7, MD 157, MD 700, MD 45) (ARRA PROJECT)	1,596	Completed
<u>Environmental Preservation</u>				
60	I 83	Jones Falls Expressway; I 695 to the Baltimore City Line; landscape restoration and invasive plant species (This project is a split funded project with the Enhancement Program)	649	Completed
<u>Intersection Capacity Improvements</u>				
61	MD 26	Liberty Road; Wards Chapel Road; widen MD 26 to provide a second through lane	2,188	FY 2013
62	MD 30	Hanover Pike; at MD 91; widen to two lanes in southbound direction	2,900	FY 2012
63	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering)	739	PE Underway
64	MD 166	Rolling Road; I 195 Southwest park and ride; geometric improvements	1,526	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE 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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Truck Weight</u>				
65	I 83	Harrisburg Expressway; improvements at Parkton Weigh Station	2,704	FY 2013
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
66		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	Underway
<u>Historic Preservation</u>				
67		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2012
<u>Environmental Mitigation</u>				
68		Storm Water Management mitigation Southeast loop at I 695 and MD 147	322	FY 2012
69	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)	330	Underway
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
70		Hampton National Historic Site	897	FY 2012



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, 2011
		<u>Fiscal Year 2011 Completions</u>		
		<u>Congressional Earmarks</u>		
1		Emergency Safety Enhancements for Water Taxis Implement a Maritime Training Project to provide education in operational and equipment safety (Earmark \$250,000; PE) (Baltimore City Project) Project Complete	0	
		<u>Fiscal Years 2012 and 2013</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
2		Baltimore Waterfront Promenade - Inner Harbor East	2,000	FY 2012
3		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	FY 2012
4		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 2013
5		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path (Baltimore City Project)	554	FY 2012
6		Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	FY 2012
		<u>Historic Preservation</u>		
7		St. Paul Place and Preston Gardens	2,034	FY 2012
8		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 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
9		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 2012
<u>Congressional Earmarks</u>				
10		State Center intersection improvements in Baltimore City (Earmark \$0.8 million; PE) (Baltimore City Project)	0	
11		Midtown Cultural District Streetscape (Earmark \$475,000; CO) (Baltimore City Project)	0	
12		Baltimore City ITS Implement intelligent transportation system in Baltimore (Earmark \$1.12 million; PE) (Baltimore City Project)	0	
13		Center for Aquatic Life this is for roadway access improvements, boardwalk and pier construction at Hanover Street and West Cromwell Street (Earmark \$2.3 million; CO) (Baltimore City Project) Sponsor: Baltimore City for the National Aquarium	0	
14		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark \$1.6 million; PE, CO) (Baltimore City Project)	0	
15		Hanover Street Bridge rehabilitation (Earmark \$1.2 million; CO) (Baltimore City Project)	0	
16		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark \$2.32 million; CO) (Baltimore City Project)	0	
17		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark \$1.52 million; CO) (Baltimore City Project)	0	

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
18		Canton Satellite Parking and Terminal; construction of fringe and corridor parking at the intersection (Earmark \$3.2 million; CO) (Baltimore City Project)	0	
19		Gwynns Falls Trail/CSX Bridge (Earmark \$335,000; PE, CO) (Baltimore City Project)	0	
20		Baltimore Traffic Monitoring Camera Upgrade conduit system for traffic systems, street lighting (Earmark \$960,000; CO) (Baltimore City Project)	0	
21		Construction of new Baltimore water taxi terminals at Fells Point (underway) and at Pier 1 which is Constellation dock improvement (Earmark \$2 million; CO) (Baltimore City Project)	0	
22		Rehabilitate west Baltimore trail and the implementation of pedestrian improvements along associated roadways (Earmark \$720,000; PE, CO) (Baltimore City Project)	0	
23		Construct phase 2 of the Jones Falls Trail: from Baltimore Penn Station to Maryland Science Center (Earmark \$3.2 million; CO) (Baltimore City Project)	0	
24		Coppin State University; construct pedestrian bridge and garage (Earmark \$2.64 million; CO)	0	
25		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	
26		Morgan State University Transportation Center (Earmark \$500,000; PE)	0	
27		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark \$9.0 million; CO) (Baltimore City Project)	0	
28		Rehabilitation of Pennington Avenue Drawbridge (Earmark \$7.5 million; CO) (Baltimore City Project)	0	

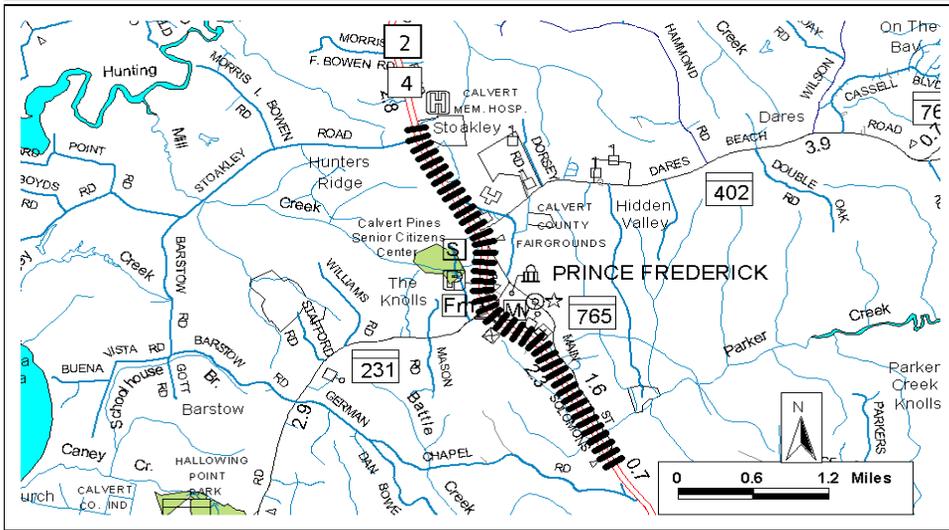
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
29	US 1	<p align="center"><u>Fiscal Years 2012 and 2013 (cont'd)</u></p> <p align="center"><u>Congressional Earmarks (cont'd)</u></p> <p>East North Avenue; reconstruction (Earmark \$4 million; PE, CO) (Baltimore City Project)</p>	0	



Calvert



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

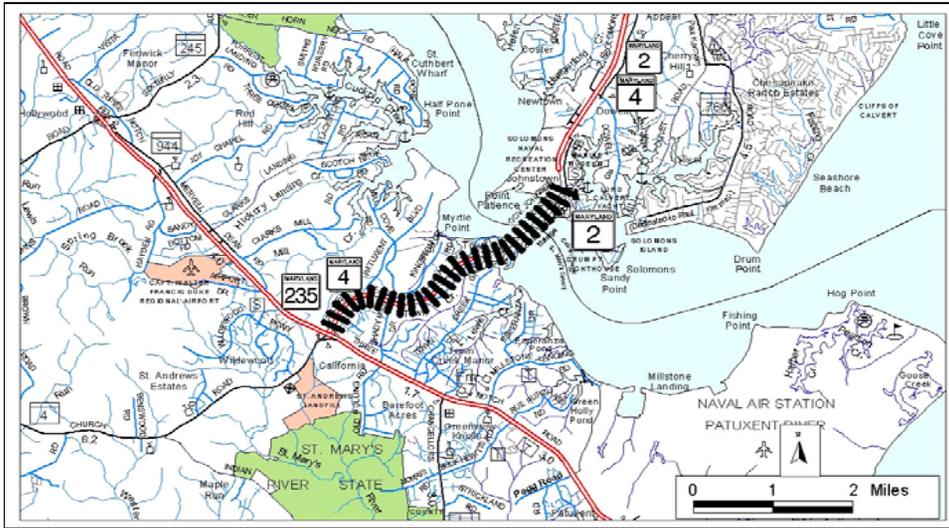
ASSOCIATED IMPROVEMENTS:
 Prince Frederick Boulevard (County Project)

STATUS: Engineering on hold for the segment from Fox Run Boulevard to Commerce Lane.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	1,674	1,674	0	0	0	0	0	0	0	0
Right-of-way	644	644	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,290	4,290	0	0	0	0	0	0	0	0
Federal-Aid	1,573	1,573	0	0	0	0	0	0	0	0

CLASSIFICATION:
 STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2011) - 48,600
 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	6,250	3,452	750	1,585	463	0	0	0	0	2,798	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,250	3,452	750	1,585	463	0	0	0	0	2,798	0
Federal-Aid	5,386	2,588	750	1,585	463	0	0	0	0	2,798	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 29,125

PROJECTED (2030) - 35,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
		<u>Fiscal Year 2011 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 260 EB	Chesapeake Beach Road; Mt. Harmony Bridge to Cox Road; resurfacing (ARRA PROJECT)	464	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
2	MD 4 NB	Southern Maryland Boulevard; over Hall Creek; clean and paint bridge (ARRA Project)	90	Completed
3	MD 4 SB	Southern Maryland Boulevard; over Hall Creek; clean and paint bridge (ARRA Project)	31	Completed
4	MD 4 SB	Southern Maryland Boulevard; over Lyons Creek; clean and paint bridge (ARRA Project)	89	Completed
5	MD 231	Hallowing Point Road; over Patuxent River; clean and paint bridge	2,446	Completed
		<u>Environmental Preservation</u>		
6	MD 2	Solomons Island Road; at MD 231; reforestation	61	Completed
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
7		Chesapeake Beach Railway - construction of an 8 feet wide trail from the Kellam's Recreation Complex to Bayview Hills and Richfield Station including bridges over Fishing Creek and boardwalks	1,630	Completed
		<u>Fiscal Years 2012 and 2013</u>		
		<u>Bridge Replacement/Rehabilitation</u>		
8	MD 4	Solomons Island Road; bridge over Patuxent River (concrete beams); bridge rehabilitation	2,614	FY 2013

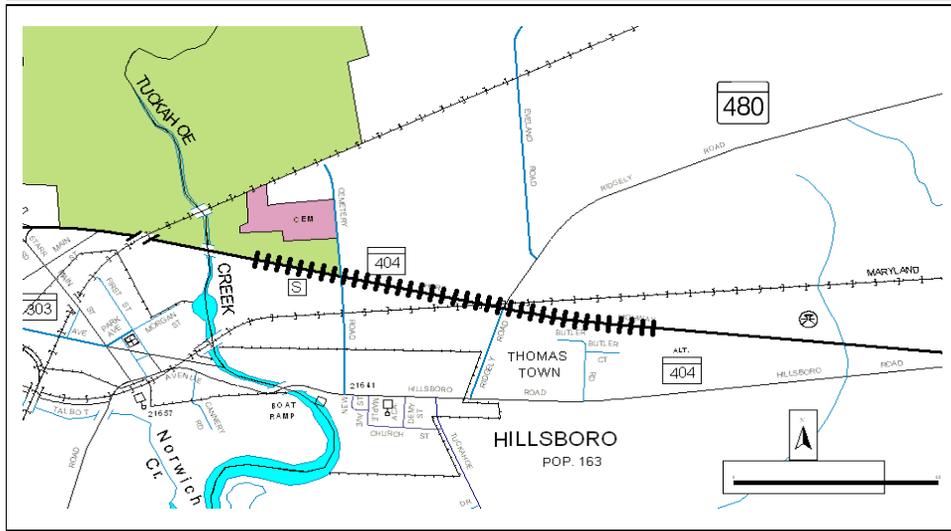
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT 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, 2011
		<u>Fiscal Years 2012 and 2013 (cont'd)</u>		
		<u>Bridge Replacement/Rehabilitation (cont'd)</u>		
9	MD 4	Southern MD Boulevard; bridge over Patuxent River (steel beams); bridge rehabilitation	3,598	FY 2013
		<u>Safety/Spot Improvement</u>		
10		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Charles and St. Mary's Counties)	260	Under construction
11	MD 2	Solomons Island Road; Stoakley Road to MD 262; guardrail	2,477	FY 2012
12	MD 2	Solomons Island Road; Dowell Road to Spinnaker Way (Service Road on east side); ADA improvements (ARRA PROJECT)	200	FY 2012
13	MD 260	Chesapeake Beach Road; east of Chesapeake Beach Road/MD 2 near Solomon's Island Road	301	FY 2012
		<u>Community Safety and Enhancements</u>		
14	MD 231	Church Street; MD 2/4 to MD 765A, MD 756A from King George Way to 300 feet north of Main Street; streetscape (Funded for preliminary engineering)	1,500	PE Underway
15	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); streetscape (Project on hold)		
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
16		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	Underway



Caroline



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgraded existing MD 404 from 1500' west of Cemetery Road to 2000' east of MD 480 (Phase 1A) (1.07 miles). Shoulders will accommodate bicycles and pedestrians. (ARRA)

PURPOSE & NEED SUMMARY STATEMENT: This project was needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and improved safety and service.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 404, US 50 to MD 404 Bus. (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: This project will decrease travel time and delay for seasonal resort traffic and address safety issues.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					2014	2015	2016	2017			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	484	484	0	0	0	0	0	0	0	0	0
Right-of-way	6,557	6,083	374	100	0	0	0	0	0	474	0
Construction	7,988	5,898	2,090	0	0	0	0	0	0	2,090	0
Total	15,029	12,465	2,464	100	0	0	0	0	0	2,564	0
Federal-Aid	12,955	10,717	2,160	78	0	0	0	0	0	2,238	0

CLASSIFICATION:

STATE - Intermediate Arterial

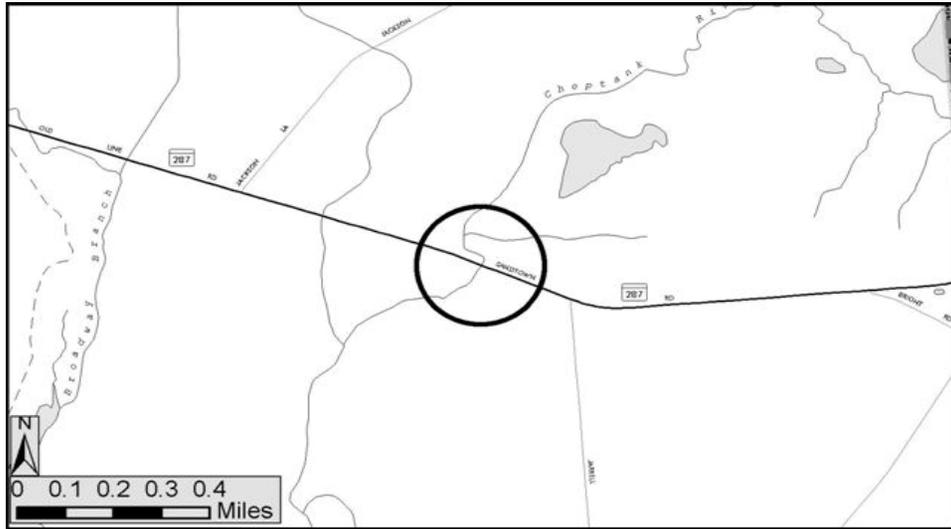
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 18,100 (Summer)

PROJECTED (2030) - 26,300 (Summer)



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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: 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 2011 - 16 CTP: The cost decrease of \$1.2 million is due to a favorable bid price.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,541	1,533	8	0	0	0	0	0	8	0
Right-of-way	130	117	13	0	0	0	0	0	13	0
Construction	4,133	27	2,926	1,180	0	0	0	0	4,106	0
Total	5,804	1,677	2,947	1,180	0	0	0	0	4,127	0
Federal-Aid	5,033	971	2,882	1,180	0	0	0	0	4,062	0

CLASSIFICATION:

STATE - Major Collector

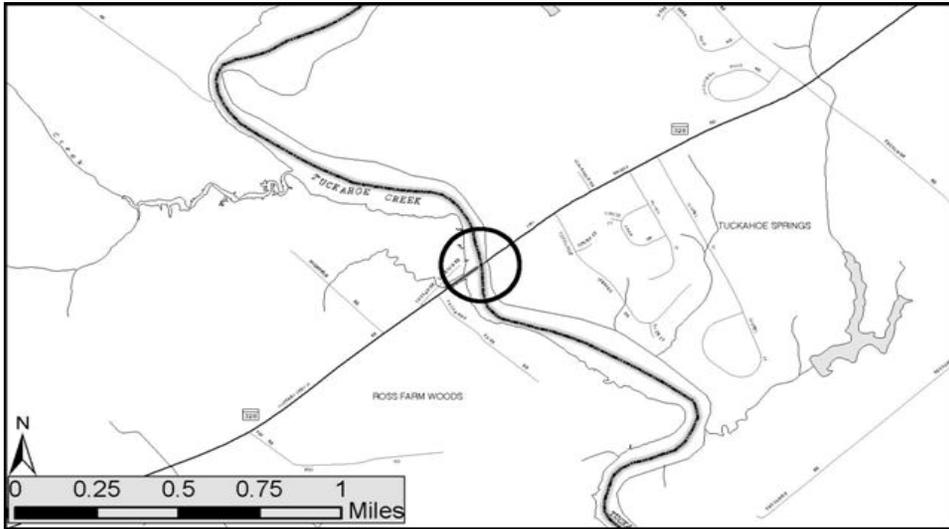
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 2,600

PROJECTED (2030) - 3,150



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replace Bridge 5012 over Tuckahoe Creek. 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,795	1,795	0	0	0	0	0	0	0	0
Right-of-way	1,070	374	696	0	0	0	0	0	696	0
Construction	13,365	4,766	5,146	3,453	0	0	0	0	8,599	0
Total	16,230	6,935	5,842	3,453	0	0	0	0	9,295	0
Federal-Aid	15,520	6,515	5,552	3,453	0	0	0	0	9,005	0

CLASSIFICATION:

STATE - Minor Arterial

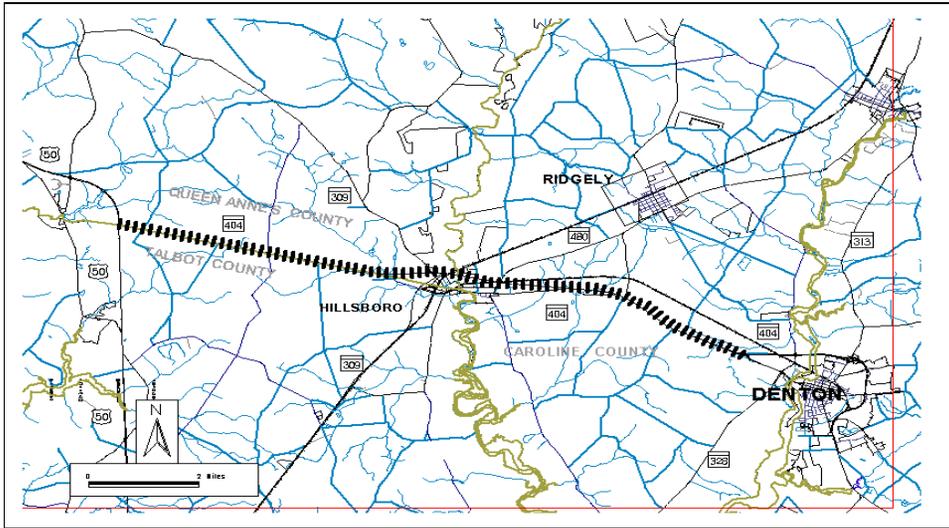
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 6,775

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 service.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 404, West of Cemetery Road to East of MD 480 (Line 1)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 2)

STATUS: Partial Engineering underway. Right-of-Way for the segment from MD 309 to Tuckahoe Road to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$4.0 million to right-of-way for the segment from MD 309 to Tuckahoe Road.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	7,890	5,322	500	1,568	500	0	0	0	2,568	0
Right-of-way	4,000	0	0	2,000	1,500	500	0	0	4,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,449	5,881	500	3,568	2,000	500	0	0	6,568	0
Federal-Aid	10,391	4,147	490	3,354	1,900	500	0	0	6,244	0

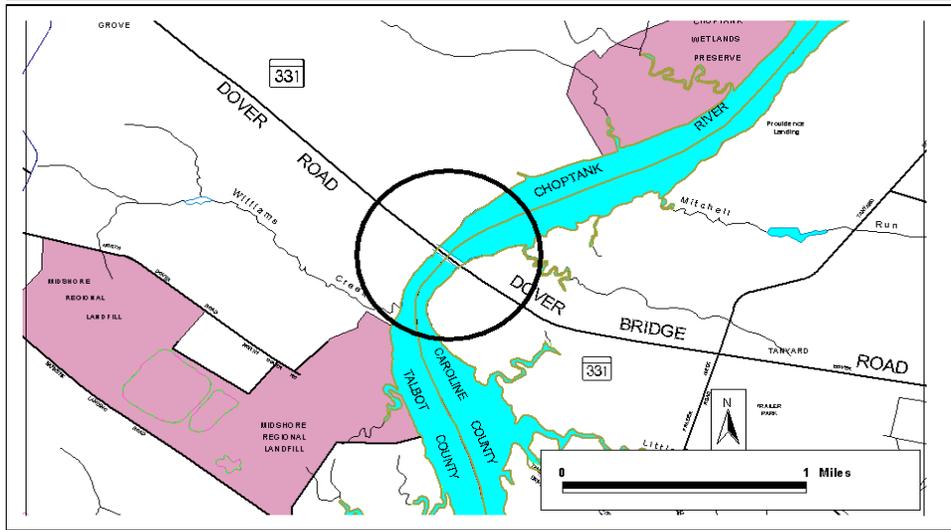
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 19,800
 25,100 (Summer)
 PROJECTED (2030) - 25,850
 37,200 (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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$2.8 million to complete engineering.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	3,819	1,675	809	1,144	191	0	0	0	2,144	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	4,403	2,259	809	1,144	191	0	0	0	2,144	0
Federal-Aid	3,052	1,339	645	915	153	0	0	0	1,713	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 14,200

PROJECTED (2030) - 21,080

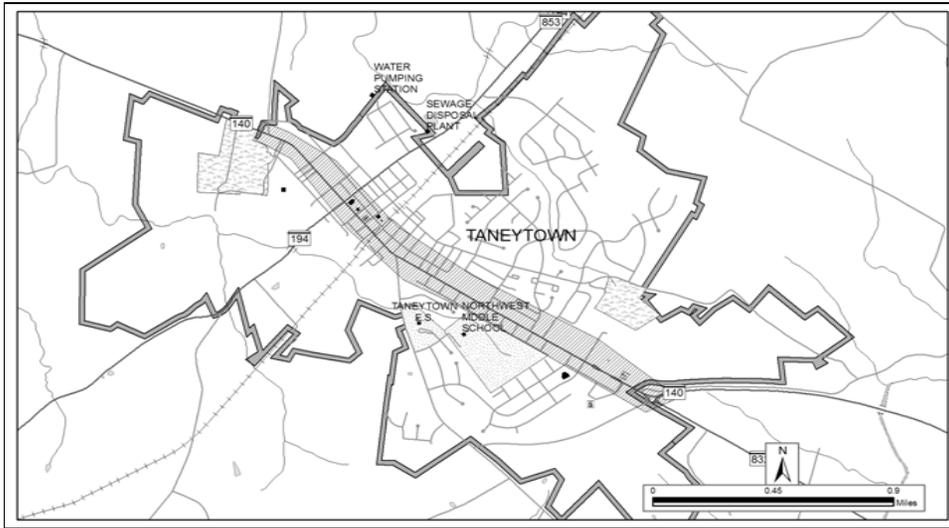
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
1		Various Locations in Caroline County; resurface	3,006	FY 2012
2	MD 331	Main Street; Dorchester County Line to the outer limits of Preston Town; resurface	906	Completed
3	MD 404 BUS	Franklin Street; Holly Road to MD 404; resurface	1,587	Completed
4	MD 480	Main Street; from Cedar Lane to MD 313; resurfacing	700	FY 2013
<u>Bridge Replacement/Rehabilitation</u>				
5	MD 304	Bridgetown Road; over Mason Branch; clean and paint bridge	510	Under construction
6	MD 313	Reliance Road; Bridge 0502200 over Marshyhope Creek; bridge rehabilitation	2,483	FY 2013
7	MD 404	Shore Highway; over Watts Creek; clean and paint bridge	126	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
8		Adkins Arboretum; Project to include parking, site work, landscaping and pedestrian pathways that contribute to the trailhead function of the overall Arboretum	779	FY 2012
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
9		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	976	FY 2012



Carroll



PROJECT: MD 140, Baltimore Street

DESCRIPTION: Constructed streetscape improvements from Harney Road to MD 832 (Taneytown Streetscape). Bicycle and pedestrian facilities were provided (1.76 miles).

PURPOSE & NEED SUMMARY STATEMENT: The improvement of MD 140, Baltimore Street, enhanced safety, traffic operations and neighborhood appearance.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The system preservation of Baltimore Street through Taneytown has improved the neighborhood environment by enhancing pedestrian, bicycle and local traffic mobility. The project has improved the quality of life for the residents of Taneytown, supported Smart Growth through redevelopment within the town and improved traffic flow for commuters and freight transport.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,174	2,174	0	0	0	0	0	0	0	0	
Right-of-way	168	168	0	0	0	0	0	0	0	0	
Construction	17,051	15,958	1,093	0	0	0	0	0	1,093	0	
Total	19,393	18,300	1,093	0	0	0	0	0	1,093	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

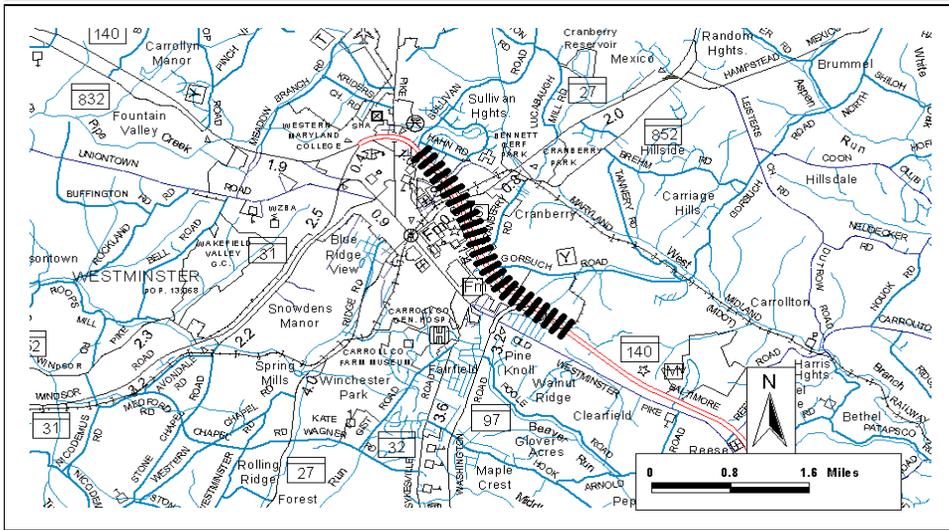
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 16,900

PROJECTED (2030) - 24,150



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

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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

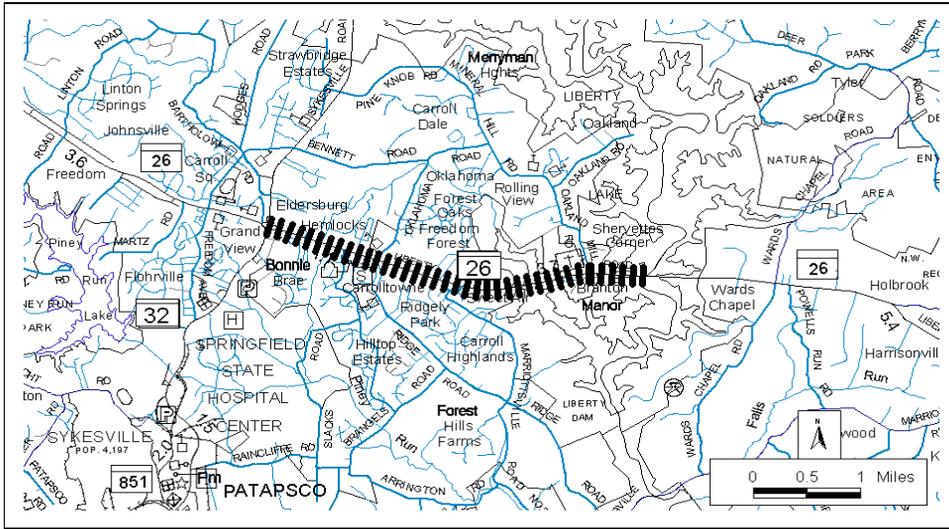
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 49,175 - 60,100

PROJECTED (2030) - 63,900 - 87,400



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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County and State split planning cost and County contributing \$1.0 million towards engineering cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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 (2011) - 20,175 - 36,100

PROJECTED (2030) - 27,300 - 39,700

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
		<u>Fiscal Year 2011 Completions</u>		
		<u>Bridge Replacement/Rehabilitation</u>		
1	MD 26	Liberty Road; over MD 97; bridge deck replacement and rehabilitation	1,182	Completed
		<u>Safety/Spot Improvement</u>		
2	MD 27	Ridge Road; Ridge Avenue to 1300 feet north of Center Street; widening	2,608	Completed
3	MD 30	Hanover Pike; Ralph Avenue to MD 482; ADA improvements (ARRA PROJECT)	326	Completed
		<u>Fiscal Years 2012 and 2013</u>		
		<u>Bridge Replacement/Rehabilitation</u>		
4	MD 850	Old Liberty Road; structure 06103X0 on MD 850H over drainage ditch; bridge replacement	228	FY 2013
		<u>Safety/Spot Improvement</u>		
5	MD 91	Gamber Road; at Deer Park Road; provide northbound/southbound left turn lanes and shoulders	646	FY 2012
		<u>Community Safety and Enhancements</u>		
6	MD 30	Hanover Pike; CSX Railroad to Northwoods Trail; streetscape (Funded for preliminary engineering)	1,500	PE Underway
		<u>Intersection Capacity Improvements</u>		
7	MD 140	Baltimore Boulevard; at Gorsuch Road; extend existing median left turn lane	326	Completed

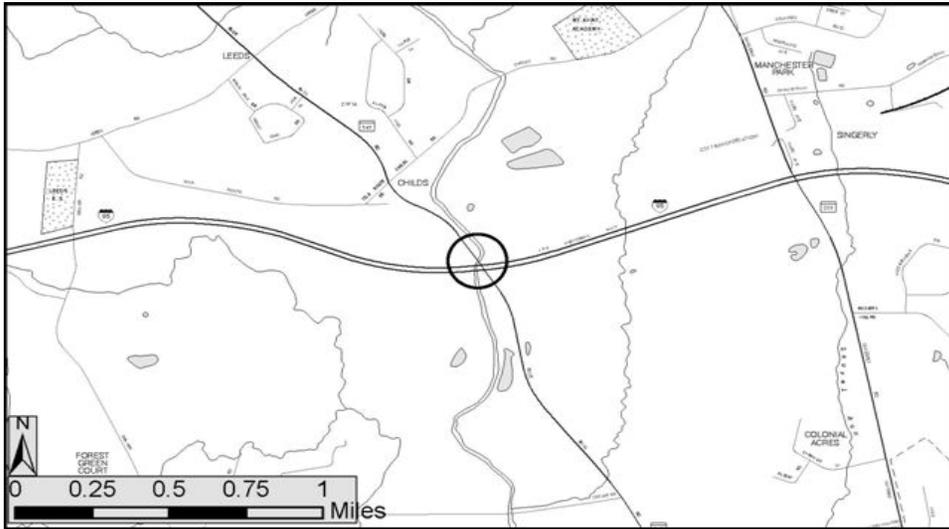
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
8		Westminster Community Pond Stormwater Management Facility; conversion of existing pond to stormwater management	843	FY 2012
9		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 2012



Cecil



PROJECT: MD 545, Blue Ball Road

DESCRIPTION: Replaced Bridge 7055 over Little Elk 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: 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: Open to Service.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	838	838	0	0	0	0	0	0	0	0
Right-of-way	5	5	0	0	0	0	0	0	0	0
Construction	1,612	431	1,181	0	0	0	0	0	1,181	0
Total	2,455	1,274	1,181	0	0	0	0	0	1,181	0
Federal-Aid	2,234	1,056	1,178	0	0	0	0	0	1,178	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 5,700

PROJECTED (2030) - 8,950

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, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
2	MD 7D	Delaware Avenue; Southern approach to Big Elk Creek Bridge; resurfacing (ARRA Project)	403	Completed
3	US 301	Blue Star Memorial Highway; Kent County Line to Delaware State Line; safety and resurface	1,673	Completed
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
4		Mount Ararat Farm Scenic Easement; purchase of a scenic easement on 114 acres of the Mount Ararat Farm	1,584	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
5		Various Locations in Cecil County; resurface	3,290	FY 2012
6	US 40	Pulaski Highway; structure 7021 over Big Elk Creek to Delaware State Line; resurface	2,400	FY 2013
7	MD 272	Northeast Road; US 40 to Lums Road; resurface	765	Under construction
8	MD 279	Elkton Newark Road; Elkton Municipality Limits at Belle Hill Road to the Delaware State Line; resurface	1,308	FY 2012
<u>Bridge Replacement/Rehabilitation</u>				
9	US 40	Pulaski Highway; over Big Elk Creek; clean and paint bridges	929	Under construction

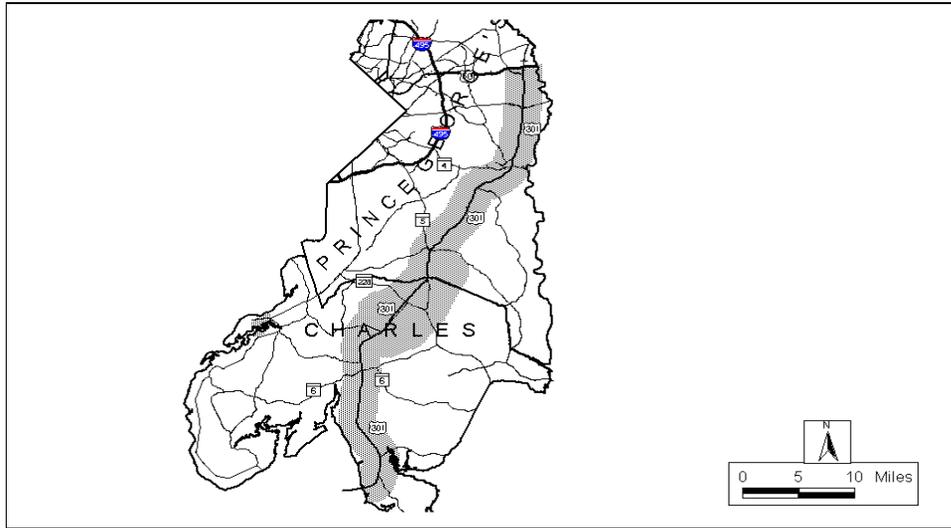
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
10	US 40	Pulaski Highway; MD 222 to Delaware State Line; guardrail	3,510	FY 2013
<u>Intersection Capacity Improvements</u>				
10	MD 781	Delancy Road; north of US 40 to Suburban Drive; geometric improvements	743	FY 2013
<u>Truck Weight</u>				
11	US 301	Blue Star Memorial Highway; CCTV cameras at Ceilton Weigh Station	300	FY 2013
<u>Congressional Earmarks</u>				
12		Construct Perryville pier at Rodgers Tavern (Earmark \$1.25 million; CO) (Underway)	0	



Charles



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: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 301, Waldorf Area Project (Line 2)
- Southern Maryland Mass Transportation Analysis (MTA)
- MD 5, MD 373 to US 301 (Prince George's Line 3)
- 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 for the entire corridor, but proceeding with breakout projects in Bowie and Waldorf. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	10,741	10,741	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	57,669	45,001	10	1,858	1,800	3,000	3,000	3,000	12,668	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	68,410	55,742	10	1,858	1,800	3,000	3,000	3,000	12,668	0	
Federal-Aid	7,523	7,523	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

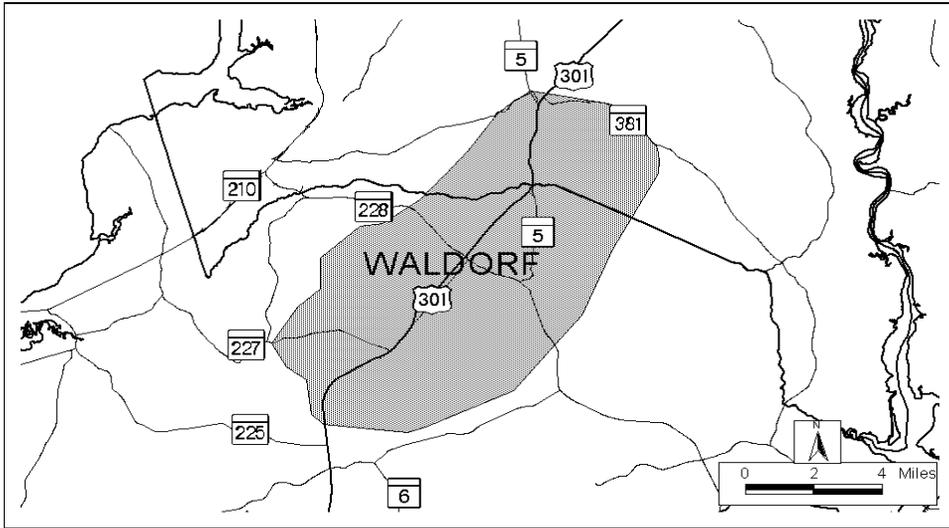
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 19,500(Charles) -
86,000 (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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 1)
- Southern Maryland Mass Transportation Analysis (MTA)
- MD 5, MD 373 to US 301 (Prince George's Line 3)
- MD 5, US 301 to 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 on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cost decrease of \$1.6 million is due to the project being placed on hold.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	9,636	9,636	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	9,636	9,636	0	0	0	0	0	0	0	0
Federal-Aid	9,039	7,039	0	0	0	0	0	0	0	2,000

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 61,450 (Charles) - 86,000 (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, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1	MD 5 NB	Leonardtown Road; over Zekiah Swamp; clean and paint bridge (ARRA Project)	99	Completed
2	MD 5 SB	Leonardtown Road; over Zekiah Swamp; clean and paint bridge (ARRA Project)	99	Completed
3	MD 257	Rock Point Road; over Norfolk Southern Railroad; clean and paint bridge (ARRA Project)	151	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
4		Various locations in Charles County; resurface	4,978	FY 2013
5	US 301	Crain Highway; Mitchell Road to Billingsley Road; guardrail	1,101	FY 2012
<u>Safety/Spot Improvement</u>				
6		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and St. Mary's Counties)	260	Under construction
7	MD 5	Leonardtown Road; along MD 5; guardrail	906	FY 2013
8	MD 5 BUS	Leonardtown Road; US 301 to Post Office Road northbound; ADA improvements	110	FY 2012
9	MD 6	Charles Street; Haldane Drive to MD 488 westbound; ADA improvements	115	FY 2012
10	MD 6	Charles Street; US 301 to Somerset Street; ADA improvements (ARRA PROJECT)	293	FY 2012
11	US 301	Crain Highway; at Billingsley Road; extend left turn lane	556	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
12	MD 5 BUS	Leonardtown Road; in Waldorf; streetscape (Funded for preliminary engineering)	2,000	PE Underway
<u>Environmental Preservation</u>				
13	MD 5	Leonardtown Road; exit ramp from MD 231; wetland restoration and creation	817	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
14		Indian Head Boardwalk; construction of a 1,375 linear foot boardwalk parallel to the Potomac River in the town of Indian Head	1,504	FY 2012

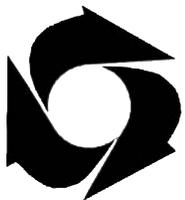


Dorchester

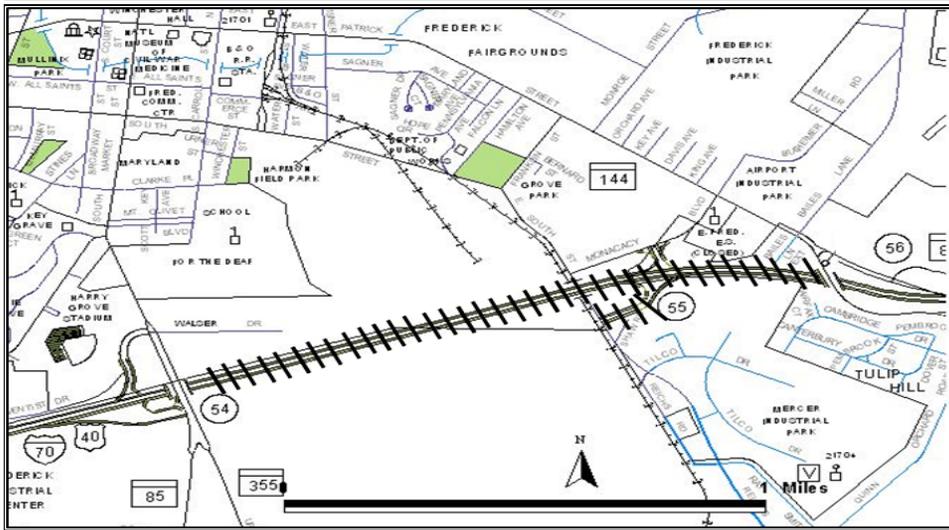
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
		<u>Fiscal Year 2011 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 335	Golden Hill Road; south of the structure over Birch Dam Creek to MD 16; resurfacing (ARRA PROJECT)	396	Completed
		<u>Fiscal Years 2012 and 2013</u>		
		<u>Resurface/Rehabilitate</u>		
2		Various Locations in Dorchester County; resurface	2,424	FY 2012
3	US 50	Ocean Gateway; west of Old Ocean Gateway to the Nanticoke River; resurface	1,523	Completed
		<u>Safety/Spot Improvement</u>		
4	MD 343	Washington Street; Pine Street to St. Clair Avenue; ADA improvements	452	Under construction
		<u>Community Safety and Enhancements</u>		
5	MD 16	Church Creek Road; in Church Creek; streetscape (Project on hold)		
		<u>Enhancements</u>		
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
6		Harriet Tubman Underground Railroad Visitor Center	9,724	FY 2012



Frederick



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

ASSOCIATED IMPROVEMENTS:
 I-70, Mt. Phillip Road to MD 144FA (Line 8)

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 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 2011 - 16 CTP: The cost decrease of \$5.3 million is due to reduced right-of-way needs and a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	2,862	2,258	576	28	0	0	0	0	604	0	
Construction	40,933	7,619	12,446	16,787	4,081	0	0	0	33,314	0	
Total	43,795	9,877	13,022	16,815	4,081	0	0	0	33,918	0	
Federal-Aid	43,113	9,529	12,821	16,705	4,058	0	0	0	33,584	0	

CLASSIFICATION:

STATE - Principal Arterial

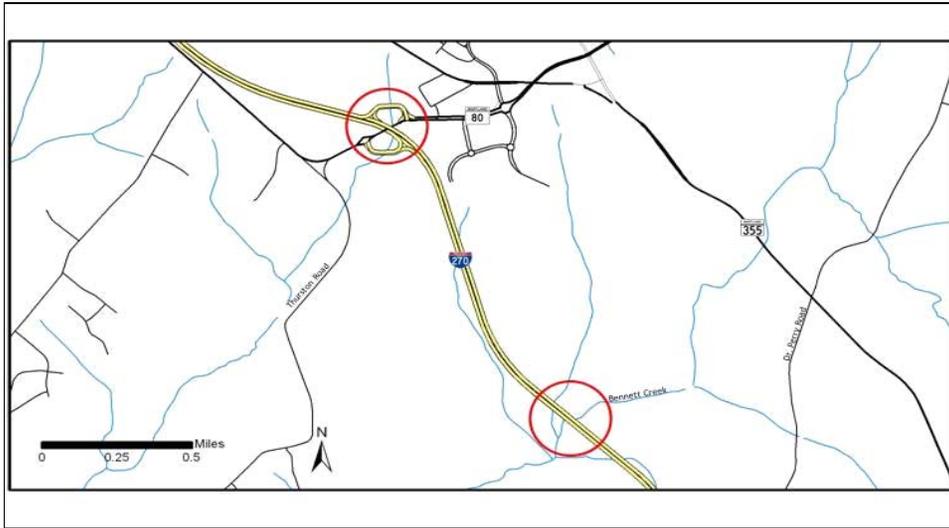
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 83,600

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

ASSOCIATED IMPROVEMENTS:
 I-270 and US 15, Multi-Modal Corridor Study (Line 10)

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

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

EXPLANATION: The existing structures are structurally deficient and functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cost decrease of \$1.8 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,930	1,930	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,822	837	5,268	2,717	0	0	0	0	7,985	0
Total	10,752	2,767	5,268	2,717	0	0	0	0	7,985	0
Federal-Aid	10,268	2,286	5,265	2,717	0	0	0	0	7,982	0

CLASSIFICATION:

STATE - Rural Interstate

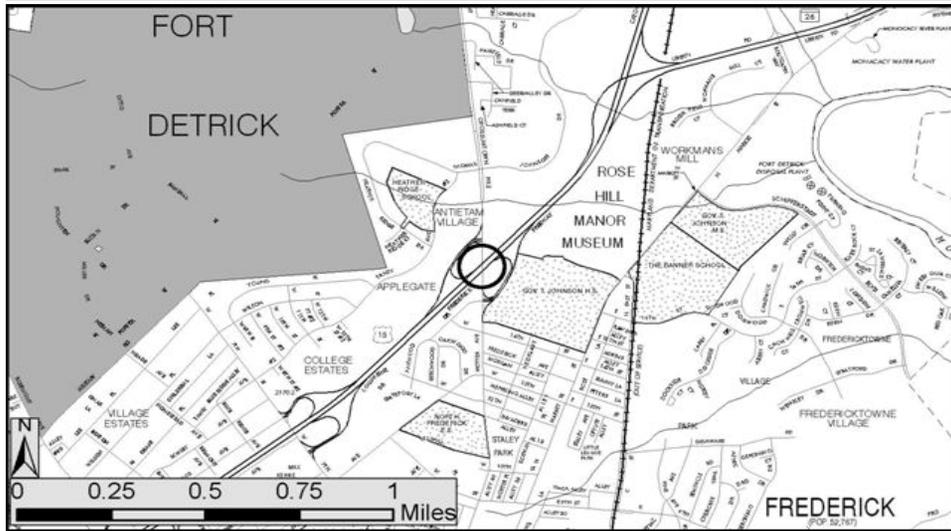
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - I-270: 89,850
 MD 80: 20,475

PROJECTED (2030) - I-270: 141,000
 MD 80: 34,500



PROJECT: US 15, Catoclin 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

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

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15 Multi-Modal Corridor Study (Line 10)
 US 15, Interchange at Monocacy Boulevard (Line 11)

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,735	1,132	603	0	0	0	0	0	603	0
Right-of-way	970	9	961	0	0	0	0	0	961	0
Construction	14,023	0	2,058	5,882	5,418	665	0	0	14,023	0
Total	16,728	1,141	3,622	5,882	5,418	665	0	0	15,587	0
Federal-Aid	15,804	804	3,098	5,851	5,390	661	0	0	15,000	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

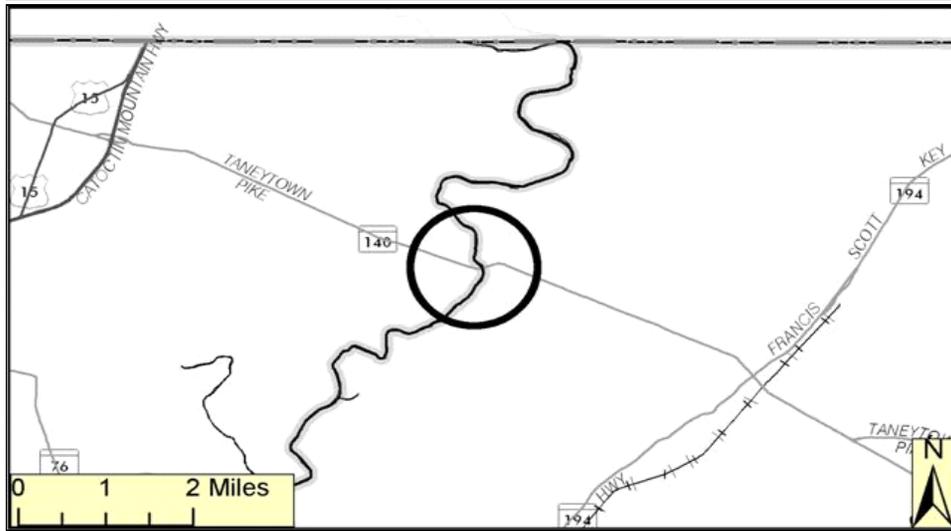
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 78,550

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

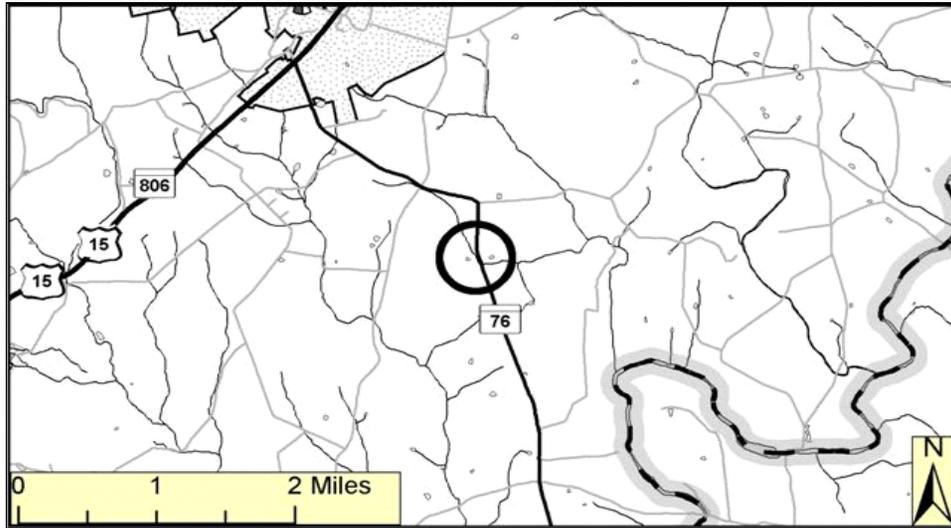
STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	5,055	0	167	2,678	2,210	0	0	0	5,055	0	0
Total	5,055	0	167	2,678	2,210	0	0	0	5,055	0	0
Federal-Aid	4,970	0	110	2,650	2,210	0	0	0	4,970	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:
 STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2011) - 5,500
 PROJECTED (2030) - 7,750



PROJECT: MD 76, Motters Station Road

DESCRIPTION: Replace Bridge 10252 over Motter Run. 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	625	453	172	0	0	0	0	0	0	172	0
Right-of-way	12	0	5	6	1	0	0	0	0	12	0
Construction	1,716	0	0	1,716	0	0	0	0	0	1,716	0
Total	2,353	453	177	1,722	1	0	0	0	0	1,900	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

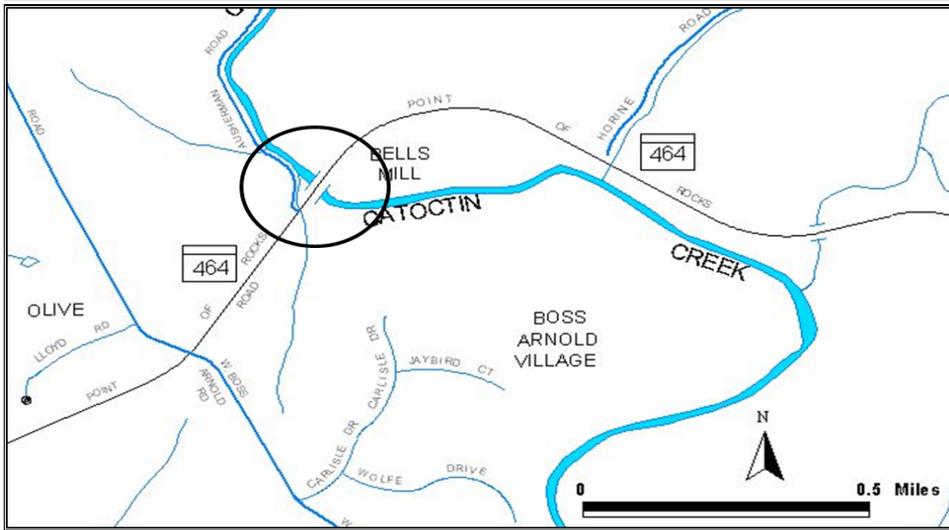
STATE - Rural
 FEDERAL - Rural - Local

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 1,500

PROJECTED (2030) - 2,250



PROJECT: MD 464, Point of Rocks Road

DESCRIPTION: Replaced Bridge 10091 over Catoclin Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge was structurally deficient and functionally obsolete.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: Replacing structurally deficient bridges was critical in maintaining the integrity of the transportation network.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	843	843	0	0	0	0	0	0	0	0	0
Right-of-way	28	28	0	0	0	0	0	0	0	0	0
Construction	2,699	2,699	0	0	0	0	0	0	0	0	0
Total	3,570	3,570	0	0	0	0	0	0	0	0	0
Federal-Aid	3,279	3,279	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Minor Arterial

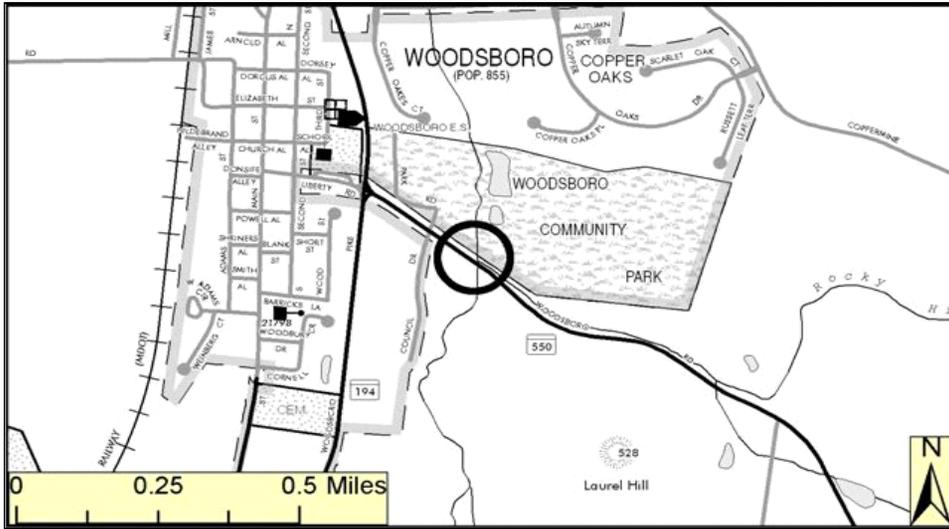
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 10,150

PROJECTED (2030) - 14,150



PROJECT: MD 550, Woodsboro Road

DESCRIPTION: Replace Bridge 10094 over Israel Creek. 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

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

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	557	527	30	0	0	0	0	0	0	30	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	2,402	0	0	2,402	0	0	0	0	2,402	0	
Total	2,959	527	30	2,402	0	0	0	0	2,432	0	
Federal-Aid	2,616	194	20	2,402	0	0	0	0	2,422	0	

CLASSIFICATION:

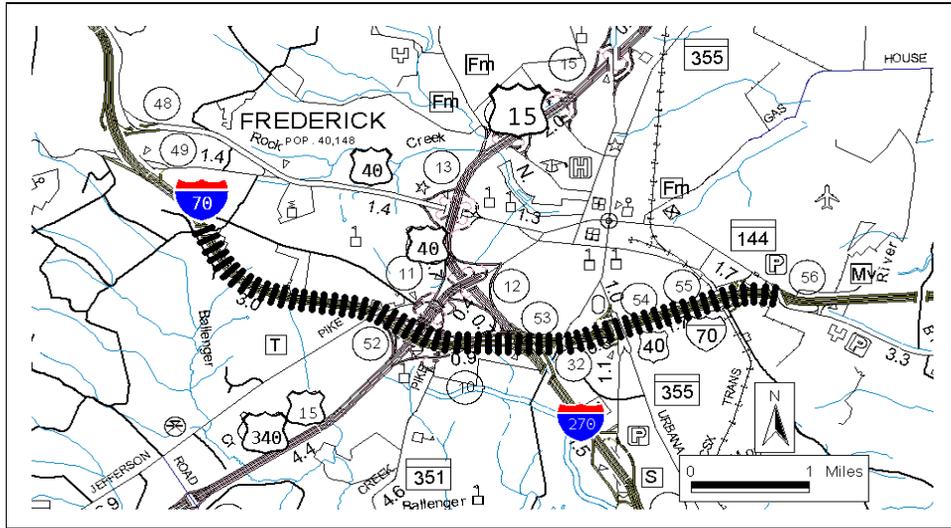
STATE - Rural Major Collector
 FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 3,650

PROJECTED (2030) - 4,500



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

ASSOCIATED IMPROVEMENTS:

I-70, Phase 2D (Line 1)
 I-270 and US 15 Multi-Modal Corridor Study (Line 10)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,251	1,251	0	0	0	0	0	0	0	0	
Engineering	6,717	6,717	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	29,461	29,461	0	0	0	0	0	0	0	0	
Federal-Aid	13,626	13,626	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

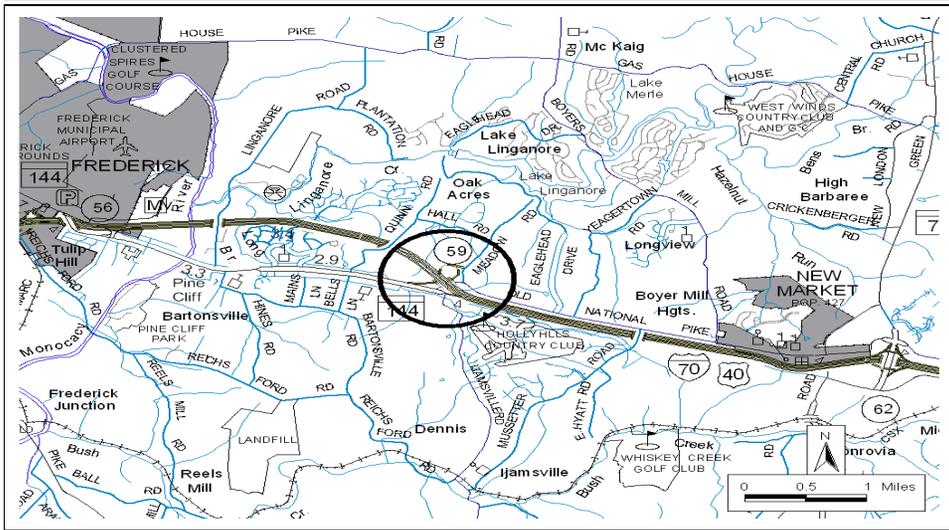
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 97,050

PROJECTED (2030) - 141,200



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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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

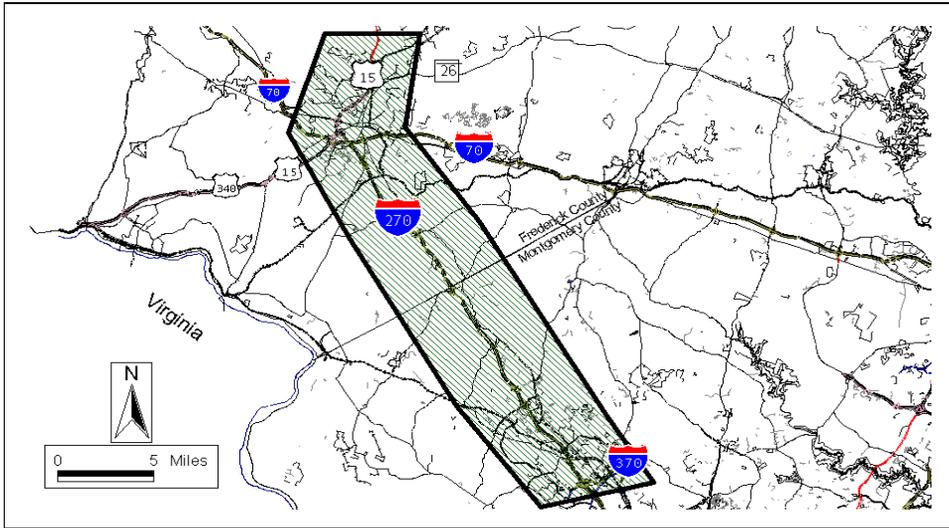
FEDERAL - Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 69,625

PROJECTED (2030) - 106,400



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. I-270 is a heavily traveled commuter and 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-70, Mt. Phillip Road to MD 144 (Line 8)
- US 15, Interchange at Monocacy Boulevard (Line 11)
- 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	17,430	17,391	39	0	0	0	0	0	39	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	18,537	18,498	39	0	0	0	0	0	39	0
Federal-Aid	12,201	12,174	27	0	0	0	0	0	27	0

CLASSIFICATION:

STATE - Principal Arterial

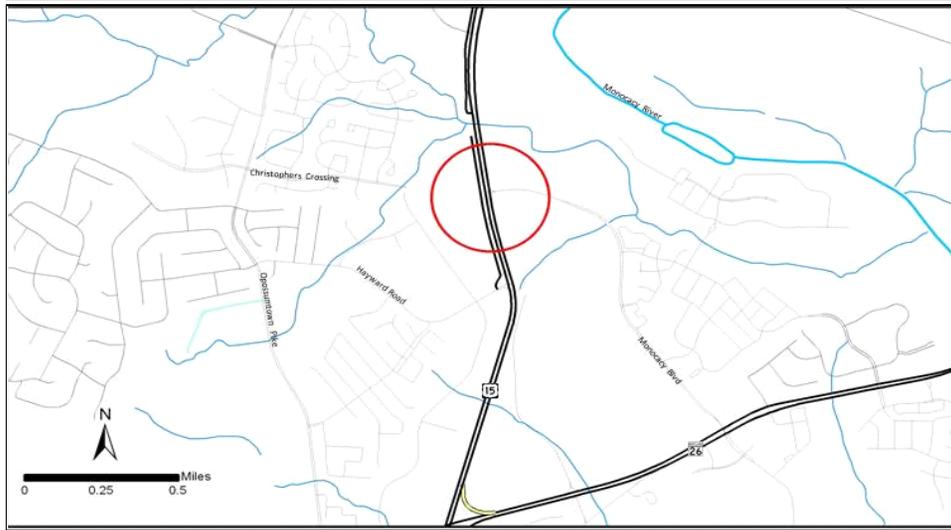
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 40,400 - 97,500 (US -15)
89,125 - 235,700 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)



PROJECT: US 15, Catocin 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-270/US 15, Multi-Modal Corridor Study (Line 10)

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 2011 - 16 CTP: Added \$1.0 million for engineering.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,803	492	1,311	0	0	0	0	0	1,311	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	1,803	492	1,311	0	0	0	0	0	1,311	0
Federal-Aid	1,208	143	1,065	0	0	0	0	0	1,065	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

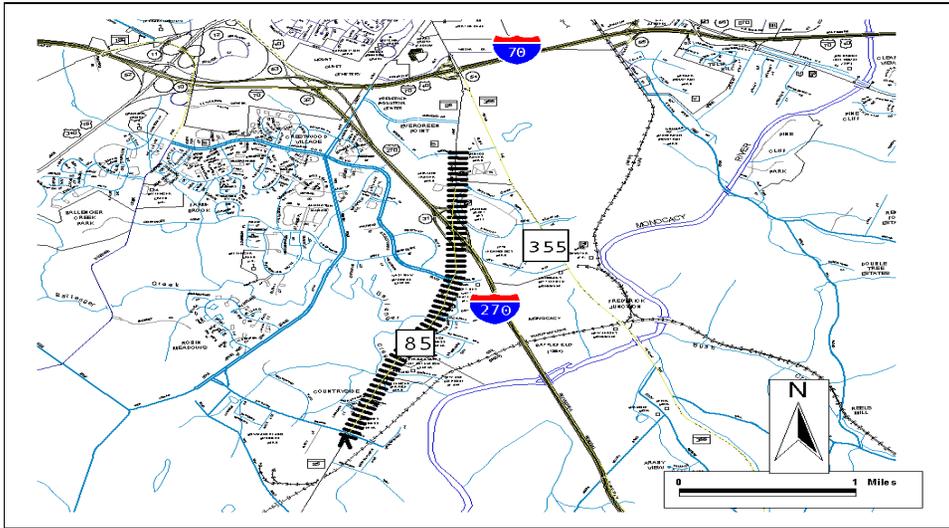
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 44,550

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

ASSOCIATED IMPROVEMENTS:
 I-270/US 15, Multi-Modal Corridor Study (Line 10)

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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	5,354	680	582	780	3,312	0	0	0	4,674	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	1,211	582	780	3,312	0	0	0	4,674	0
Federal-Aid	4,451	155	637	780	2,879	0	0	0	4,296	0

CLASSIFICATION:

STATE - Major Collector
 FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 6,425 - 45,625

PROJECTED (2030) - 11,500 - 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-70, Mt. Phillip Road to MD 144 (Line 8)
- I-270/US 15, Multi-Modal Corridor Study (Line 10)
- 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	2,260	1,271	375	614	0	0	0	0	989	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	2,260	1,271	375	614	0	0	0	0	989	0
Federal-Aid	800	0	312	488	0	0	0	0	800	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 26,175

PROJECTED (2030) - 53,450

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 75	Church Street; at MD 26; deep patch (ARRA PROJECT)	132	Completed
2	MD 355	South Market Street; Montgomery County Line to Urbana High School; patching and overlay (ARRA PROJECT)	851	Completed
<u>Safety/Spot Improvement</u>				
3	US 15	Catoctin Mountain Highway; at Hayward Road; geometric improvement	494	Completed
4	US 40	Baltimore National Pike; McCain Drive to Waverly Drive; median fencing	97	Completed
5	MD 80	Fingerboard Road; at Ijamsville Road/Big Woods Road; realign Ijamsville Road to intersect MD 80 opposite Big Woods Road, remove over-vertical curve and widen to provide separate turn lanes and new traffic signal (ARRA PROJECT)	1,087	Completed
<u>Commuter Action Improvements</u>				
6	US 15/340	Catoctin Mountain Highway; at Mt. Zion Road; ridesharing facility	579	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
7	US 15 SB	Jefferson National Pike; US 340 to structure 1010200; resurface	2,087	FY 2013
8	I 70 EB	Eisenhower Memorial Highway; west of Ridge Road to west of I 270; resurface	3,630	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
9	US 40 ALT	Old National Pike; at Willow Tree Drive and Beechtree Drive; reconstruct shoulders to provide left turn	603	Completed
10	MD 351	Ballenger Creek Pike; at Elmer Derr Road; intersection reconstruct	1,143	Completed
<u>Community Safety and Enhancements</u>				
11	US 40 ALT	Old National Pike; through Middletown; streetscape (Funded for preliminary engineering)	3,000	PE Underway
12	MD 144 FB	Main Street; through Town of New Market to Bye Alley; streetscape (Project on hold)		
13	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Project on hold)		
<u>Environmental Preservation</u>				
14	I 70	Eisenhower Memorial Highway; at I-270 interchange; landscaping (ARRA PROJECT)	591	Completed
<u>Sidewalks</u>				
15	MD 464	Souder Road; Maple Avenue to 2nd Avenue: retrofit sidewalks - 1,717 linear feet	260	Completed
<u>Intersection Capacity Improvements</u>				
16	I 70	Baltimore National Pike; eastbound ramp to MD 75; widening ramp for double left turn	327	Completed

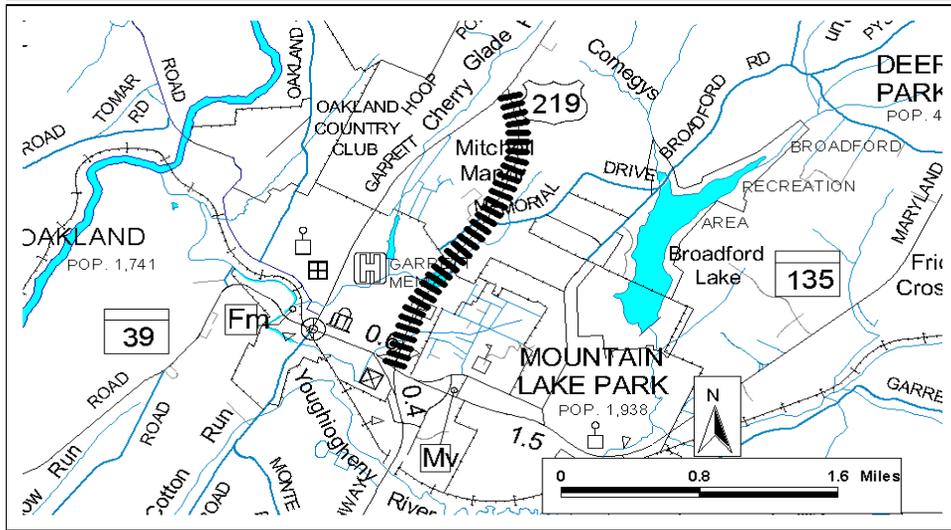
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
17		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	Underway
18		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 2012
<u>Archaeological Planning & Research</u>				
19		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Underway



Garrett



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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,280	1,280	0	0	0	0	0	0	0	0	
Engineering	4,010	4,010	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	9,700	9,700	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

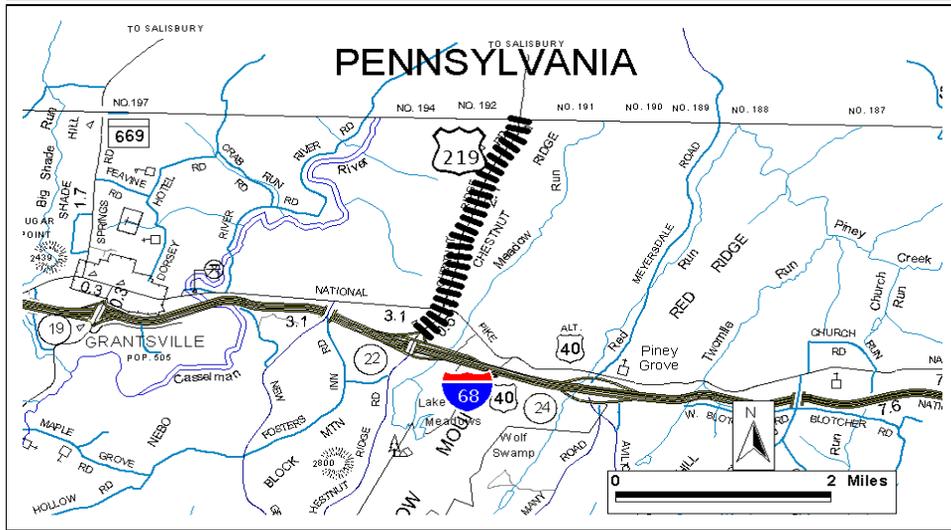
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 7,400 - 17,050

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

ASSOCIATED IMPROVEMENTS: US 220, I-68 to West Virginia State Line (Allegheny County - Line 4)

STATUS: Project on hold. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The remaining Appalachian Development Highway System Funds will be programmed when the project progresses.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	2,073	2,073	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	2,073	2,073	0	0	0	0	0	0	0	0	
Federal-Aid	1,617	1,617	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 4,800

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, 2011
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 546	Finzel Road; south of I 68 bridge 1101200 to Pennsylvania State Line; resurface	2,050	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
2		Cleaning and painting bridges on MD 38, MD 742. I 68, MD 948 and US 219	1,309	FY 2012
<u>Community Safety and Enhancements</u>				
3	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Project on hold)		
4	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Project on hold)		
<u>Traffic Management</u>				
5	I 68	National Freeway; along I 68; guardrail	1,831	FY 2012
<u>Environmental Preservation</u>				
6		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	Underway

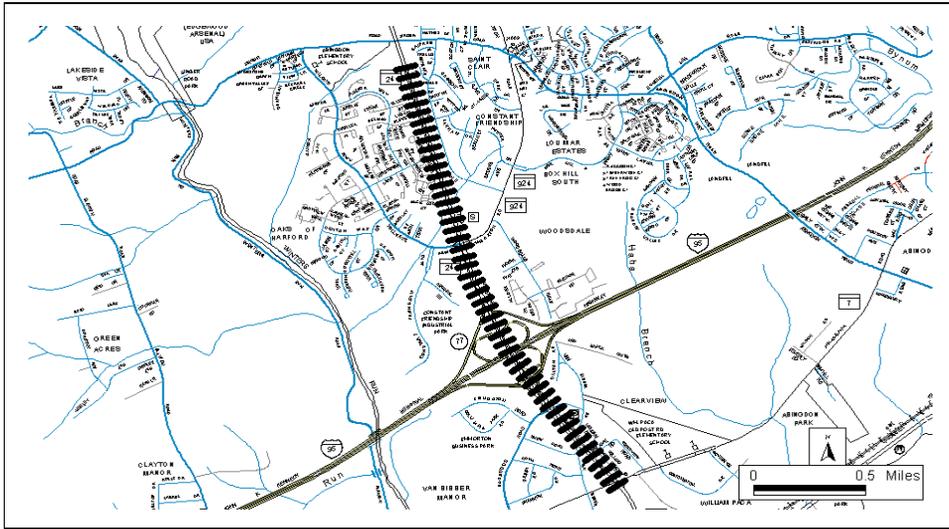
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
7		<p align="center"><u>Fiscal Years 2012 and 2013 (cont'd)</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Environmental Mitigation</u></p> <p>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)</p>	113	Underway



Harford



PROJECT: MD 24, Vietnam Veterans Memorial Highway

DESCRIPTION: Constructed improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924 intersection to a grade-separated interchange. Phase 1 included minor improvements to the I-95/MD 24 interchange and a grade-separated interchange at the MD24/MD 924 intersection. Future phases will be further investigated as part of the I-95 Section 200 project planning study. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: This project provided 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 vital to the I-95/MD 24 interchange operation.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-95, Section 200 (MdTA) - Development & Evaluation Program
 I-95, Interchange at MD 24 (MdTA)
 BRAC Intersection Improvements at APG (Statewide Line 8)

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 interchange is a part of the overall improvements planned for I-95, Section 200. The reconstruction of I-95/MD 24/MD 924 interchange will improve travel time for commuters and interstate travelers and the movement of freight and provide an efficient east coast emergency transportation corridor. The project will provide enhanced interstate access to the Aberdeen Proving Ground-Edgewood Area.

STATUS: Open to Service. The Maryland Transportation Authority funded Engineering, Right-of-Way and Construction (the costs for those phases are shown in the Authority's program). Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	2013	2014	2015			2016	2017
						
Planning	1,551	1,551	0	0	0	0	0	0	0			
Engineering	85	85	0	0	0	0	0	0	0			
Right-of-way	1	1	0	0	0	0	0	0	0			
Construction	0	0	0	0	0	0	0	0	0			
Total	1,637	1,637	0	0	0	0	0	0	0			
Federal-Aid	1,086	1,086	0	0	0	0	0	0	0			

CLASSIFICATION:

STATE - Intermediate Arterial

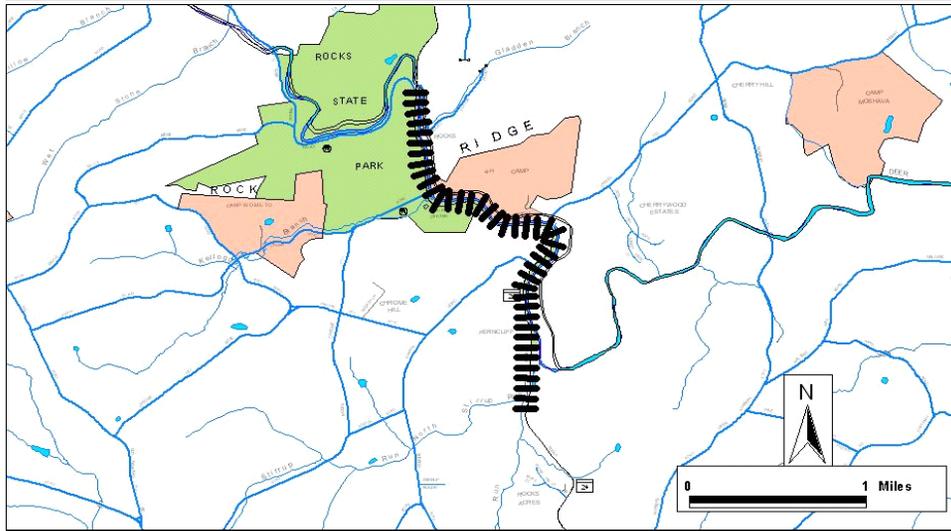
FEDERAL - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 68,900

PROJECTED (2030) - 114,500



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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This 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 and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cost increase of \$3.8 million is due to scope changes.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,185	1,839	800	546	0	0	0	0	0	1,346	0
Right-of-way	235	19	20	196	0	0	0	0	0	216	0
Construction	10,216	0	0	0	4,999	4,433	784	0	0	10,216	0
Total	13,636	1,858	820	742	4,999	4,433	784	0	0	11,778	0
Federal-Aid	7,969	0	0	0	3,899	3,458	612	0	0	7,969	0

CLASSIFICATION:

STATE - Major Collector

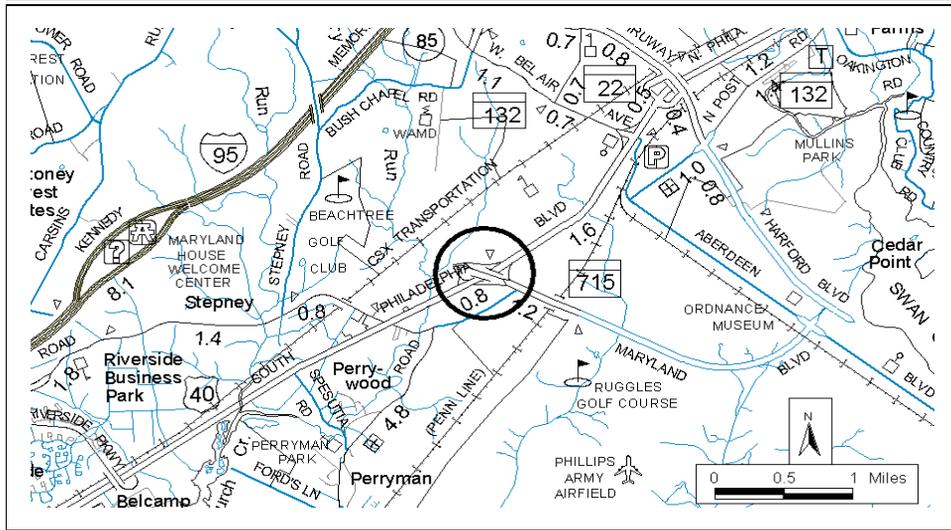
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Perryman Access Study (Line 5)
 BRAC Intersection Improvements at APG (Statewide Line 8)

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

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

EXPLANATION: The project 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 2011 - 16 CTP: The cost decrease of \$2.7 million is due to reduced right-of-way needs. These funds were moved to the Aberdeen BRAC intersections - Statewide Line 8.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					2014	2015	2016	2017			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,046	3,046	0	0	0	0	0	0	0	0	0
Right-of-way	9,263	5,289	3,192	782	0	0	0	0	0	3,974	0
Construction	21,079	4,500	6,562	5,990	4,027	0	0	0	0	16,579	0
Total	33,388	12,835	9,754	6,772	4,027	0	0	0	0	20,553	0
Federal-Aid	30,026	9,562	9,665	6,772	4,027	0	0	0	0	20,464	0

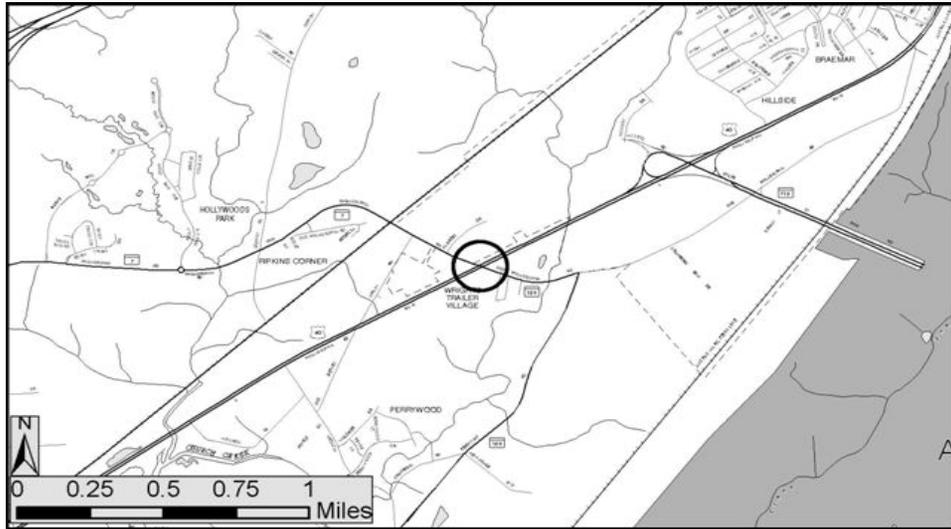
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 36,600
 PROJECTED (2030) - 75,300



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Construct intersection improvements on US 40 at MD 7 in Aberdeen (Phase 1). (BRAC intersection improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improve access to the Aberdeen Industrial Park complexes and the Perryman Peninsula, as well as the Aberdeen Proving Grounds.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 40, Interchange at MD 715 (Line 3)
 BRAC Intersection Improvements at APG (Statewide Line 8)

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

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

EXPLANATION: The project 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: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved \$3.5 million from Statewide Line 8 (BRAC intersections near Aberdeen Proving Grounds) for right-of-way and construction.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	700	194	506	0	0	0	0	0	506	0	
Construction	2,816	0	574	2,242	0	0	0	0	2,816	0	
Total	3,516	194	1,080	2,242	0	0	0	0	3,322	0	
Federal-Aid	3,376	155	979	2,242	0	0	0	0	3,221	0	

CLASSIFICATION:

STATE - Other Principal Arterial

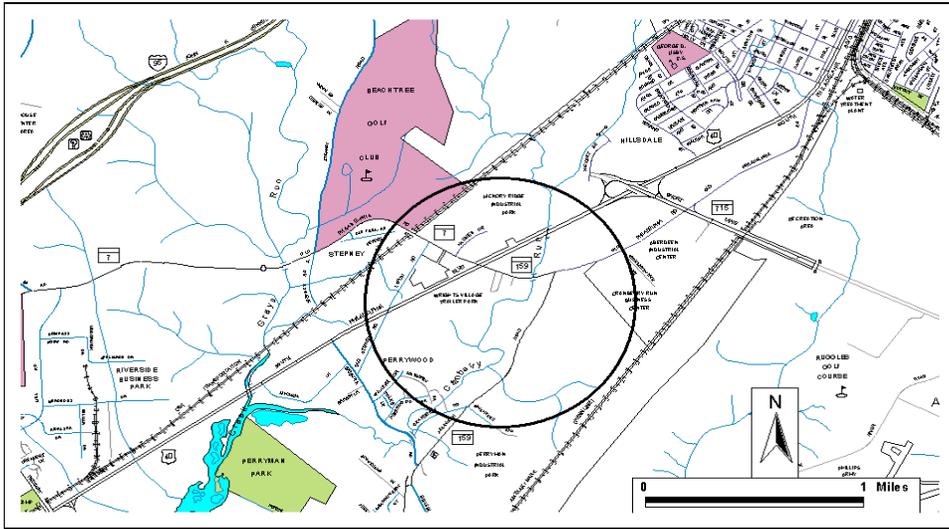
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 36,000

PROJECTED (2030) - 75,325



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

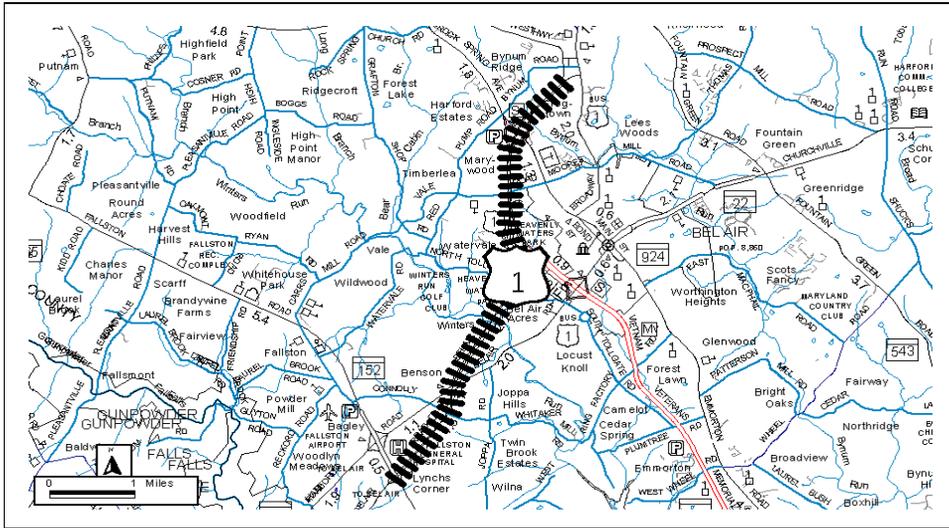
ASSOCIATED IMPROVEMENTS:
 US 40, Interchange at MD 715 (Line 3)
 US 40, at MD 7 (Line 4)
 BRAC Intersection Improvements at APG (Statewide Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	248	248	0	0	0	0	0	0	0	0
Engineering	136	133	3	0	0	0	0	0	3	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	384	381	3	0	0	0	0	0	3	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 (2011) - 6,600
 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 1, MD 24 to MD 924 Median Barrier (System Preservation Program)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				
					.....2014.....	.....2015.....	.....2016.....	.....2017.....	
Planning	2,269	2,269	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	2,555	2,555	0	0	0	0	0	0	0
Federal-Aid	1,588	1,588	0	0	0	0	0	0	0

CLASSIFICATION:
 STATE - Intermediate Arterial
 FEDERAL - Freeway / Expressway
STATE SYSTEM: Secondary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2011) - 38,750
 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, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 7	Philadelphia Road; Seven Trails Drive to US 40; patching (ARRA PROJECT)	238	Completed
2	MD 23	East West Highway; MD 138 to MD 24; patching (ARRA PROJECT)	555	Completed
3	MD 24	Rock Spring Avenue; Red Pump Road to US 1 Bypass Bridge; resurfacing (ARRA PROJECT)	72	Completed
4	MD 132	West Belair Avenue; US 40 to end State Maintenance; resurfacing (ARRA PROJECT)	233	Completed
5	MD 165	Baldwin Mill Road; MD 543 to Pennsylvania State Line; resurfacing (ARRA PROJECT)	189	Completed
6	MD 462	Paradise Road; MD 132 to Carsins Run; resurfacing (ARRA Project)	611	Completed
7	MD 543	Fountain Green Road; MD 165 to MD 440; resurfacing (ARRA PROJECT)	1,103	Completed
8	MD 922	Churchville Road; Bond Street to US 1 Business; resurfacing (ARRA PROJECT)	35	Completed
<u>Safety/Spot Improvement</u>				
9	MD 22	Aberdeen Thruway; at Mt. Royal Avenue; ADA improvements (ARRA PROJECT)	15	Completed
10	MD 24	Vietnam Veterans Memorial Highway; Marketplace Drive to Boulton Street; ADA improvements (ARRA PROJECT)	200	Completed
11	MD 24	Rock Spring Avenue; Bynum Road to Myers Drive; ADA improvements (ARRA PROJECT)	300	Completed
12	MD 490	South Union Avenue; from Alliance Street to MD 7A and MD 7A from MD 490 to Warren Road; ADA improvements (ARRA PROJECT)	300	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
		<u>Fiscal Year 2011 Completions (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
13	MD 924	Emmorton Road; Woodsdale Road to south of St. Clair Road; provide center turn lane, resurface and safety	1,854	Completed
		<u>Community Safety and Enhancements</u>		
14	MD 755	Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape	3,961	Completed
		<u>Sidewalks</u>		
15	US 40	Pulaski Highway; at Bata Boulevard; sidewalk retrofit - 80 linear feet	40	Completed
		<u>Fiscal Years 2012 and 2013</u>		
		<u>Resurface/Rehabilitate</u>		
16	MD 22	Churchville Road; MD 136 to MD 155 and MD 22 east of MD 543; patching (ARRA PROJECT)	357	Under construction
17	MD 924	North Main/Bond Street; Gordon Street to US 1 Business; resurface	663	FY 2012
18	MD 924	South Main Street; East Macphail Road to MD 22; resurface	793	FY 2012
		<u>Bridge Replacement/Rehabilitation</u>		
19	MD 22	Aberdeen Thruway; bridge over Amtrak; clean and paint bridge	256	Under construction
20	MD 23	East West Highway; over Phillips Mill Road; clean and paint bridge	188	Completed
21	US 40	Pulaski Highway; over Otter Point Creek; clean and paint bridge	170	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
22	US 40	Pulaski Highway; over Bush Creek; clean and paint bridge	168	Completed
23	MD 132 B	Oakington Road; over Amtrak; clean and paint bridge	42	FY 2012
24	MD 136	Whiteford Road; over Broad Creek; clean and paint bridge	56	Completed
25	MD 136	Whiteford Road; over Island Branch; clean and paint bridge	82	Completed
26	MD 152	Mountain Road; over CSX Transportation; clean and paint bridge	160	Completed
27	MD 161	Darlington Road; over Deer Creek; clean and paint bridge	120	Completed
28	MD 165	Federal Hill Road; over Deer Creek; clean and paint bridge	40	Completed
29	MD 624	Graceton Road; over Broad Creek; clean and paint bridge	62	Completed
30	MD 715 EB	Short Lane; over Amtrak; clean and paint bridge	216	FY 2012
31	MD 715 WB	Short Lane; over Amtrak; clean and paint bridge	216	FY 2012
<u>Safety/Spot Improvement</u>				
32	US 1	Belair Bypass; MD 24 to MD 924; installation of median barrier system	2,135	Under construction
33	US 1	Conowingo Road; south of Conowingo Dam; repair slide	327	Under construction
34	US 40	Pulaski Highway; Lewis Lane to Erie Street; ADA improvements (ARRA PROJECT)	480	Under construction

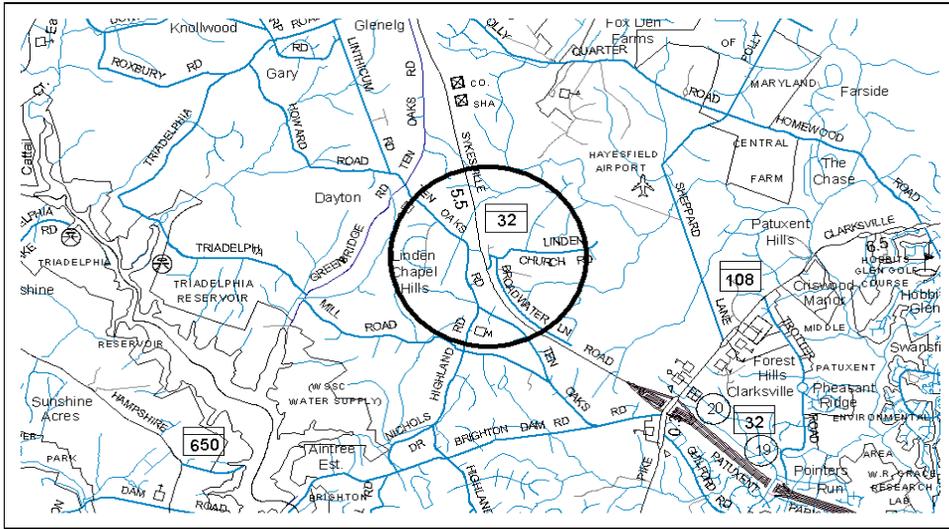
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
35	MD 132	West Belair Avenue; MD 462 to Beards Hill Road; ADA improvements	200	FY 2012
36	MD 155	Superior Street; at Bayview Drive/Graceview Drive; provide a left turn lane from MD 155 into school on Graceview Drive	1,208	FY 2012
37	MD 462	Paradise Road; MD 132 to over Carsins Run; ADA improvements	200	FY 2012
38	MD 763	Superior Street; East of Ohio Street to Juniata Street; ADA improvements	150	FY 2012
<u>Community Safety and Enhancements</u>				
39	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; streetscape (Funded for preliminary engineering)	2,000	PE Underway
<u>Congressional Earmarks</u>				
40		Edgewood; Train station streetscaping and parking improvements (Earmark \$1.5 million; PE, CO) Sponsor: Maryland Transit Administration	0	



Howard



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

ASSOCIATED IMPROVEMENTS:
 MD 32 MD 108 to I-70 (Line 6)
 MD 32, Wellworth Way Access Improvements (Line 7)

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

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

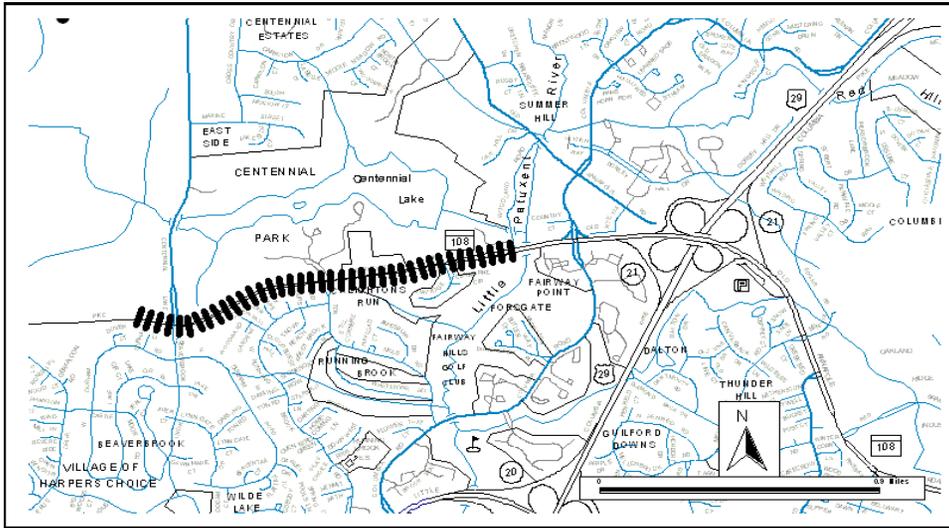
EXPLANATION: The existing bridge is structurally deficient and narrow. The bridge also does not meet current design standards making it functionally obsolete.

STATUS: Engineering underway. Howard County is funding Engineering, Right-of-Way and Construction. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,039	1,039	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	1,039	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 (2011) - 30,400
 PROJECTED (2030) - 58,000



PROJECT: MD 108, Clarksville Pike

DESCRIPTION: Widen MD 108 from 2 to 4 lanes from 1,000 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Minor Arterial

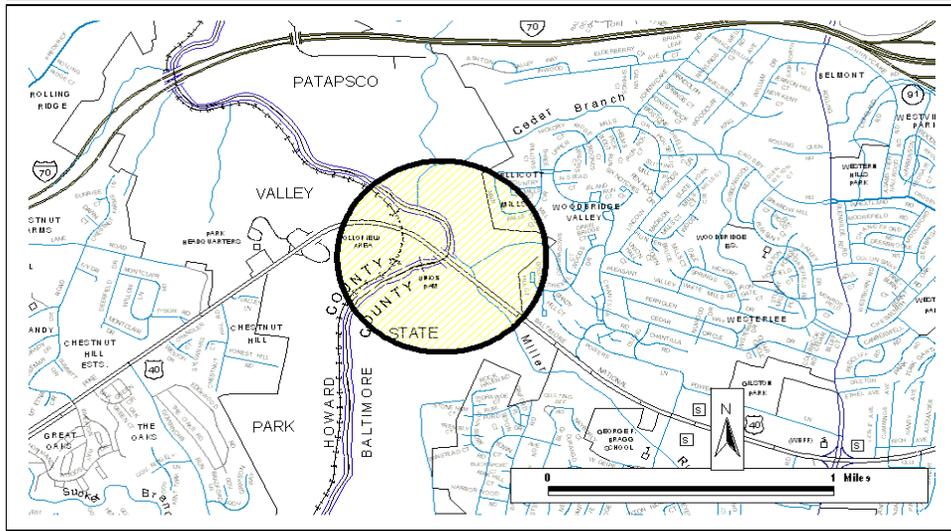
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 25,750

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This 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 to provide for bicycle/pedestrian compatible 5' shoulders.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cost increase of \$1.2 million is due to increased utility relocations.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,318	3,318	0	0	0	0	0	0	0	0
Right-of-way	34	31	3	0	0	0	0	0	3	0
Construction	18,848	3,519	6,873	6,664	1,792	0	0	0	15,329	0
Total	22,200	6,868	6,876	6,664	1,792	0	0	0	15,332	0
Federal-Aid	21,331	6,013	6,862	6,664	1,792	0	0	0	15,318	0

CLASSIFICATION:

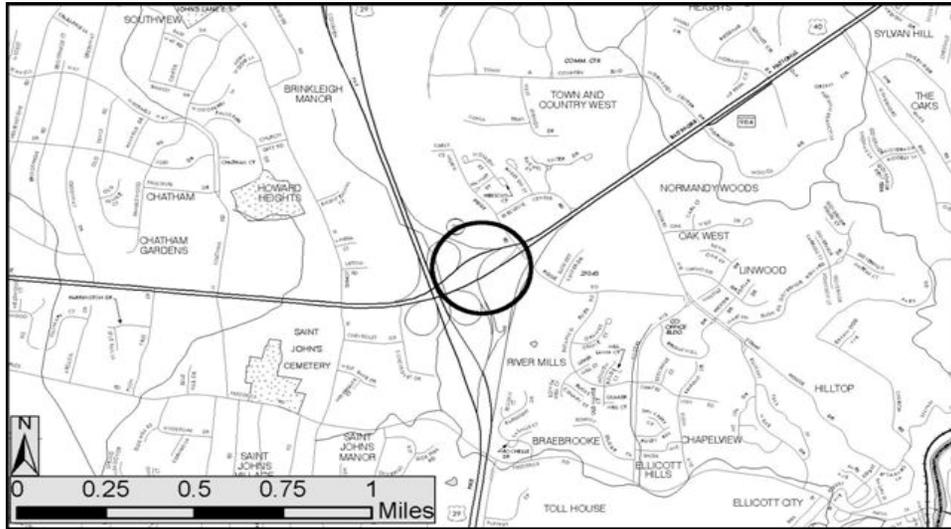
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 38,350

PROJECTED (2030) - 47,300



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replace Bridge 130330 on US 40 WB Ramp to US 29 SB over US 40 EB.

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This project will relieve congestion, improving travel time reliability.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	979	979	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,384	558	3,231	595	0	0	0	0	3,826	0
Total	5,363	1,537	3,231	595	0	0	0	0	3,826	0
Federal-Aid	5,363	1,537	3,231	595	0	0	0	0	3,826	0

CLASSIFICATION:

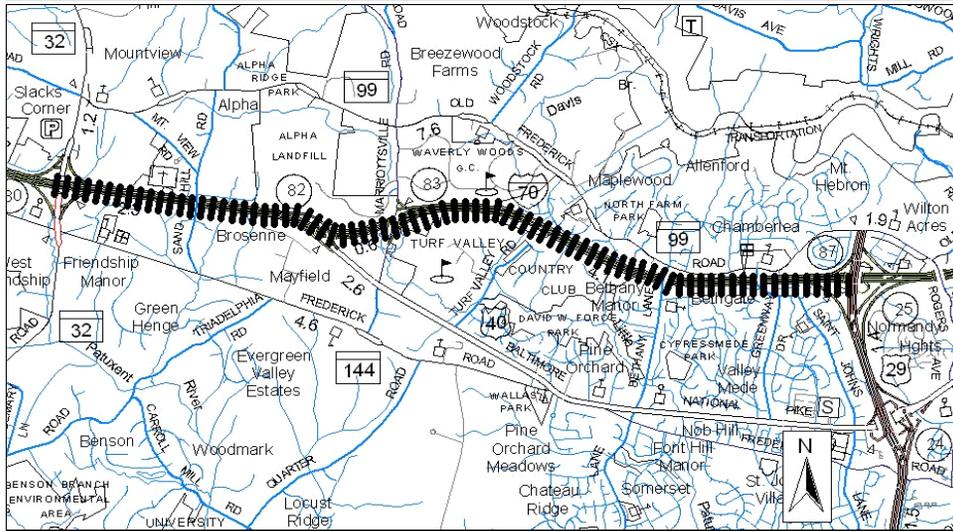
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Marriottsville Road, US 40 to MD 99 (County Project)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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

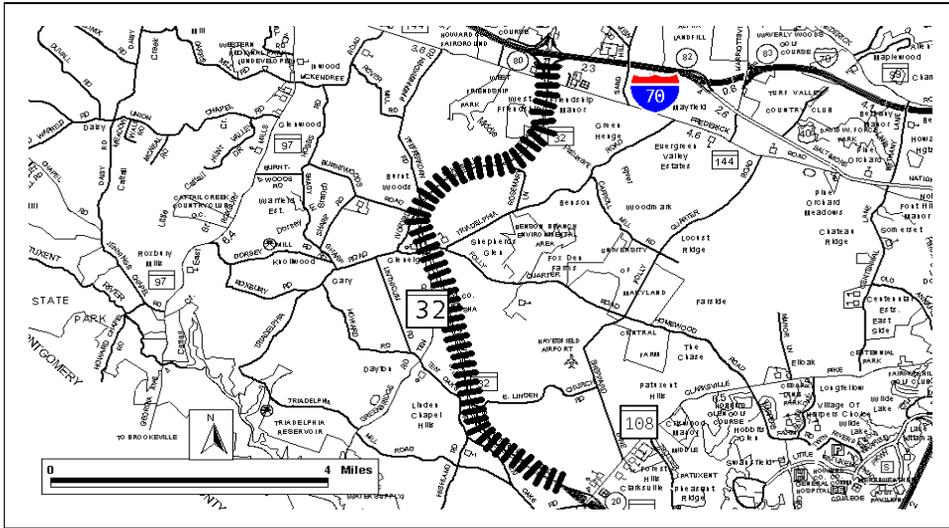
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 86,600

PROJECTED (2030) - 134,850



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

ASSOCIATED IMPROVEMENTS:

- MD 32, Interchange at Linden Church Road (Line 1)
- MD 32, Wellworth Way Access Management (Line 7)

STATUS: Project Planning complete. Protective Right-of-way funding to be used as properties become available.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cost increase of \$3.0 million is due to adding protective Right-of-way funds in FY17.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	3,657	3,657	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	13,703	2,102	0	0	2,601	3,000	3,000	3,000	11,601	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	17,360	5,759	0	0	2,601	3,000	3,000	3,000	11,601	0	
Federal-Aid	2,560	2,560	0	0	0	0	0	0	0	0	

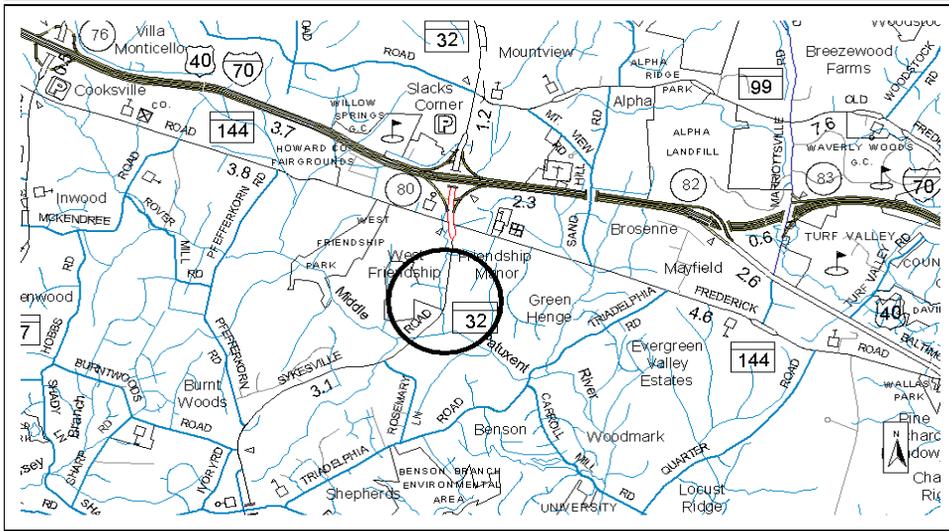
CLASSIFICATION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2011) - 30,400
- PROJECTED (2030) - 58,000



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct access management improvements by relocating private driveways from MD 32 to the local road system, specially Rosemary Lane and Wellworth Way.

JUSTIFICATION: 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

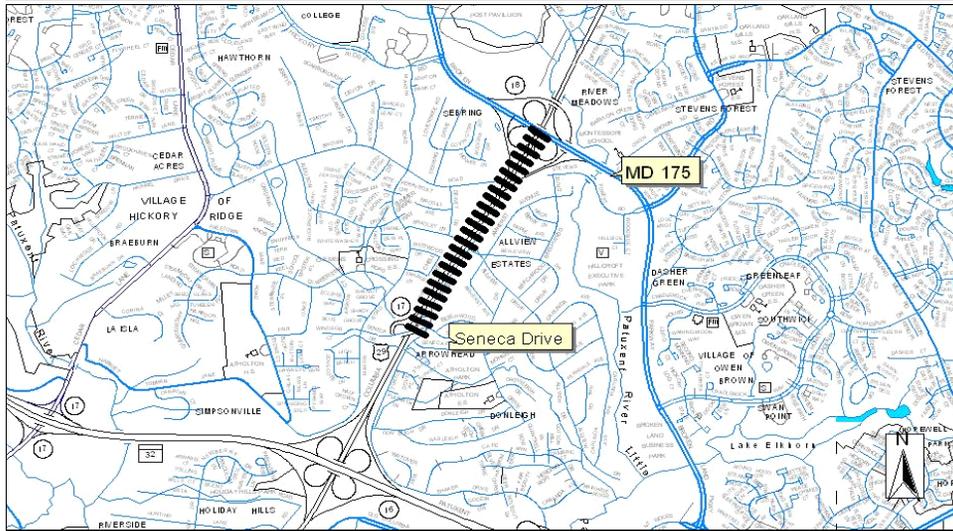
ASSOCIATED IMPROVEMENTS:
 MD 32, Interchange at Linden Church Road (Line 1)
 MD 32 MD 108 to I-70 (Line 6)

STATUS: Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$0.9 million for right-of-way.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,540	1,416	124	0	0	0	0	0	124	0
Right-of-way	905	19	400	486	0	0	0	0	886	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,445	1,435	524	486	0	0	0	0	1,010	0
Federal-Aid	709	0	320	389	0	0	0	0	709	0

CLASSIFICATION:
 STATE - Principal Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2011) - 28,300
 PROJECTED (2030) - 32,900



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

ASSOCIATED IMPROVEMENTS:
 US 29, Middle Patuxent River to Seneca Drive (Line 9)

STATUS: Engineering underway. Howard County is funding \$2.0 million for Engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,751	1,394	663	663	1,031	0	0	0	2,357	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	3,751	1,394	663	663	1,031	0	0	0	2,357	0
Federal-Aid	2,308	0	663	663	982	0	0	0	2,308	0

CLASSIFICATION:

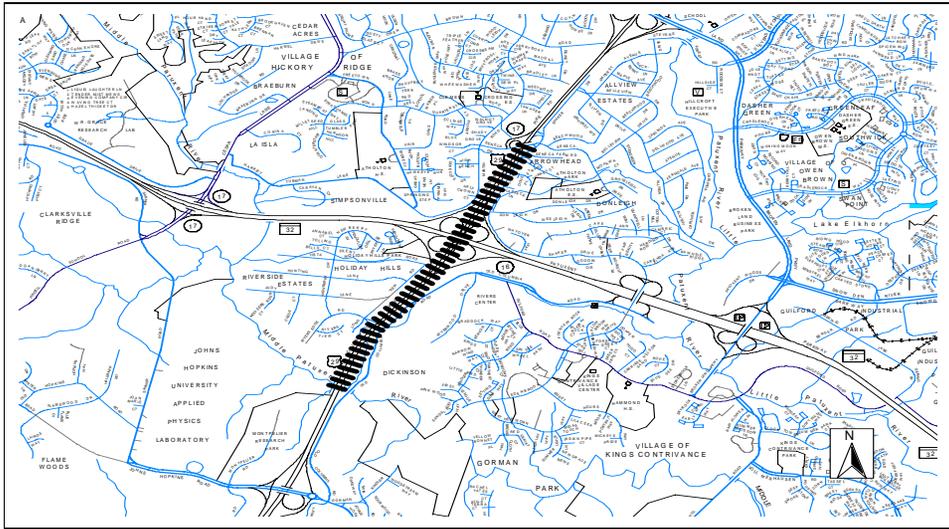
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 83,450

PROJECTED (2030) - 106,425



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

ASSOCIATED IMPROVEMENTS:
 US 29, Seneca Drive to MD 175 (Line 8)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	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:

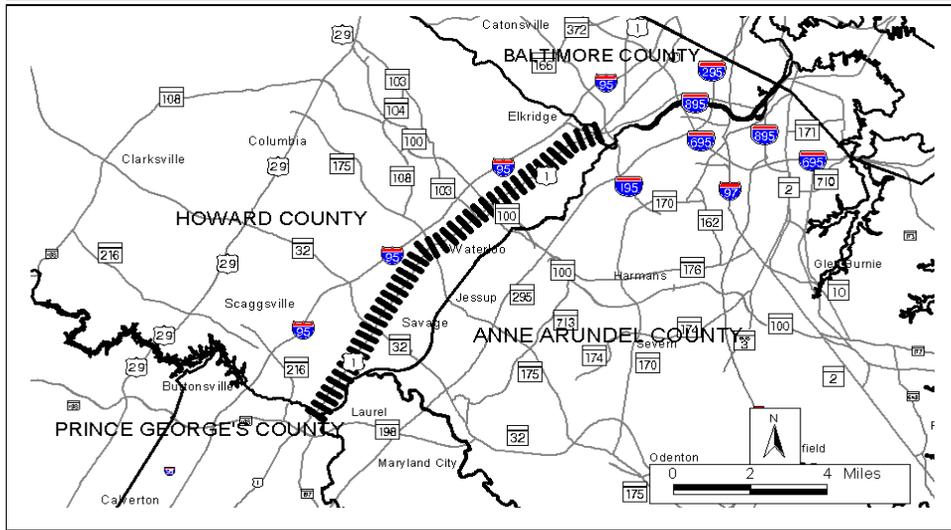
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 87,600

PROJECTED (2030) - 117,900



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

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning (Corridor Planning) underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,250	917	115	218	0	0	0	0	333	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	917	115	218	0	0	0	0	333	0
Federal-Aid	1,000	740	90	170	0	0	0	0	260	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 41,350

PROJECTED (2030) - 52,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 32 SB	Patuxent Parkway; ramp 8 to I 70; resurfacing (ARRA PROJECT)	136	Completed
2	MD 97	Roxbury Mills Road; Union Chapel Road to Montgomery County Line; patching (ARRA PROJECT)	450	Completed
<u>Safety/Spot Improvement</u>				
3	US 1	Washington Boulevard; Kit Kat Road to MD 103; ADA improvements (ARRA PROJECT)	52	Completed
4	US 1	Washington Boulevard; Prince George's County Line to Lynn Buff Court; ADA improvements (ARRA PROJECT)	125	Completed
5	US 1	Washington Boulevard; Loudon Avenue to Montgomery Road; ADA improvements (ARRA PROJECT)	166	Completed
6	US 40	Baltimore National Pike; 500 feet west of Greenway Drive to St. Johns Lane; ADA improvements (ARRA PROJECT)	263	Completed
7	US 40	Baltimore National Pike; US 29 to Weston Drive; ADA improvements (ARRA PROJECT)	185	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
8		Various Locations in Howard County; resurface	9,195	Under construction
9	US 29	Columbia Pike; at MD 99 Intersection; resurfacing (ARRA PROJECT)	376	Completed
10	US 29 NB	Columbia Pike; south of Brokenland Parkway to MD 175; safety and resurface	2,343	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

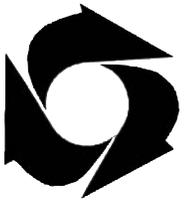
STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
11	US 29 NB	Columbia Pike; Montgomery County Line to north of MD 216; resurface	1,373	FY 2012
12	MD 144 A	Frederick Road; Long Corner Road to MD 94; patching (ARRA PROJECT)	264	Under construction
13	MD 175	Patuxent Freeway; ramps 3,5 and 7 to US 29; mill and overlay (ARRA PROJECT)	315	Completed
<u>Bridge Replacement/Rehabilitation</u>				
14		Various bridges on US 29 and MD 216; bridge deck overlays	6,864	FY 2012
15	MD 175	Rouse Parkway; Bridge 1308603 eastbound over US 29 and Bridge 1308604 westbound over US 29; bridge deck overlay	1,429	Under construction
<u>Safety/Spot Improvement</u>				
16	US 40	Baltimore National Pike; at Rogers Avenue; intersection improvement (Howard County is funding this project)		FY 2012
17	MD 175	Rouse Parkway; MD 108 to US 29; guardrail	1,237	FY 2013
<u>Traffic Management</u>				
18	I 95	MD 100 to MD 175; lighting	3,477	FY 2012
<u>Environmental Preservation</u>				
19		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	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
		<u>Fiscal Years 2012 and 2013 (cont'd)</u>		
		<u>Environmental Preservation (cont'd)</u>		
20	I 95	I 495 to MD 100; invasive tree and brush removal (ARRA PROJECT) (This project also shows in Prince George's County)	434	Completed
		<u>Enhancements (cont'd)</u>		
		<u>Pedestrian/Bicycle Facilities (cont'd)</u>		
21		Broken Land Parkway Pathway; Cradlerock Way to Snowden River Parkway; construct an eight foot wide pathway	386	FY 2012
		<u>Environmental Mitigation</u>		
22		Brampton Hills stream restoration project; restoration of eroded stream channel behind MD 100 noise walls; Environmental Mitigation.	579	FY 2012
23		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	Underway

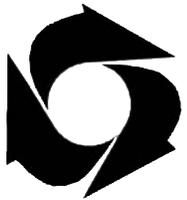


Kent

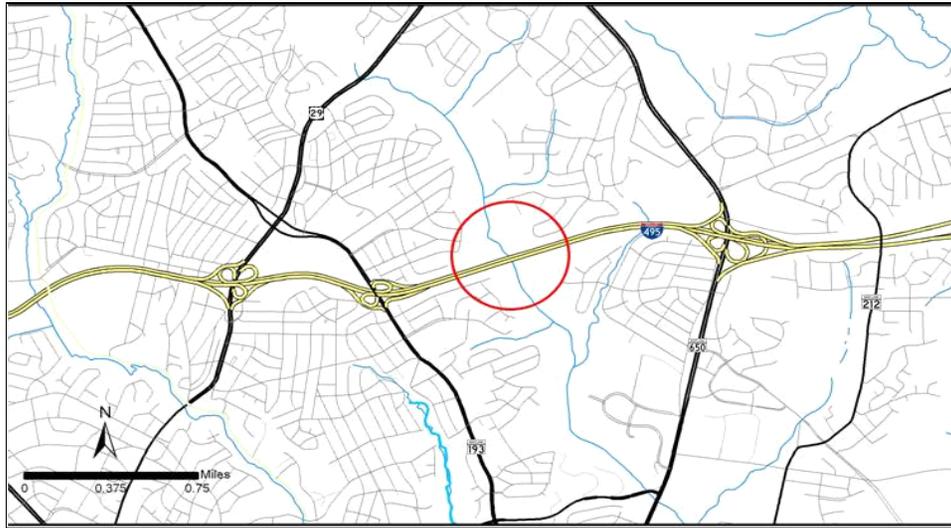
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
		<u>Fiscal Year 2011 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 301	Blue Star Memorial Highway; Queen Anne's County Line to Chesterville Bridge Road; safety and resurface	763	Completed
		<u>Fiscal Years 2012 and 2013</u>		
		<u>Resurface/Rehabilitate</u>		
2		Various Locations in Kent County; resurface	2,772	FY 2012
3	US 301	Blue Star Memorial Highway; Chesterville Bridge Road to MD 313; resurface	2,282	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
4	MD 289	Quaker Neck Road; over Radcliff Creek; clean and paint bridge	78	FY 2012
5	MD 290	Crumpton Road; over the Chester River; clean and paint bridge	377	FY 2012
6	MD 291	River Road; over Mills Branch; clean and paint bridge	60	FY 2012
7	US 301 NB	Blue Star Memorial Highway; over MD 290; clean and paint bridge	132	FY 2012
8	US 301 SB	Blue Star Memorial Highway; over MD 290; clean and paint bridge	122	FY 2012
		<u>Congressional Earmarks</u>		
9		Construct Chestertown Trail (Earmark \$240,000; PE)	0	



Montgomery



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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cost decrease of \$1.1 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	445	445	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,037	1,048	4,552	3,437	0	0	0	0	7,989	0
Total	9,482	1,493	4,552	3,437	0	0	0	0	7,989	0
Federal-Aid	9,346	1,384	4,544	3,418	0	0	0	0	7,962	0

CLASSIFICATION:

STATE - Principal Arterial

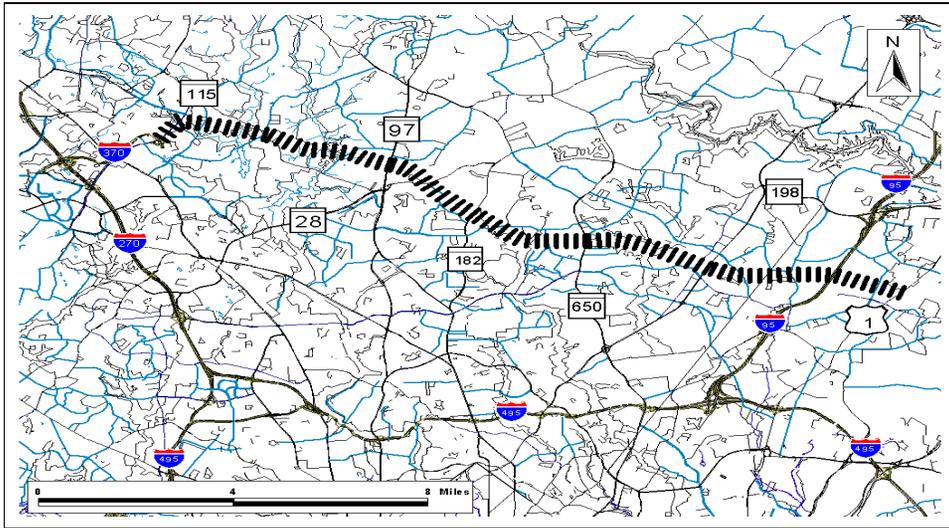
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 217,475

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

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

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

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)

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 2011 - 16 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:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	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	

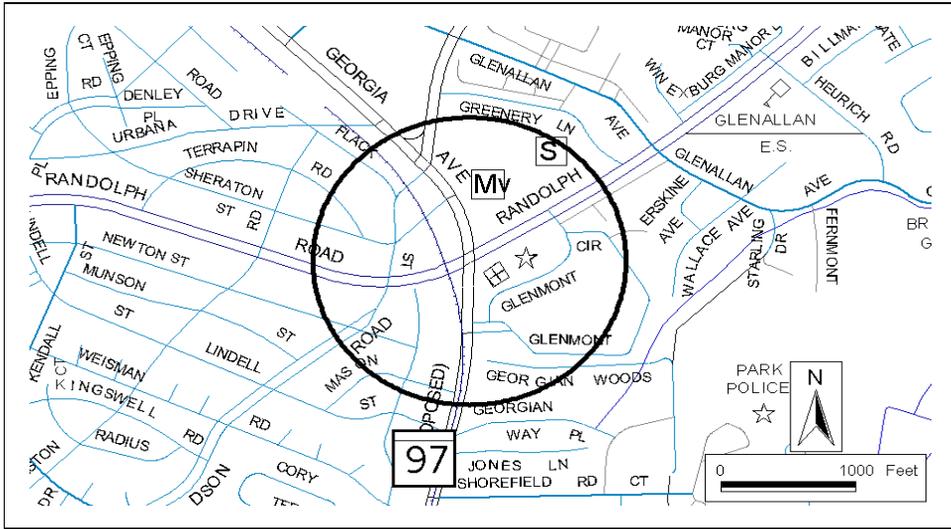
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 11,000
 PROJECTED (2030) - 30,400 - 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: InterCounty Connector (Line 2)

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

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

EXPLANATION: This 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 will begin in FY14. County to provide \$14.4 million for Right-of-way and Advanced Utilities. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cost decrease of \$2.8 million is due to reduced right-of-way needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	4,910	4,363	440	30	77	0	0	0	547	0
Right-of-way	12,263	877	1,654	1,470	3,144	5,118	0	0	11,386	0
Construction	42,307	3,464	50	0	12,026	16,060	10,707	0	38,843	0
Total	60,577	9,801	2,144	1,500	15,247	21,178	10,707	0	50,776	0
Federal-Aid	10,623	7,392	1,839	1,338	54	0	0	0	3,231	0

CLASSIFICATION:

STATE - Other Principal Arterial

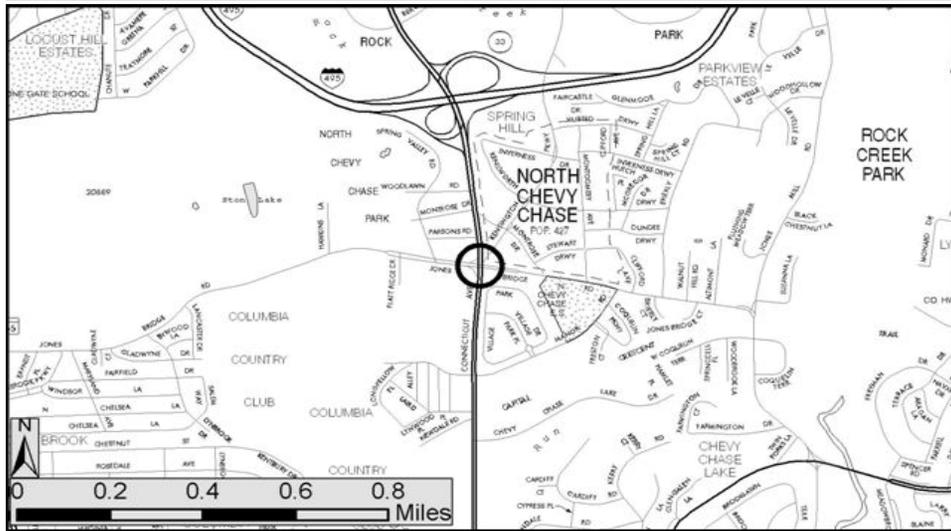
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 51,575

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 National Naval Medical Center 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: BRAC Intersection Improvements near Bethesda (Statewide 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: 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: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved \$2.7 million from Statewide Line 9 (BRAC intersections near the Bethesda Naval Medical Center) and added \$5.6 million for right-of-way and construction.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	550	52	498	0	0	0	0	0	0	498	0
Construction	7,766	0	667	2,294	2,689	2,116	0	0	0	7,766	0
Total	8,316	52	1,165	2,294	2,689	2,116	0	0	0	8,264	0
Federal-Aid	8,173	38	1,036	2,294	2,689	2,116	0	0	0	8,135	0

CLASSIFICATION:

STATE - Other Principal Arterial

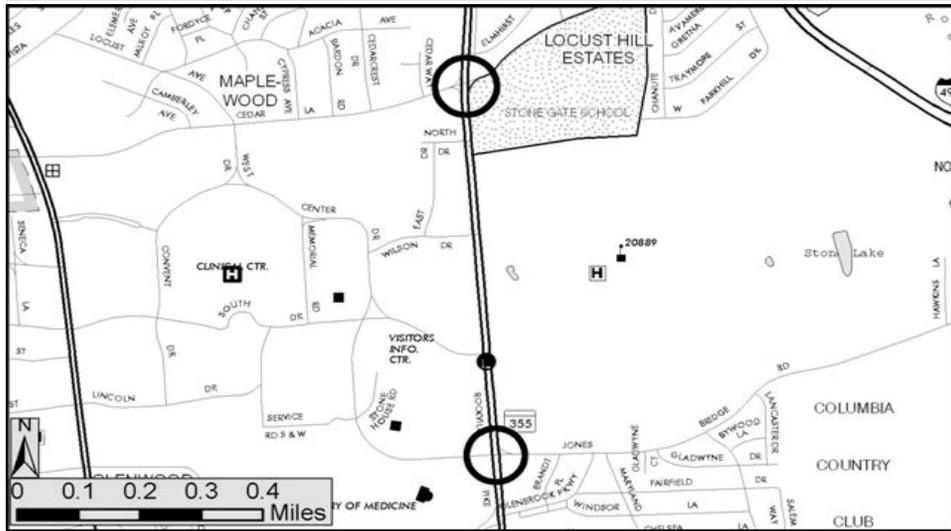
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 69,100

PROJECTED (2030) - 79,500



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 National Naval Medical Center 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 BRAC Intersection Improvements near Bethesda (Statewide 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: 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 to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved \$9.1 million from Statewide Line 9 (BRAC intersections near the Bethesda Naval Medical Center) for right-of-way and construction.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	9,112	0	3,528	5,584	0	0	0	0	9,112	0	
Total	9,112	0	3,528	5,584	0	0	0	0	9,112	0	
Federal-Aid	9,112	0	3,528	5,584	0	0	0	0	9,112	0	

CLASSIFICATION:

STATE - Other Principal Arterial

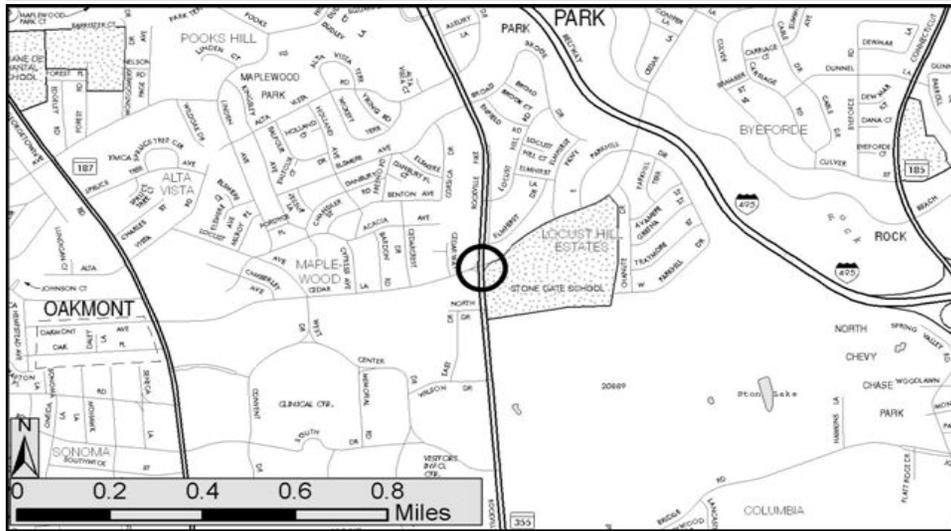
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 60,800

PROJECTED (2030) - 69,750



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements on MD 355 at Cedar Lane (Phase 1 & 2). Bicycle and Pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to the National Naval Medical Center 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: BRAC Intersection Improvements near Bethesda (Statewide 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: 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: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved \$18.0 million from Statewide Line 9 (BRAC intersections near the Bethesda Naval Medical Center) for right-of-way and construction.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	5,428	24	1,000	2,021	2,383	0	0	0	5,404	0	
Construction	12,580	0	0	1,026	3,305	3,967	4,282	0	12,580	0	
Total	18,008	24	1,000	3,047	5,688	3,967	4,282	0	17,984	0	
Federal-Aid	18,008	24	1,000	3,047	5,688	3,967	4,282	0	17,984	0	

CLASSIFICATION:

STATE - Other Principal Arterial

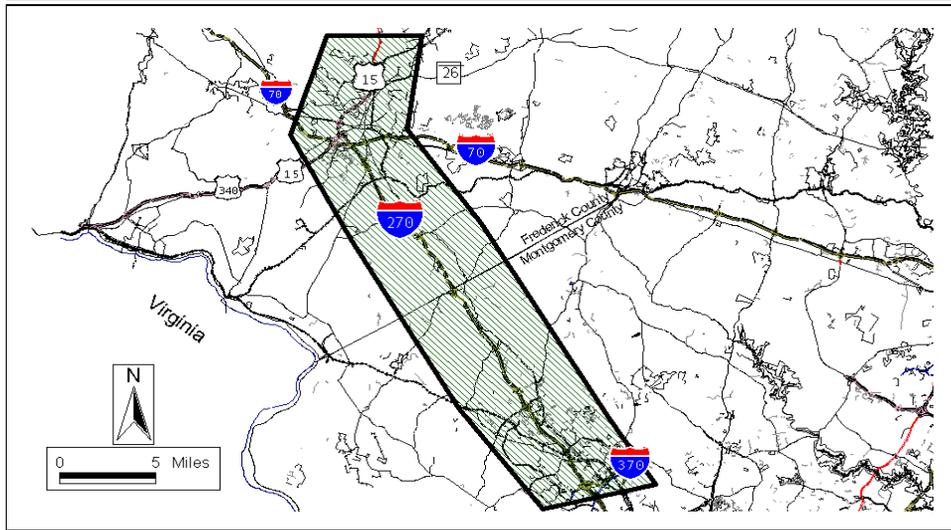
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 60,800

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. I-270 is a heavily traveled commuter and 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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 8)
- US 15, Interchange at Monocacy Boulevard (Frederick County - Line 11)

STATUS: Project Planning on hold, proceeding with transit options in corridor first.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW					FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	2014	2015	2016	2017			
Planning	17,430	17,391	39	0	0	0	0	0	0	39	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,537	18,498	39	0	0	0	0	0	0	39	0
Federal-Aid	12,201	12,174	27	0	0	0	0	0	0	27	0

CLASSIFICATION:

STATE - Principal Arterial

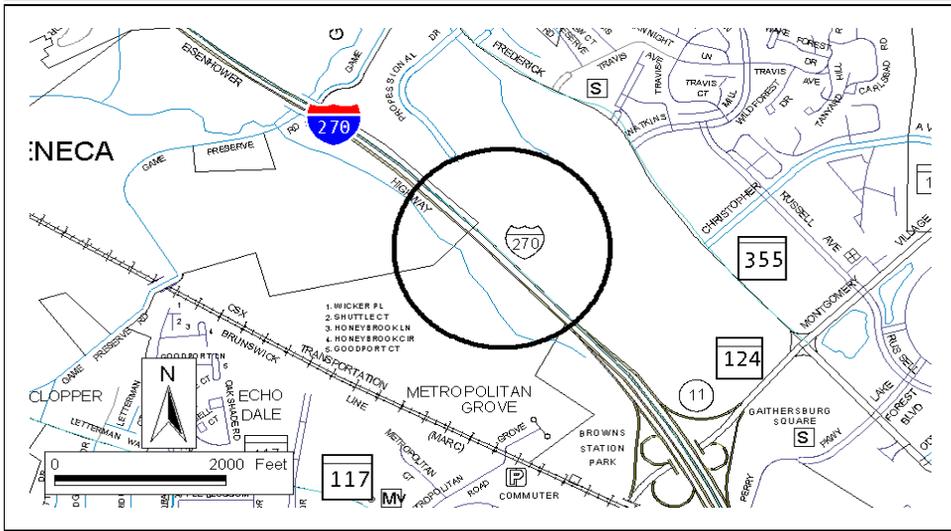
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 40,400 - 97,500 (US -15)
89,125 - 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 InterCounty Connector (Line 2)
 I-270 and US 15 Multi-Modal Corridor Study (Line 7)

STATUS: Partial Engineering underway. The County is contributing \$4.9 million towards engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$1.0 million for engineering.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,178	1,178	0	0	0	0	0	0	0	0
Engineering	1,770	107	500	500	332	331	0	0	1,663	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	2,948	1,285	500	500	332	331	0	0	1,663	0
Federal-Aid	1,825	825	500	500	0	0	0	0	1,000	0

CLASSIFICATION:

STATE - Principal Arterial

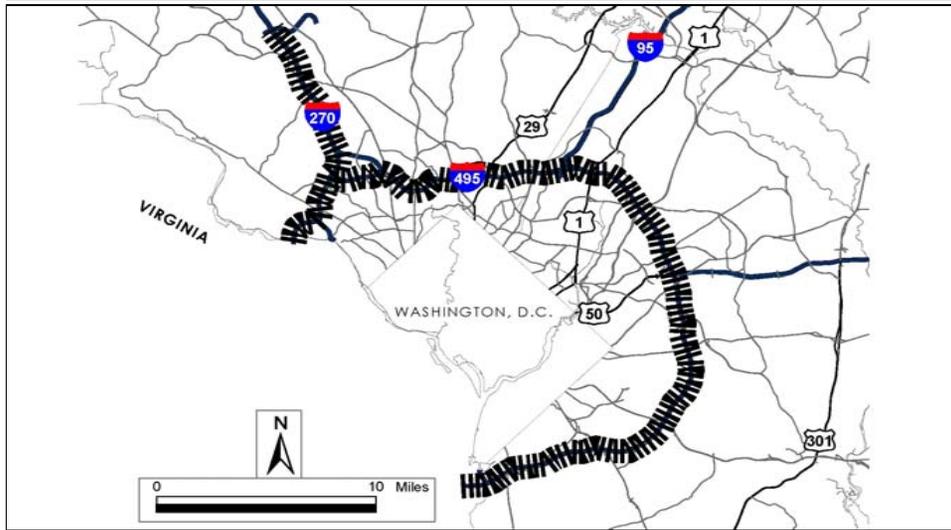
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 4, MD 223 to I-95/I-495 (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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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

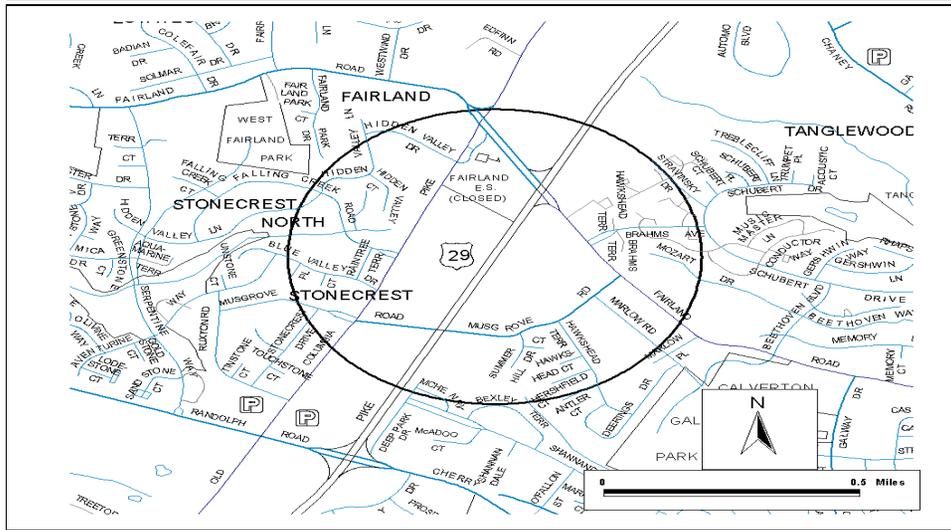
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 141,750 - 250,650

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 2)
 US 29 Interchanges (Lines 11)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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	1,535	1,535	0	0	0	0	0	0	0	0

CLASSIFICATION:

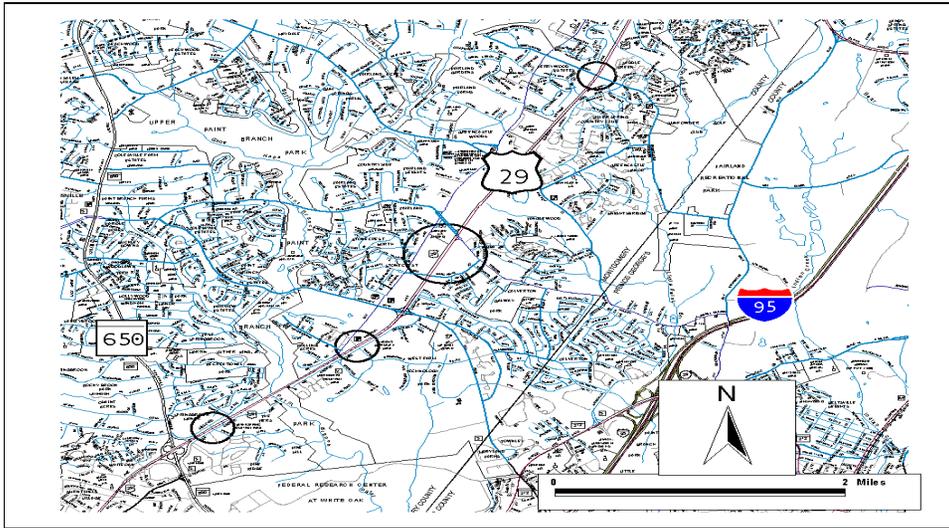
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 62,625

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

ASSOCIATED IMPROVEMENTS:
 InterCounty Connector (Line 2)
 US 29, Interchanges (Lines 10)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	2,488	2,488	0	0	0	0	0	0	0	0	
Engineering	4,695	4,274	421	0	0	0	0	0	0	421	
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	7,728	7,307	421	0	0	0	0	0	0	421	
Federal-Aid	3,186	2,773	413	0	0	0	0	0	0	413	

CLASSIFICATION:

STATE - Other Principal Arterial

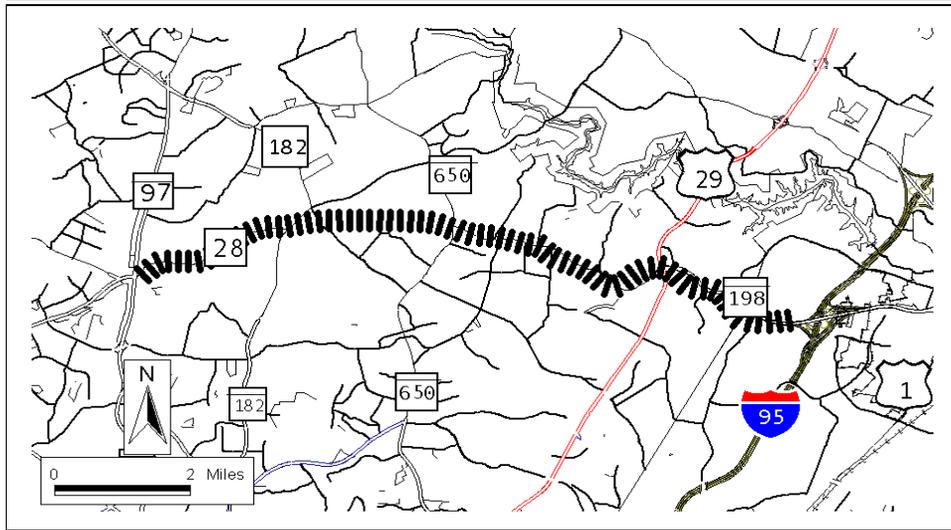
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 49,000 - 59,900

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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	4,030	4,030	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	4,030	4,030	0	0	0	0	0	0	0	0	
Federal-Aid	2,821	2,821	0	0	0	0	0	0	0	0	

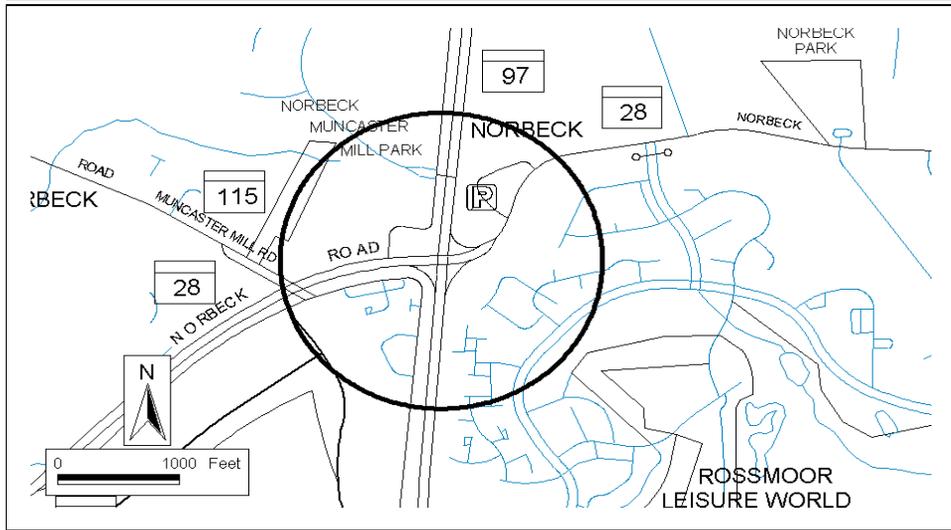
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 25,100 - 46,250 (MD 28)
 21,725 - 53,300 (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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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:

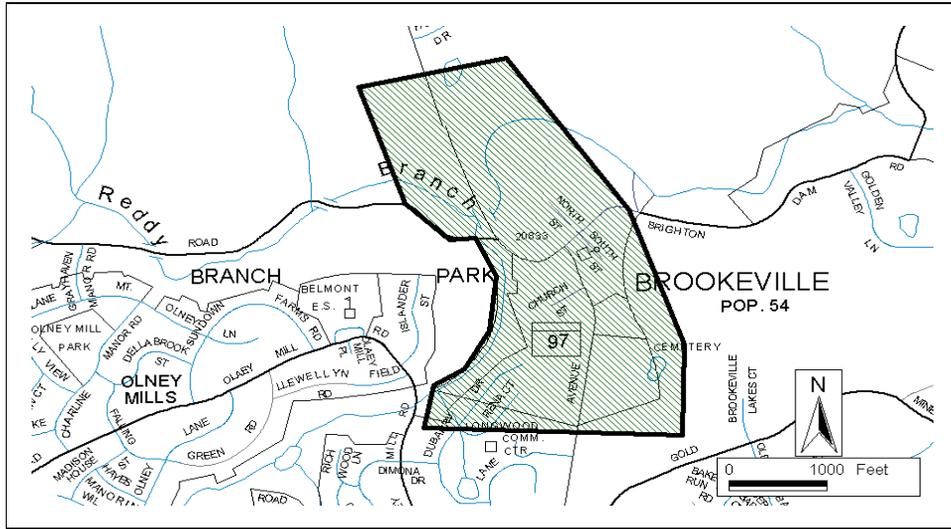
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 42,625

PROJECTED (2030) - 51,775



PROJECT: MD 97 (Brookeville Bypass)

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 Grandfathered
 PFA Status Yet To Be Determined Exception Will Be Required Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning complete. The County and SHA are discussing cost sharing arrangements that could allow Engineering and Right-of-Way to proceed.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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

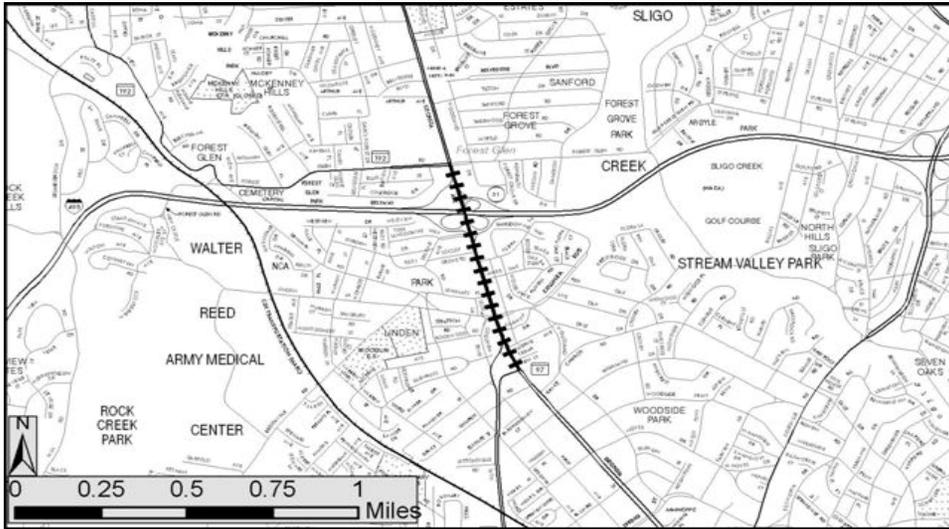
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 11,025

PROJECTED (2030) - 25,600



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

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway. County is contributing \$3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	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

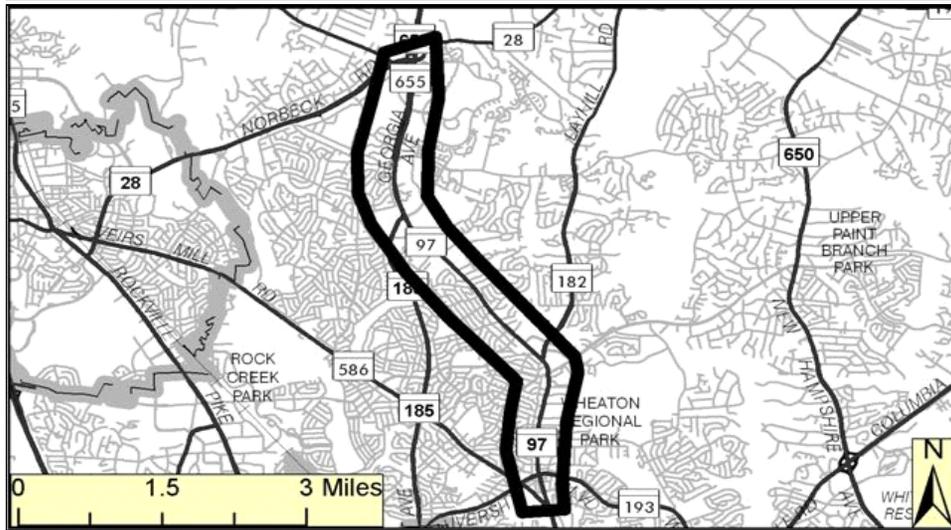
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 56,950

PROJECTED (2030) - 65,500



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Multi-modal Transit Study from Wheaton to Olney. Project will evaluate roadway improvements needed to implement Montgomery County's Bus Rapid Transit (BRT) System within the median of MD 97 from Wheaton to Olney. Sidewalks and curb lanes will accommodate bicycles and pedestrians where appropriate.

JUSTIFICATION: This project will enhance mobility in Montgomery County. This project supports the County's BRT system.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 97/MD 28 Interchange (Line 13)
 MD 28/MD 198, MD 97 to I-95 (Line 12)

STATUS: Project Planning to begin during current fiscal year. County is contributing \$5.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	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

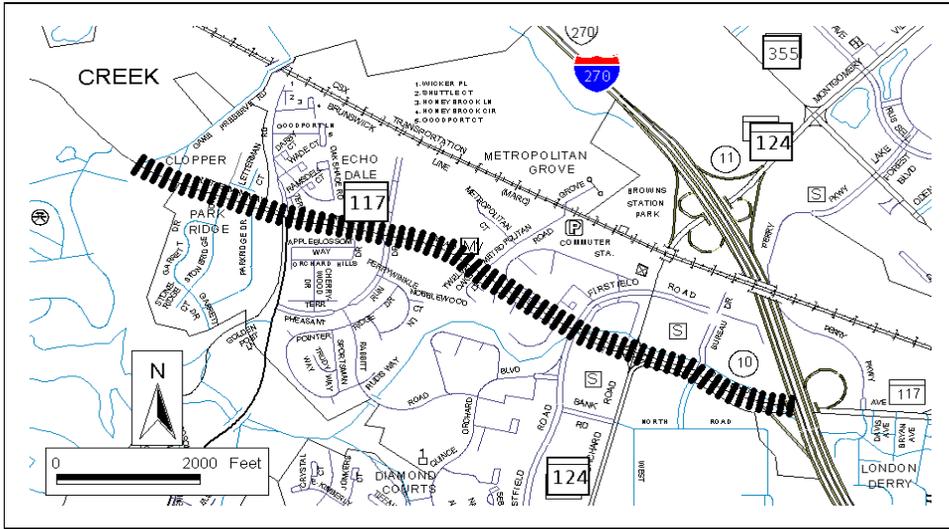
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 56,950

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

ASSOCIATED IMPROVEMENTS:
 I-270/Watkins Mill Road Extended Interchange (Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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

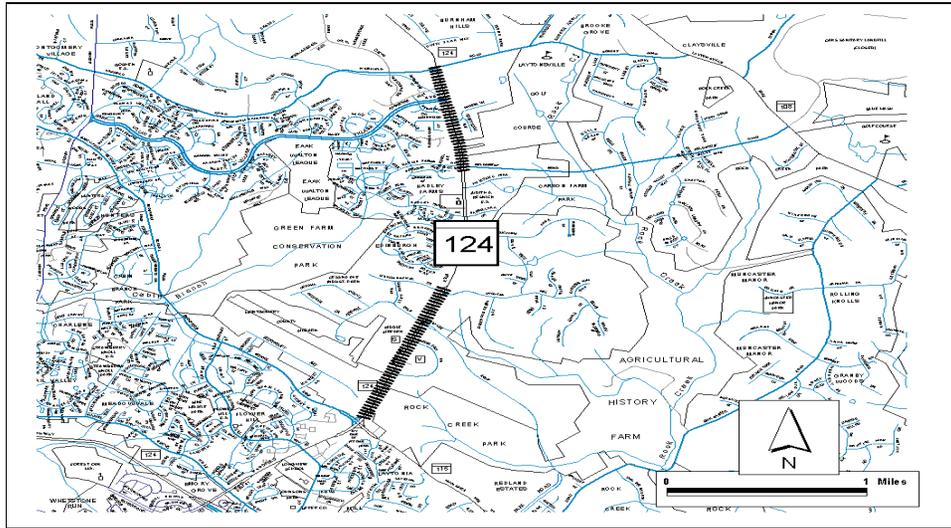
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Partial Engineering underway. Discussing cost sharing agreements for engineering and right-of-way.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	2,114	2,114	0	0	0	0	0	0	0	0	
Engineering	1,205	430	500	175	100	0	0	0	775	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	3,343	2,568	500	175	100	0	0	0	775	0	
Federal-Aid	118	55	63	0	0	0	0	0	63	0	

CLASSIFICATION:

STATE - Major Collector

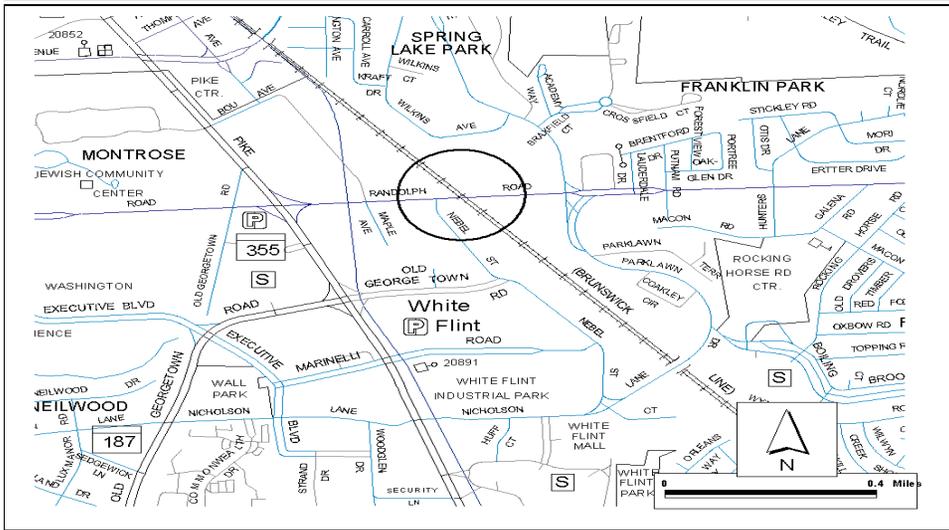
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 2)
 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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

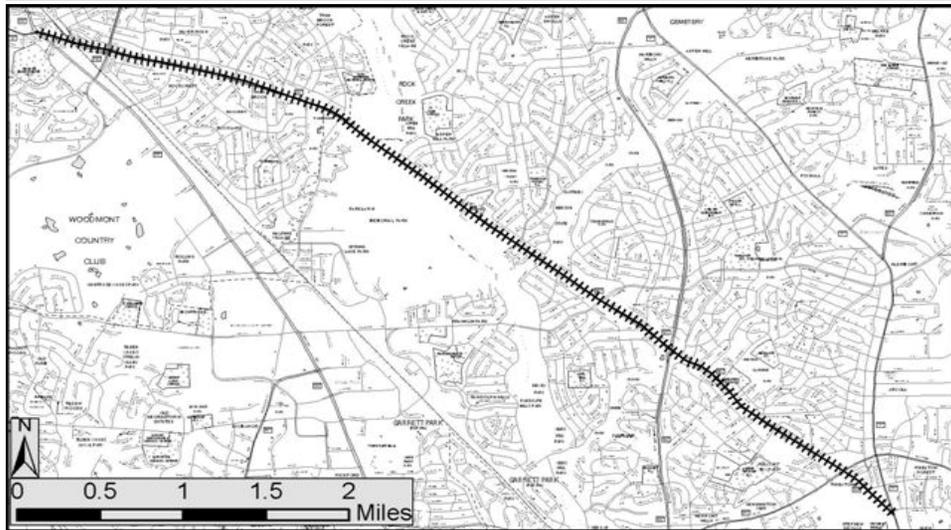
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 54,200 (MD 355)

PROJECTED (2030) - 98,125 (MD 355)



PROJECT: MD 586, Veirs Mill Road

DESCRIPTION: Bus Rapid Transit Study along MD 586 between Rockville and Wheaton Metro stations. This study evaluates various roadway treatments, facilities and signalization options supportive of Bus Rapid Transit. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: To relieve ongoing and anticipated congestion by providing improvements that will speed up bus transit service.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning to begin during current fiscal year. County is contributing \$6.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	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 (2011) -

PROJECTED (2030) -

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, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 28	Norbeck Road; Baltimore Road to MD 97; resurfacing (ARRA PROJECT)	680	Completed
2	US 29	Columbia Pike; at MD 650; resurfacing (ARRA PROJECT)	265	Completed
3	MD 97	Georgia Avenue; Queen Elizabeth Drive to MD 650; resurfacing (ARRA PROJECT)	1,190	Completed
4	MD 107	Whites Ferry Road; Partnership Road to MD 28; resurfacing (ARRA PROJECT)	800	Completed
5	MD 119	Great Seneca Highway; MD 28 to Kentlands Boulevard; resurfacing (ARRA PROJECT)	800	Completed
6	MD 186	Brookville Road; Western Avenue to MD 410; resurfacing (ARRA PROJECT)	410	Completed
7	MD 198	Spencerville Road; MD 650 to Peach Orchard Road; resurfacing (ARRA PROJECT)	514	Completed
8	I 270	Eisenhower Memorial Highway; southbound Muddy Branch Road to north of Middlebrook Road; resurface	6,554	Completed
<u>Safety/Spot Improvement</u>				
9	MD 410	East West Highway; Sundale Drive to MD 384; ADA improvements (ARRA PROJECT)	330	Completed
10	MD 650	New Hampshire Avenue; I 495 interchange to Elton Road; ADA improvements (ARRA PROJECT)	250	Completed
<u>Environmental Preservation</u>				
11	US 29	Columbia Pike; Randolph Road to Dustin Road; landscaping	537	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
		<u>Fiscal Year 2011 Completions (cont'd)</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
12		Rock Creek Hiker-Biker Trail Bridge - construction of a 1,060 linear feet long by 8 feet wide trail with a 610 feet long by 12 feet wide pedestrian bridge over Veirs Mill Road	3,957	Completed
		<u>Fiscal Years 2012 and 2013</u>		
		<u>Resurface/Rehabilitate</u>		
13		Various Locations in Montgomery County; resurface	6,375	FY 2012
14		Various Locations in Montgomery County; resurface	5,053	FY 2012
15	MD 97	Georgia Avenue; MD 185 to International Drive ; resurface	2,846	Under construction
16	MD 97	Georgia Avenue; US 29 to 16th Street; resurface	4,145	Under construction
17	MD 97	Georgia Avenue; Glenallan Avenue to MD 185; safety and resurface	3,613	Under construction
18	MD 187	Old Georgetown Road; Wisconsin Avenue to North Brook Lane; resurface	1,025	Completed
19	MD 193	University Boulevard; US 29 to I 495; resurfacing (ARRA PROJECT)	400	Under construction
20	MD 193	University Boulevard West; Arcola Avenue to US 29; safety and resurface	2,417	Under construction
21	MD 193	University Boulevard; MD 586 to Arcola Avenue; safety and resurface (ARRA PROJECT)	3,890	Completed
22	I 270	Eisenhower Memorial Highway; I 495 to south of MD 187; resurface	2,560	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
23	MD 320	Piney Branch Road; DC line to MD 193; resurface	1,913	Under construction
24	MD 355	Wisconsin Avenue; DC Line to MD 191; resurface	1,267	Under construction
25	MD 355	Frederick Road; at MD 27; white topping	992	FY 2012
26	MD 355	Wisconsin Avenue; Montgomery Avenue to Jones Bridge Road; resurface	1,445	Under construction
27	MD 355	Rockville Pike; Templeton Place to MD 911; resurfacing (ARRA PROJECT)	480	Completed
28	MD 410	Ethan Allen Avenue; Park Avenue to MD 650; resurface	667	FY 2012
29	MD 410	East West Highway; MD 185 to MD 390; resurfacing (ARRA PROJECT)	700	Completed
30	I 495 WB	Capital Beltway; Seminary Road to US 29; resurface	3,671	Under construction
31	MD 547	Knowles Avenue; Weymouth Street to MD 185; resurfacing (ARRA PROJECT)	160	FY 2012
32	MD 547	Strathmore Avenue; MD 355 to Flanders Avenue; resurfacing (ARRA PROJECT)	130	FY 2012
33	MD 586	Veirs Mill Road; Andrew Street to MD 193; safety and resurface	2,168	Under construction
34	MD 650	New Hampshire Avenue; Northampton Drive to Elton Road; resurfacing (ARRA PROJECT)	700	Completed
<u>Bridge Replacement/Rehabilitation</u>				
35	MD 190	River Road; Bridge 1502700 over Cabin John Creek; bridge deck overlay	972	FY 2013

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
36	MD 650	Bridge 1415900 over I 495; bridge rehabilitation	1,300	FY 2012
<u>Safety/Spot Improvement</u>				
37		Areawide Traffic Barrier improvements along I 270 and I 270Y; guard rail	5,850	Under construction
38	MD 107	Whites Ferry Road; at Partnership Road; add a shoulder bypass lane on west bound MD 107	342	Under construction
39	MD 118	Germantown Road; Wisteria Drive to Middlebrook Road; extend northbound left turn lane	411	Completed
40	MD 182	Layhill Road; Norwood Road; add left turn bay on Norwood Road and eastbound MD 182	1,072	Under construction
41	MD 185	Connecticut Avenue; MD 547 to MD 193; ADA improvements	400	FY 2012
42	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements	700	FY 2012
43	MD 185 SB	Connecticut Avenue; MD 547 to Warner Street; ADA improvements	300	FY 2012
44	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 2012
45	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	FY 2012
46	MD 198	Sandy Spring Road; at Dino Drive; construct a truck u-turn apron westbound MD 198	134	Completed
47	MD 355	Rockville Pike; Jones Bridge Road to Southwood Road; ADA improvements	130	Under construction
48	MD 355	Frederick Road; at East Middle Lane; extension of left turn lane	97	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
49	MD 650	New Hampshire Avenue; at Adelphi Road; widen MD 650 westside	1,281	Under construction
50	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; ADA improvements (ARRA PROJECT)	500	Under construction
<u>Traffic Management</u>				
51	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	915	FY 2013
52	US 29	Columbia Pike; MD 410 to Wayne Avenue; reconstruct signal (ARRA PROJECT)	1,197	Under Construction
53	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	812	FY 2013
54	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization (Project on hold)		
<u>Intersection Capacity Improvements</u>				
55	MD 27	Ridge Road; at Sweepstakes Road/Marlboro Drive; widen northbound MD 27 to provide right turn lanes	384	Under construction
56	MD 108	Olney Laytonsville Road; at Bowie Mill Road; install a Maryland "T" and a half signal	350	FY 2012
57	MD 355	Frederick Road; at MD 118; extend southbound left turn lane	685	FY 2012
58	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Funded for preliminary engineering) (Project on hold)		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

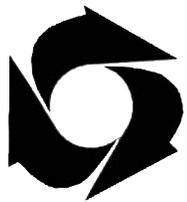
STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 21 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
59		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,255	FY 2012
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
60		Anglers Breach - C&O Canal	1,111	FY 2012
61		Olde Town Gaithersburg Rolling Stock Restoration; renovation and refurbishment of two historic rail cars	430	FY 2012
<u>Environmental Mitigation</u>				
62		I 270 Stormwater Management Facilities Functional Upgrades	528	FY 2012
<u>Congressional Earmarks</u>				
63		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	
64		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark \$2 million; CO)	0	
65		Gaithersburg revitalization extension of Teachers Way-Old Town (Earmark \$1.12 million; CO)	0	
66		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	

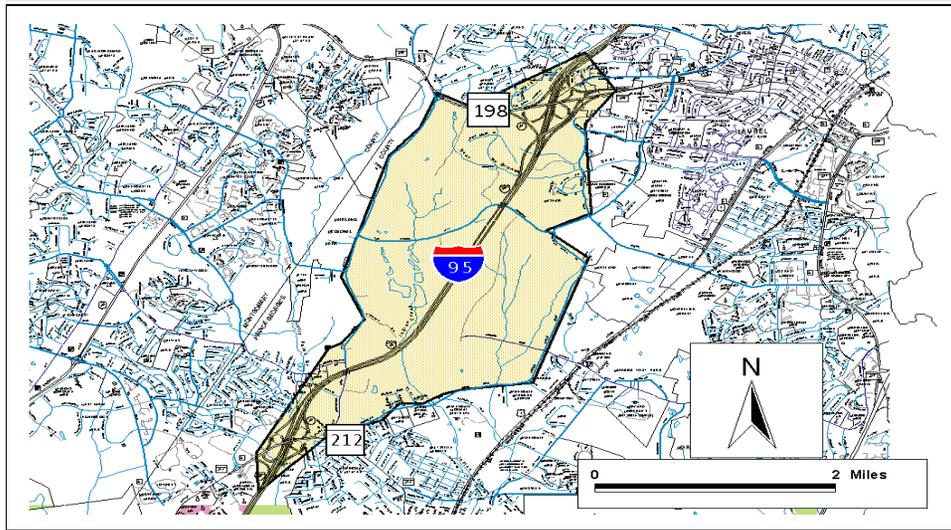
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
67		<p align="center"><u>Fiscal Years 2012 and 2013 (cont'd)</u></p> <p align="center"><u>Congressional Earmarks (cont'd)</u></p> <p>Construct Potomac River Gorge stormwater mitigation project (Earmark \$500,000; CO) Sponsor: National Park Service</p>	0	



Prince George's



PROJECT: I-95

DESCRIPTION: Construct a new interchange with collector-distributor roads at I-95 and Contee 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

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

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 4)
- 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)

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: Engineering and Right-of-Way underway. Developer partially funded Project Planning. Construction to begin during current fiscal year. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved from the Development and Evaluation Program to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	1,313	1,313	0	0	0	0	0	0	0	0	0
Engineering	4,755	4,601	154	0	0	0	0	0	0	154	0
Right-of-way	7,054	4	3,000	4,050	0	0	0	0	0	7,050	0
Construction	42,603	1	4,419	16,182	22,001	0	0	0	0	42,602	0
Total	55,725	5,919	7,573	20,232	22,001	0	0	0	0	49,806	0
Federal-Aid	52,972	3,168	7,571	20,232	22,001	0	0	0	0	49,804	0

CLASSIFICATION:

STATE - Principal Arterial

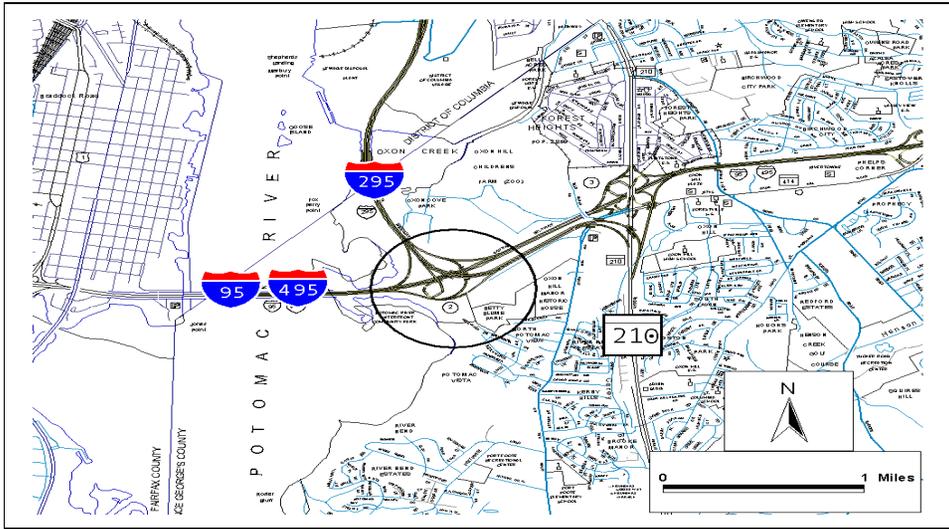
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 184,375

PROJECTED (2030) - 245,300



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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 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:

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

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 2011 - 16 CTP: None.

PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	2014	2015	2016	2017			
							
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	382	380	2	0	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	35,105	30,802	2,673	1,630	0	0	0	0	0	4,303	0
Total	35,487	31,182	2,675	1,630	0	0	0	0	0	4,305	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

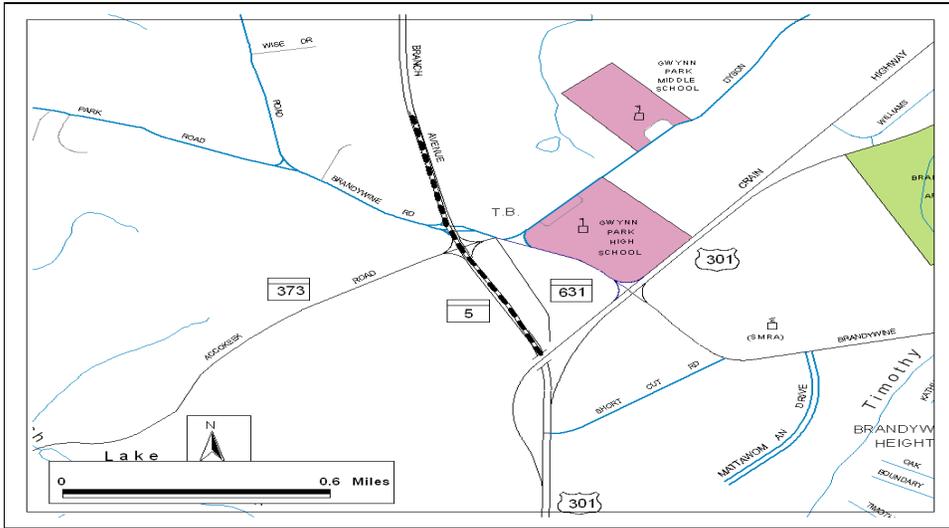
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 192,000

PROJECTED (2030) - 278,100



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Widened existing MD 5 from 4 to 6 lanes from north of MD 373 to US 301 (1.07 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurred during peak hours and will increase as growth continues in southern Prince George's County and Charles County.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 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, South Corridor Transportation Study (Line 16)
- US 301, Waldorf Area Project (Line 18)

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

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

EXPLANATION: This project will increase the travel time reliability and reduce delay along MD 5, MD 373, and Brandywine Road.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	3,735	2,836	50	849	0	0	0	0	899	0	
Construction	5,518	4,159	1,359	0	0	0	0	0	1,359	0	
Total	9,253	6,995	1,409	849	0	0	0	0	2,258	0	
Federal-Aid	8,035	6,082	1,291	662	0	0	0	0	1,953	0	

CLASSIFICATION:

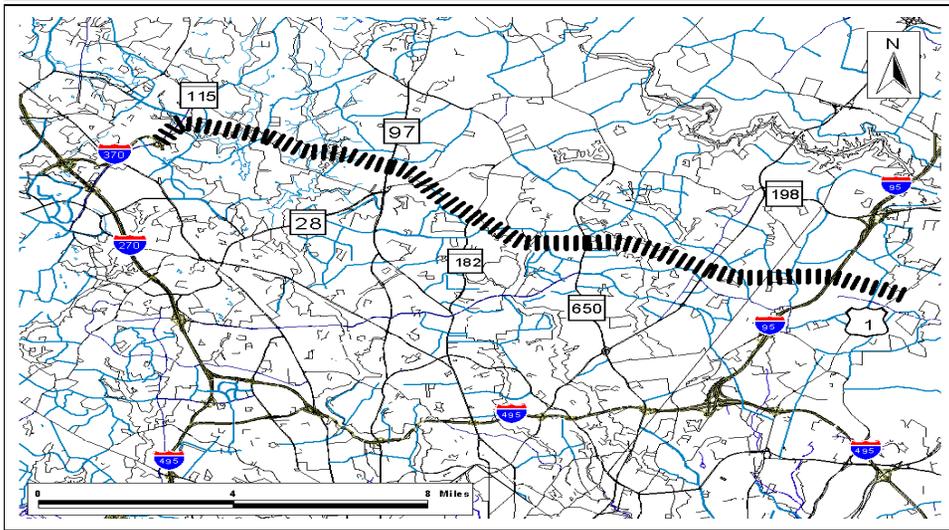
STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 64,300

PROJECTED (2030) - 97,700



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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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)

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 2011 - 16 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:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	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	

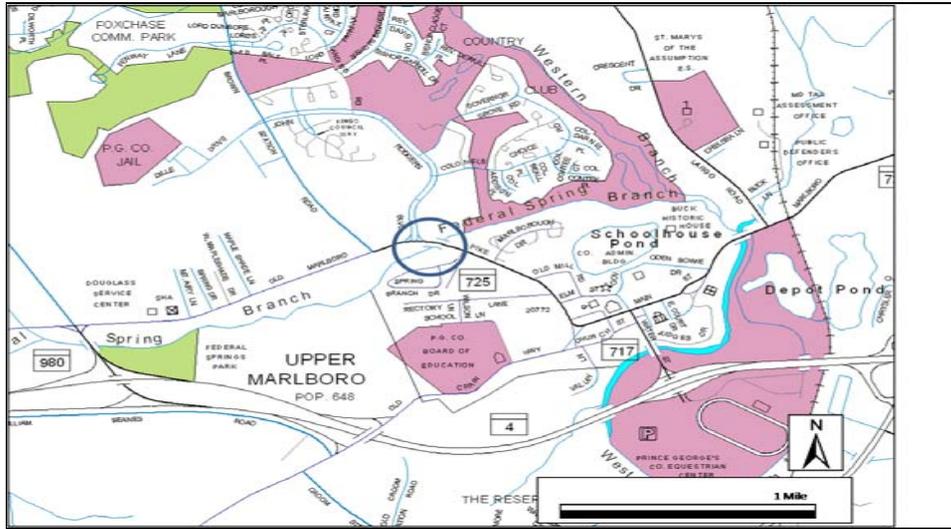
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 11,000
 PROJECTED (2030) - 30,400 - 96,500



PROJECT: MD 725, Old Marlboro Road

DESCRIPTION: Replaced Bridge 16009 over Federal Spring Branch. Shoulders and sidewalks will accommodate bicycles and pedestrians. (ARRA)

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge was structurally deficient and functionally obsolete.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing bridge is nearing the end of its useful life and is in need of replacement. The new bridge will be widened to provide for a new sidewalk allowing for safe movement across the bridge for all users of the road.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	966	966	0	0	0	0	0	0	0	0	
Right-of-way	273	270	3	0	0	0	0	0	3	0	
Construction	2,307	1,715	592	0	0	0	0	0	592	0	
Total	3,546	2,951	595	0	0	0	0	0	595	0	
Federal-Aid	3,124	2,594	530	0	0	0	0	0	530	0	

CLASSIFICATION:

STATE - Urban Minor Arterial

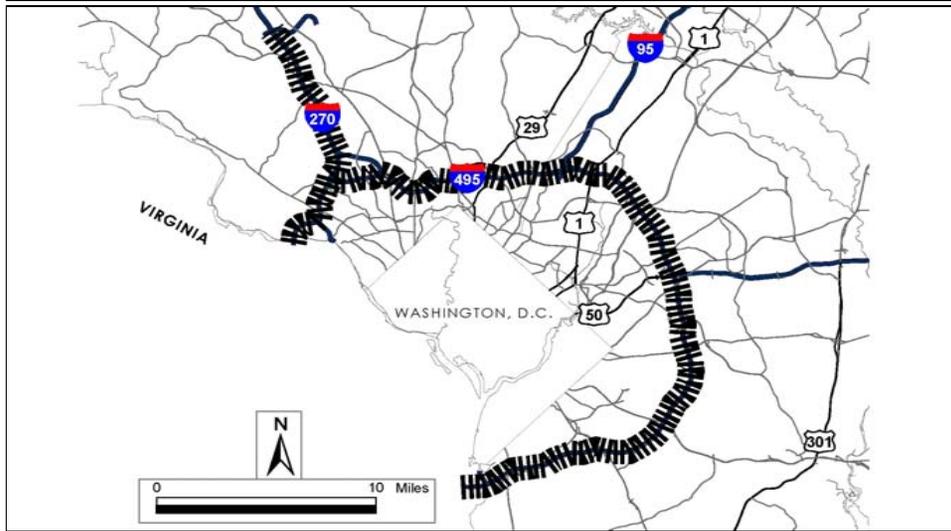
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 13,050

PROJECTED (2030) - 19,900



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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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

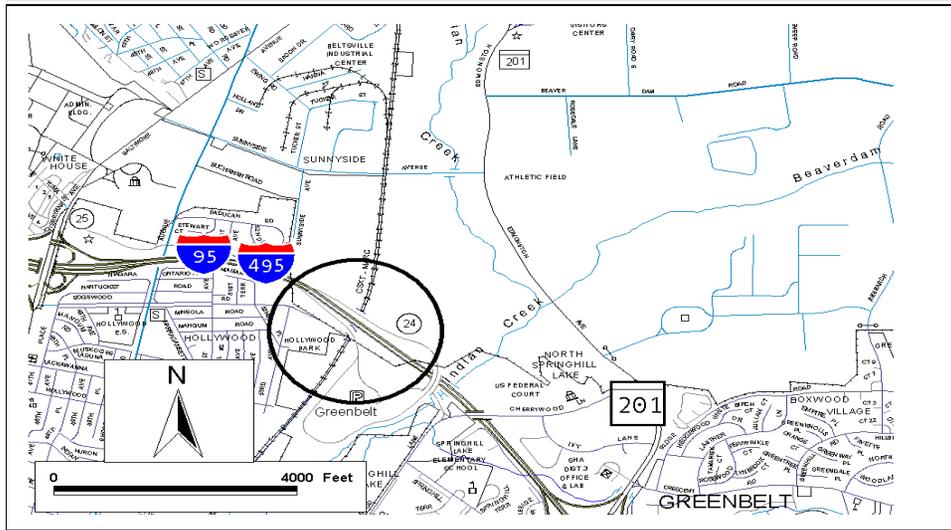
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 141,750 - 250,650

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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	1,265	1,265	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

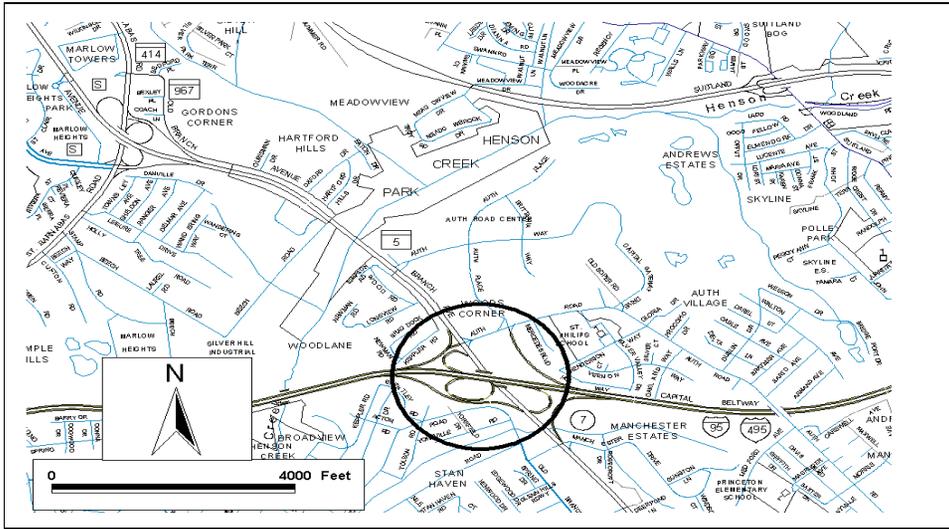
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 232,175

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 12)

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$3.1 million to engineering for improvements at Linda Lane and \$6.8 million for right-of-way acquisition.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	6,932	3,335	850	647	750	750	600	0	3,597	0
Right-of-way	6,800	0	500	5,000	1,000	300	0	0	6,800	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,509	4,112	1,350	5,647	1,750	1,050	600	0	10,397	0
Federal-Aid	12,953	2,655	1,280	5,618	1,750	1,050	600	0	10,298	0

CLASSIFICATION:

STATE - Principal Arterial

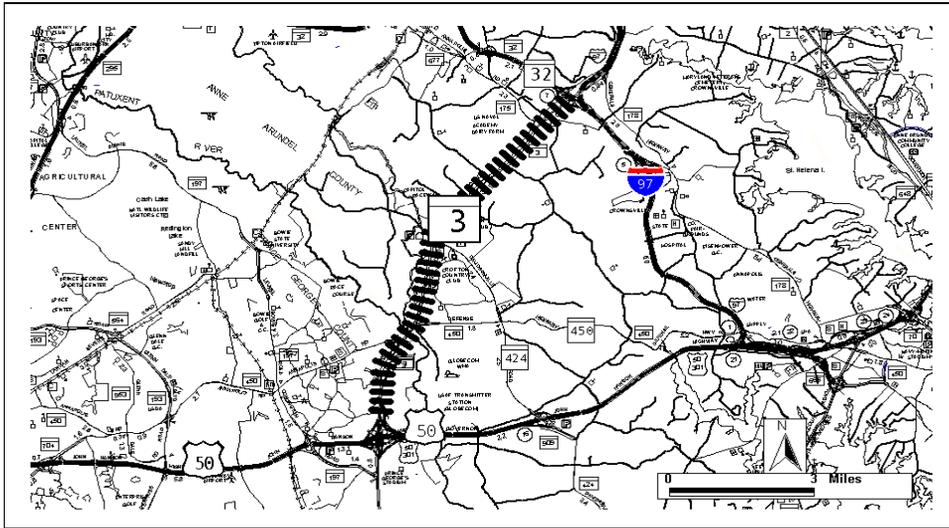
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 124,925 (MD 5) 187,000 (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). Wide curb lanes and shoulders will accommodate bicycles. 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	3,978	3,822	75	81	0	0	0	0	0	156	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,672	4,672	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,650	8,494	75	81	0	0	0	0	0	156	0
Federal-Aid	2,785	2,675	53	57	0	0	0	0	0	110	0

CLASSIFICATION:

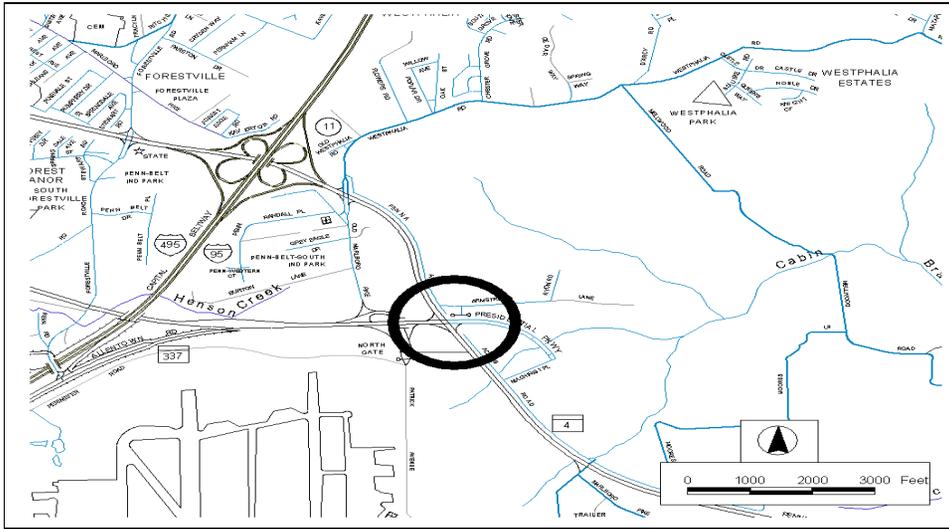
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 61,820 - 79,350

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

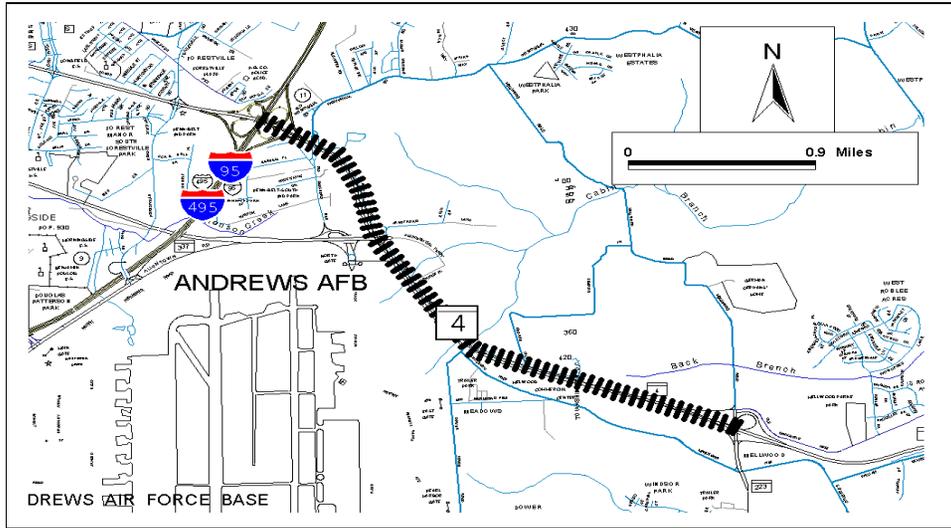
ASSOCIATED IMPROVEMENTS:
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
 MD 4, MD 223 to I-95/I-495 (Line 11)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$1.0 million to complete engineering.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,017	7,108	500	400	9	0	0	0	909	0
Right-of-way	1,477	1,477	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,494	8,585	500	400	9	0	0	0	909	0
Federal-Aid	7,700	6,991	390	312	7	0	0	0	709	0

CLASSIFICATION:
 STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2011) - 78,000
 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

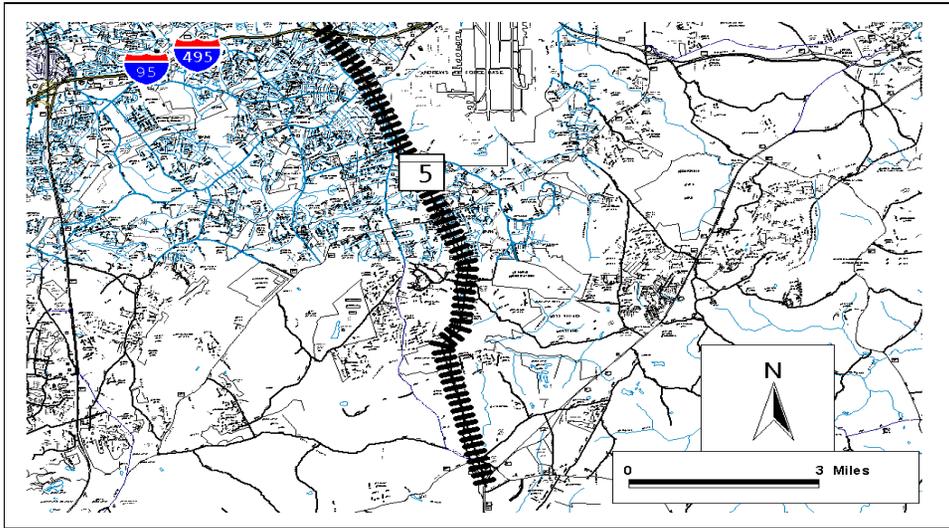
ASSOCIATED IMPROVEMENTS:
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
 MD 4, Interchange at Suitland Parkway (Line 10)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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 (2011) - 61,750
 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 3)
- 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	3,207	2,805	391	11	0	0	0	0	402	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	13,099	12,697	391	11	0	0	0	0	402	0
Federal-Aid	7,165	6,763	391	11	0	0	0	0	402	0

CLASSIFICATION:

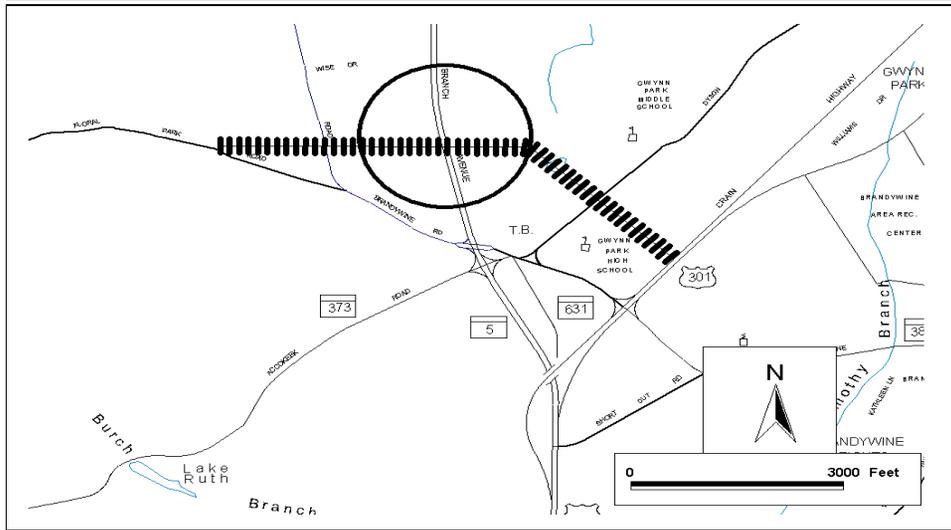
STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 118,375

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

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 3)
- 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 2011 - 16 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,681	2,983	500	1,400	1,000	600	1,198	0	4,698	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	7,681	2,983	500	1,400	1,000	600	1,198	0	4,698	0
Federal-Aid	5,945	2,281	390	1,092	780	468	934	0	3,664	0

CLASSIFICATION:

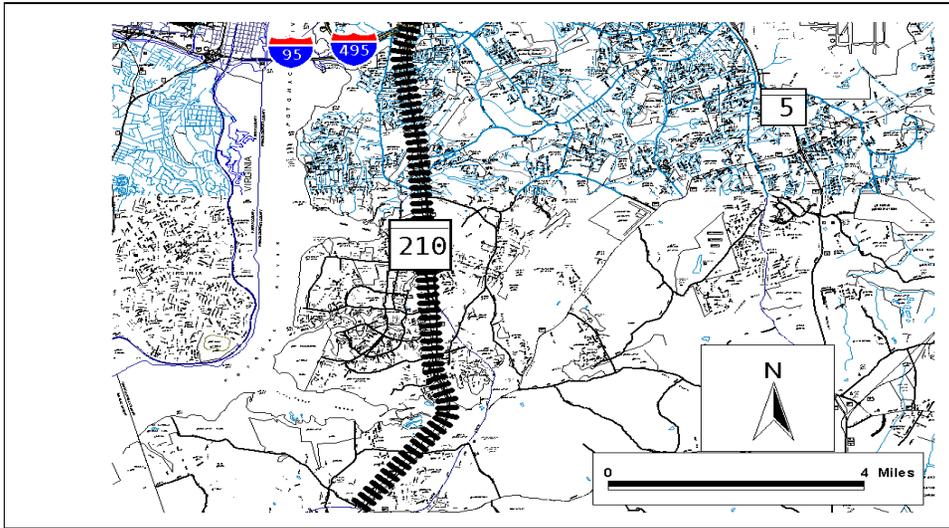
STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 62,425

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

ASSOCIATED IMPROVEMENTS:

- I-295/I-495, National Harbor Access (Line 2)
- 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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

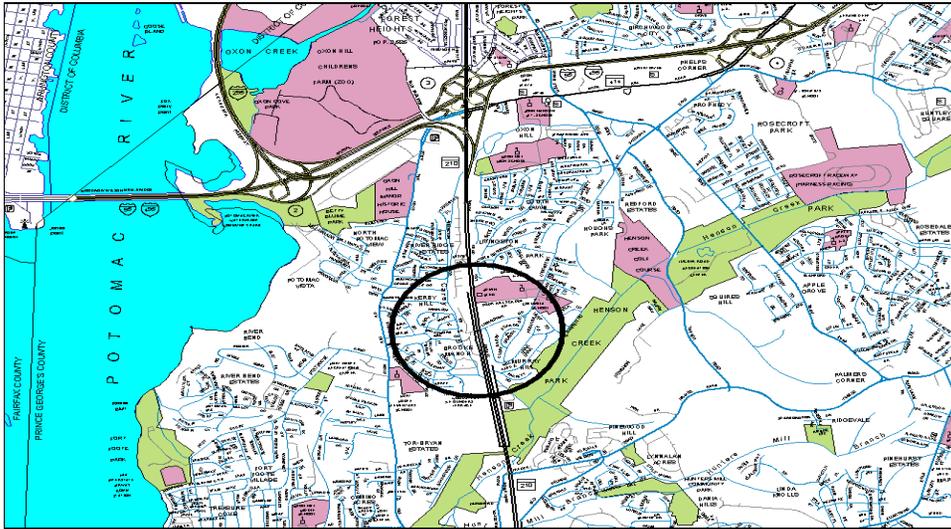
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 74,725
 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-295/I-495, National Harbor Access (Line 2)
- 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,030	687	500	1,000	1,000	2,843	0	0	5,343	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	687	500	1,000	1,000	2,843	0	0	5,343	0
Federal-Aid	5,718	536	390	949	1,000	2,843	0	0	5,182	0

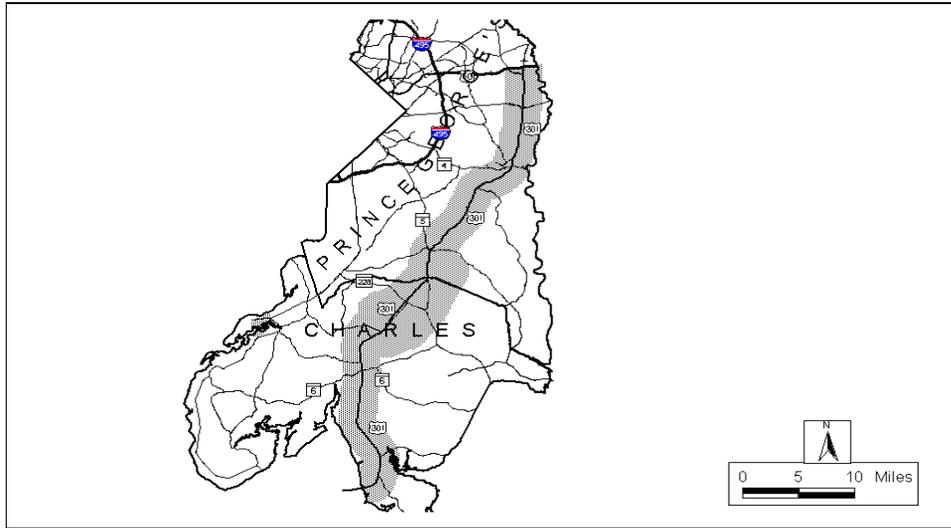
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 74,725
 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: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 3)
- 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)

STATUS: Project Planning on hold for the entire corridor, but proceeding with breakout projects in Bowie and Waldorf. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	10,741	10,741	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	57,669	45,001	10	1,858	1,800	3,000	3,000	3,000	12,668	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	68,410	55,742	10	1,858	1,800	3,000	3,000	3,000	12,668	0	0
Federal-Aid	7,523	7,523	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

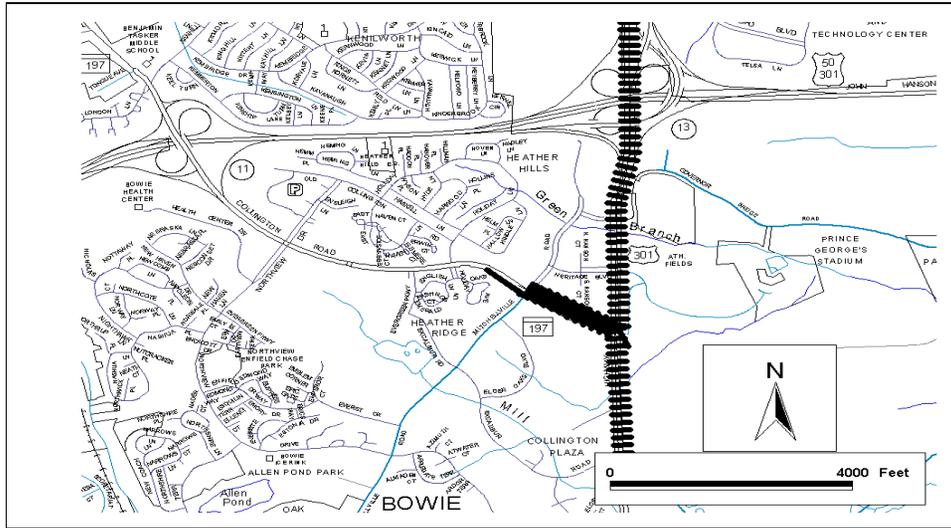
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 19,500(Charles) - 86,000 (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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 3, US 50 to MD 32 (Line 9)
 US 301, South Corridor Transportation Study (Line 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	2,503	2,503	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	2,503	2,503	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

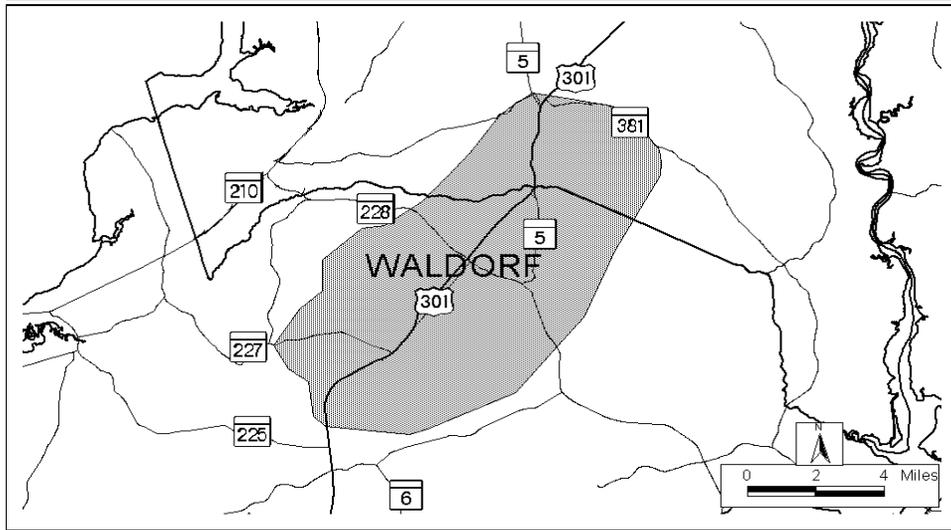
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 64,350
 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 5, MD 373 to US 301 (Line 3)
 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, South Corridor Transportation Study (Line 16)
 Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cost decrease of \$1.6 million is due to the project being placed on hold.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	9,636	9,636	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	9,636	9,636	0	0	0	0	0	0	0	0
Federal-Aid	9,039	7,039	0	0	0	0	0	0	0	2,000

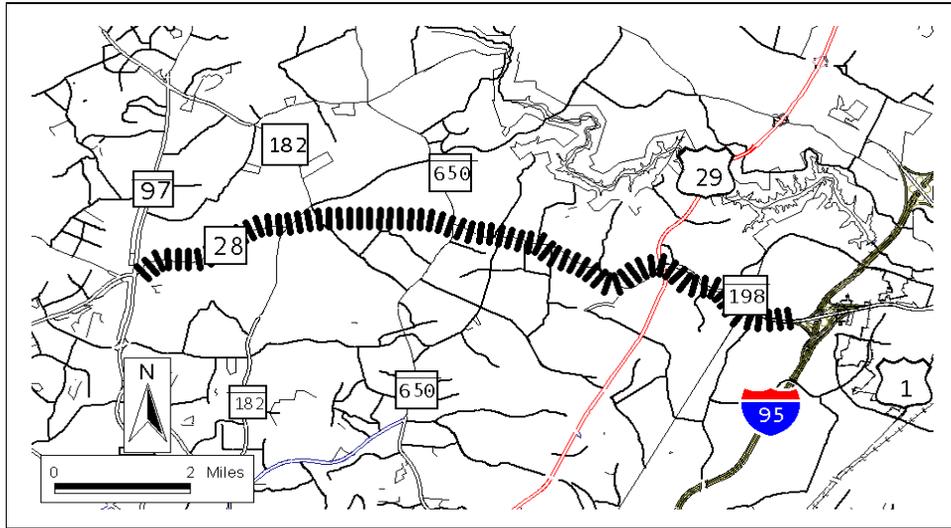
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 61,450 (Charles) - 86,000 (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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-95/Contee Road Interchange (Line 1)
 InterCounty Connector (Line 4)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	4,030	4,030	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	4,030	4,030	0	0	0	0	0	0	0	0	
Federal-Aid	2,821	2,821	0	0	0	0	0	0	0	0	

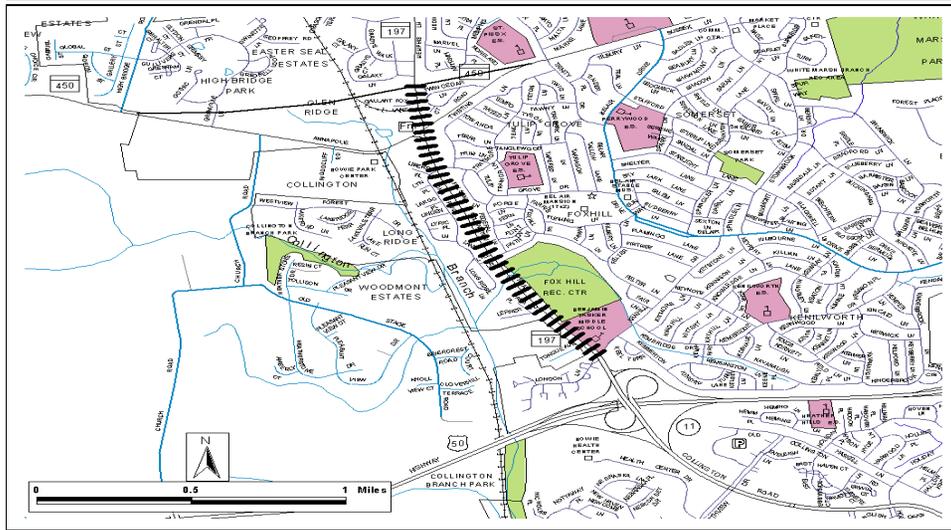
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 25,100 - 46,250 (MD 28)
 21,725 - 53,300 (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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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

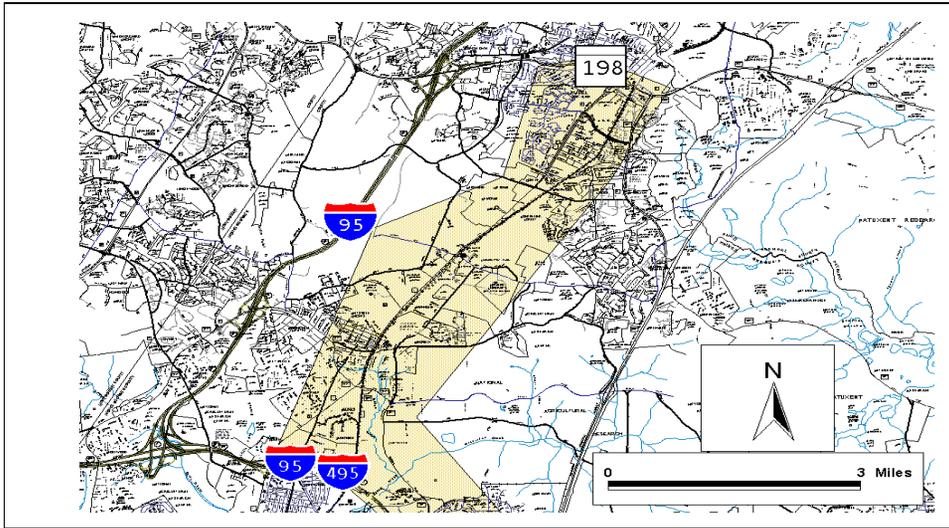
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 35,500

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: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-95/Contee Road Interchange (Line 1)
- InterCounty Connector (Line 4)
- US 1, College Avenue to Sunnyside Avenue (Line 25)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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:

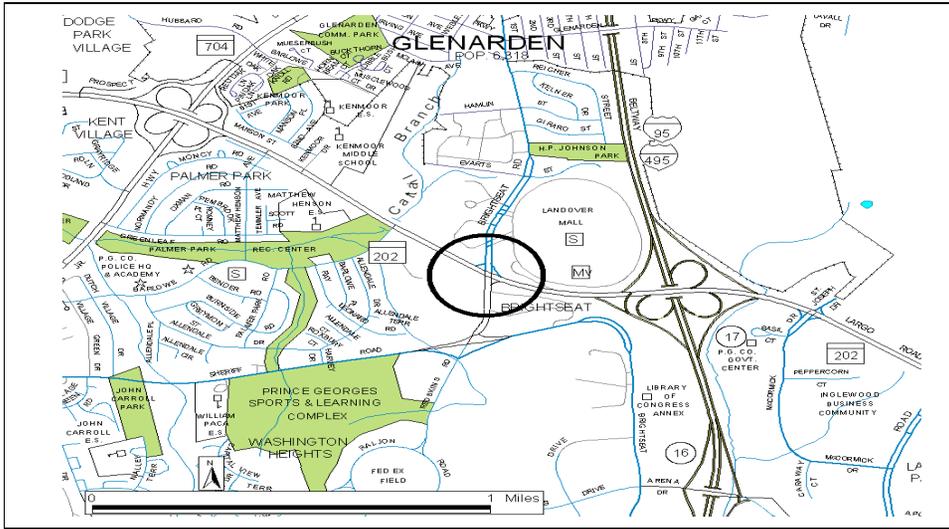
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 51,350

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

ASSOCIATED IMPROVEMENTS:
 I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	459	459	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	459	459	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

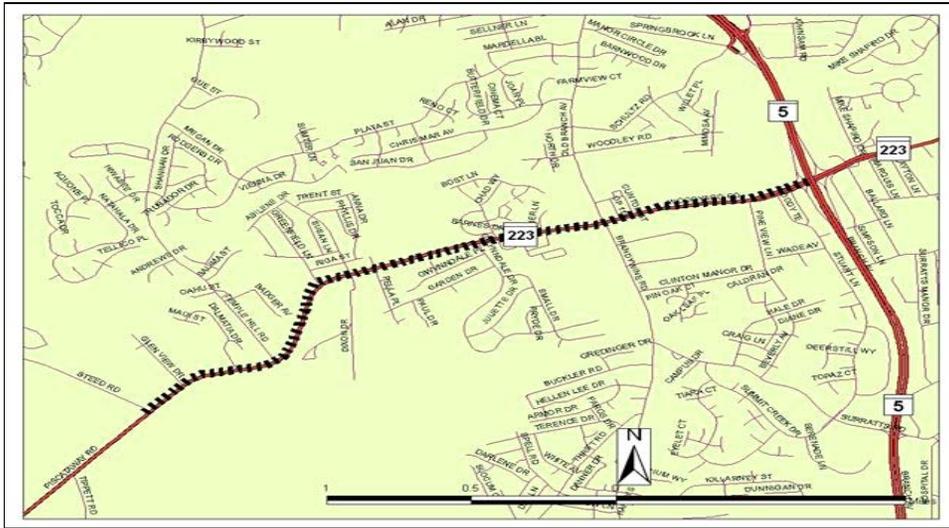
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 50,000

PROJECTED (2030) - 68,575



PROJECT: MD 223, Piscataway Road

DESCRIPTION: Reconstruct MD 223 from Steed Road to MD 5. Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. Additional roadway capacity is needed to address this congestion.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 5, US 301 @ TB to I-95/495 (Line 12)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	671	671	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	671	671	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

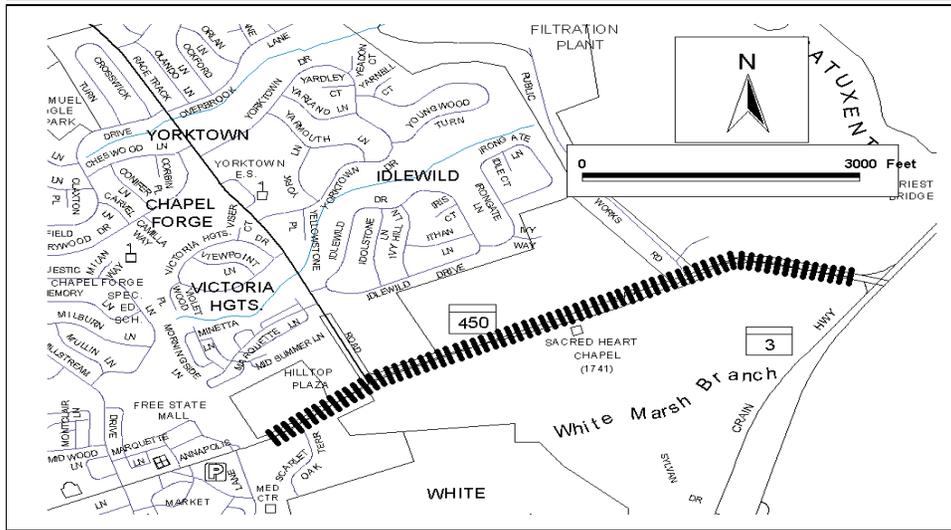
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 46,575

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

ASSOCIATED IMPROVEMENTS:
 MD 3, US 50 to MD 32 (Line 9)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,612	1,472	10	10	120	0	0	0	140	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	2,806	10	10	120	0	0	0	140	0
Federal-Aid	1,290	1,178	8	8	96	0	0	0	112	0

CLASSIFICATION:

STATE - Minor Arterial

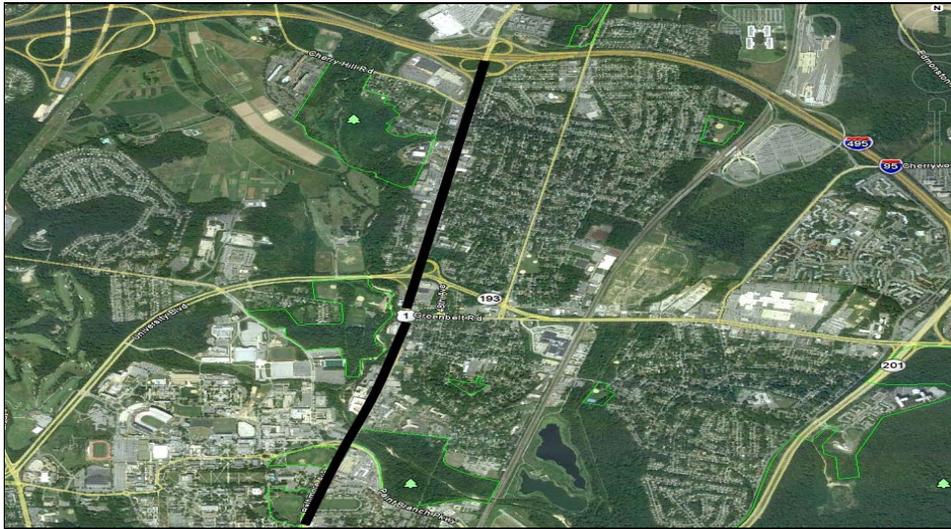
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 28,750

PROJECTED (2030) - 58,850



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 21)

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$8.8 million for Engineering for the segment between College Avenue and MD 193.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,338	1,338	0	0	0	0	0	0	0	0
Engineering	8,800	0	500	1,000	1,000	6,300	0	0	8,800	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	10,138	1,338	500	1,000	1,000	6,300	0	0	8,800	0
Federal-Aid	8,800	0	500	1,000	1,000	6,300	0	0	8,800	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 50,500

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, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 4	Pennsylvania Avenue; Marlboro Race Track Road to MD 980; resurfacing (ARRA PROJECT)	1,000	Completed
2	MD 201	Edmonston Road; Cherrywood Lane to MD 212; resurfacing (ARRA PROJECT)	600	Completed
3	MD 212	Riggs Road; MD 193 to Cherry Hill Road; resurfacing (ARRA PROJECT)	1,700	Completed
4	MD 214	Central Avenue; Cindy Lane to Brightseat Road; safety and resurface (ARRA PROJECT)	2,231	Completed
5	MD 223	Woodyard Road; Green Street to Mellwood Road; patching (ARRA PROJECT)	550	Completed
6	MD 501	Chillum Road; MD 212 to MD 500; resurfacing (ARRA PROJECT)	625	Completed
7	MD 650	New Hampshire Avenue; Washington D.C. Line to MD 410; resurfacing (ARRA PROJECT)	1,893	Completed
<u>Bridge Replacement/Rehabilitation</u>				
8		Berwyn Road; Bridge 16072 over Indian Creek; bridge deck replacement (ARRA PROJECT)	649	Completed
9	US 1	Baltimore Avenue; over Paint Branch; clean and paint bridge (ARRA Project)	103	Completed
<u>Safety/Spot Improvement</u>				
10	MD 212	Powder Mill Road; at Allview Drive/Evans Trail; geometric improvements (ARRA PROJECT)	1,198	Completed
11	MD 450	Annapolis Road; at I 95/495; ADA improvements (ARRA PROJECT)	250	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Year 2011 Completions (cont'd)</u>				
<u>Intersection Capacity Improvements</u>				
12	MD 410	East West Highway; at MD 500; Add new turn lane, convert thru lane to turn lane (ARRA PROJECT)	1,053	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
13		Various Locations in Prince George's County; resurface	7,087	FY 2012
14		Various Locations in Prince George's County; joint sealing	5,233	FY 2012
15	US 1	Baltimore Avenue; Delaware Street to Howard Avenue; resurface	1,400	FY 2012
16	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	2,498	FY 2012
17	US 1	Baltimore Avenue; Hamilton Street to MD 410; resurfacing (ARRA PROJECT)	330	Completed
18	US 50	John Hanson Highway; Washington DC Line to outer limits of Cheverly; resurface	3,807	Under construction
19	US 50	John Hanson Highway; at MD 197 interchange; resurfacing (ARRA PROJECT)	600	Completed
20	I 95	Capital Beltway; MD 5 to D'Arcy Road; safety and resurface	4,342	Under construction
21	MD 197	Laurel Bowie Road; southbound MD 295 off ramp to Brock Bridge Road; resurface	2,517	FY 2013
22	MD 201	Kenilworth Avenue; Lawrence Street to MD 450; safety and resurface	988	Under construction
23	MD 201	Kenilworth Avenue; Tuxedo Road to north of Rolick Lane and interchange ramps; safety and resurface	1,175	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
24	MD 212	Riggs Road; north of Sargent Road to MD 193; resurfacing	2,472	Under construction
25	MD 373	Accokeek Road; 400 feet north of Gardner Road to Becker Road; resurface	776	Under construction
26	MD 410	East West Highway; US 1 to MD 201; resurface	999	Under construction
27	MD 410	East West Highway; MD 212 to MD 500; resurface	1,867	Under construction
28	MD 450	Annapolis Road; 51st Street to 65th Avenue; resurface	2,001	Under construction
29	MD 458	Silver Hill Road; at MD 414; patching (ARRA PROJECT)	103	FY 2012
30	MD 704	Martin Luther King Boulevard; Ardmore Ardwick Road to I 595; resurfacing (ARRA PROJECT)	44	FY 2013
<u>Bridge Replacement/Rehabilitation</u>				
31	MD 201	Kenilworth Avenue; over I-95; bridge deck replacement (ARRA PROJECT)	5,654	Under Construction
32	MD 202	Landover Road; over I 495; bridge deck replacement	3,774	Under construction
33	CO 483	Forestville Road; Bridge 16161 over I-95/I-495; bridge deck replacement (ARRA PROJECT)	1,721	Under construction
<u>Safety/Spot Improvement</u>				
34	US 1	Second Street; at Bowie Road; safety	127	Under construction
35	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1	641	FY 2013

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
36	US 1 ALT	Bladensburg Road; DC line to Anacostia River; ADA improvements	330	FY 2012
37	MD 4	Pennsylvania Avenue; erosion repair at milepoint 2.6; spot improvement	314	Under construction
38	US 50	John Hanson Highway; along I 595; guardrail	3,484	Completed
39	MD 197	Laurel Bowie Road; at Morris Drive; ADA improvements	65	FY 2012
40	MD 197	Collington Road; US 301 to Northview Drive; ADA improvements	480	FY 2012
41	MD 197	Collington Road; Mitchellville Road to Evergreen Parkway; safety improvements	98	FY 2012
42	MD 201	Kenilworth Avenue; at Westchester Park Drive/Pontiac Street; ADA improvements	75	FY 2012
43	MD 212	Riggs Road; at Powder Mill Road; safety improvements	282	FY 2012
44	MD 450	Annapolis Road; Anacostia River to MD 202; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2012
45	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave (Funded for preliminary engineering)	610	PE Underway
46	I 495	Capital Beltway; at MD 5 Branch Avenue (ramp 2 and ramp 7 modifications); geometric improvements	235	Completed
47	MD 500	Queens Chapel Road; MD 501 to Jamestown Road; ADA improvements (ARRA PROJECT)	280	FY 2012
48	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; restriping (Project on hold)		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
49	MD 4	Pennsylvania Avenue; Forestville Road to Silver Hill Road; streetscape (Funded for preliminary engineering)	2,799	PE Underway
50	MD 5	Branch Avenue; Curtis Lane to south of Suitland Parkway/Naylor Road; Branch Avenue to south of Suitland Parkway; streetscape at Naylor Road Metro Station (Funded for preliminary engineering)	2,500	PE Underway
51	MD 201	Kenilworth Avenue; 500 feet north of MD 450 to Ingraham Street; streetscape (Funded for preliminary engineering)	400	PE Underway
52	MD 212	Powder Mill Road; Montgomery Road to US 1; streetscape (Funded for preliminary engineering)	2,000	PE Underway
53	MD 450	Annapolis Road; Peace Cross to 56th Street in Bladensburg; streetscape (Funded for preliminary engineering)	4,000	PE Underway
54	MD 500	Queens Chapel Road; MD 208 to MD 410; streetscape (Funded for preliminary engineering)	1,760	PE Underway
<u>Noise Barriers</u>				
55	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on hold)		
<u>Environmental Preservation</u>				
56	US 50	John Hanson Highway; at I-495/I-95 interchange; landscaping (ARRA PROJECT)	601	Under construction
57	I 95	I 495 to MD 100; invasive tree and brush removal (ARRA PROJECT) (This project also shows in Howard County)	434	Completed

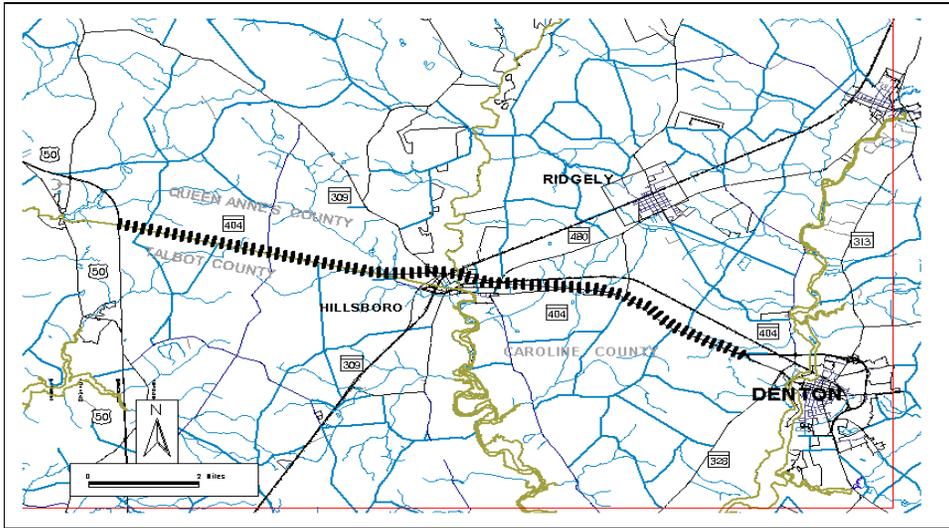
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Sidewalks</u>				
58	MD 201	Kenilworth Avenue; north of Sarvis Avenue to Good Luck Road; retrofit sidewalks - 2,200 linear feet	60	Completed
59	MD 564	Chestnut Avenue; Maple Avenue to 11th Street; retrofit sidewalk - 2,050 linear feet (Funded for preliminary engineering)	150	PE Underway
<u>Intersection Capacity Improvements</u>				
60	MD 197	Laurel Bowie Road; at Powder Mill Road; geometric improvements	986	FY 2013
61	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	5,558	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
62		College Park Trolley Trail Phase IV Calvert to Paint Branch; construction of final segment Calvert Road to Paint Branch Parkway	200	FY 2012
63		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	FY 2012
<u>Archaeological Planning & Research</u>				
64		Archeology of the USS Scorpion 2010; archeological excavation	2,022	Underway
65		Archeological and historical study related to the War of 1812 in Bladensburg.	385	Underway



Queen Anne's



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 service.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

US 50, US 301 to MD 404 (Line 2)
 MD 404, West of Cemetery Road to East of MD 480 (Caroline County Line 1)

STATUS: Partial Engineering underway. Right-of-Way for the segment from MD 309 to Tuckahoe Road to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$4.0 million to right-of-way for the segment from MD 309 to Tuckahoe Road.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	559	559	0	0	0	0	0	0	0	0	
Engineering	7,890	5,322	500	1,568	500	0	0	0	2,568	0	
Right-of-way	4,000	0	0	2,000	1,500	500	0	0	4,000	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	12,449	5,881	500	3,568	2,000	500	0	0	6,568	0	
Federal-Aid	10,391	4,147	490	3,354	1,900	500	0	0	6,244	0	

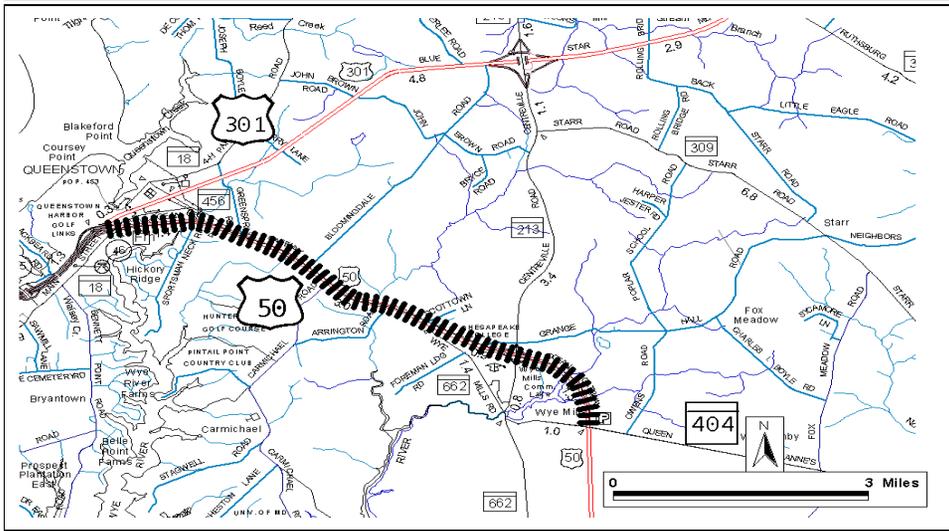
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 19,800
 25,100 (Summer)
PROJECTED (2030) - 25,850
 37,200 (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 improvement is needed to provide increased capacity to relieve traffic congestion and for improved safety.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 404, US 50 to MD 404 Business (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,557	1,557	0	0	0	0	0	0	0	0	
Engineering	6,716	6,705	11	0	0	0	0	0	11	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	18,060	18,049	11	0	0	0	0	0	11	0	
Federal-Aid	9,180	9,172	8	0	0	0	0	0	8	0	

CLASSIFICATION:

STATE - Principal Arterial

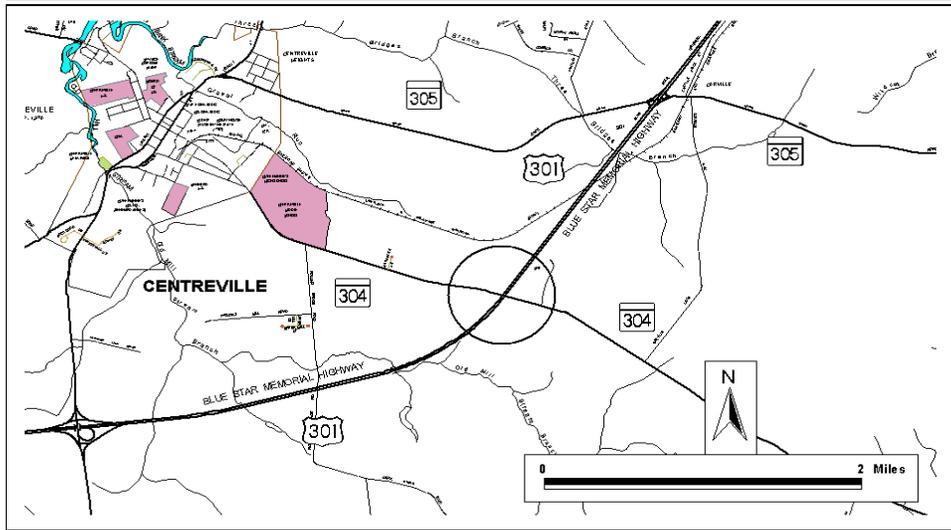
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 48,675
 68,750 (Summer)

PROJECTED (2030) - 67,100
 100,600 (Summer)



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Study to construct 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 this high speed arterial. This project will improve safety and access control on US 301.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,098	1,098	0	0	0	0	0	0	0	0	
Engineering	138	138	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,236	1,236	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 (2011) - 21,950 (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, 2011
		<u>Fiscal Year 2011 Completions</u>		
		<u>Commuter Action Improvements</u>		
1	US 50	Ocean Gateway; at MD 404; ridesharing facilities	297	Completed
		<u>Fiscal Years 2012 and 2013</u>		
		<u>Resurface/Rehabilitate</u>		
2	MD 213	Liberty Street; Couplet to couplet and upgrading sidewalks on MD 303 from Railroad Avenue to South of Railroad Avenue; sidewalks	296	Under construction
3	MD 456 A	Del Rhodes Avenue; US 301 to MD 18C; resurface	1,100	FY 2013
		<u>Bridge Replacement/Rehabilitation</u>		
4	MD 213	Church Hill Road; over Three Bridges Branch; clean and paint bridge	70	FY 2012
5	US 301 NB	Blue Star Memorial Highway; over Red Lion Branch; clean and paint bridge	131	FY 2012
6	US 301 NB	Blue Star Memorial Highway; over the Chester River; clean and paint bridge	230	FY 2012
7	US 301 SB	Blue Star Memorial Highway; over Red Lion Branch; clean and paint bridge	126	FY 2012
8	US 301 SB	Blue Star Memorial Highway; over the Chester River; clean and paint bridge	180	FY 2012
		<u>Safety/Spot Improvement</u>		
9	MD 8	Romancoke Road; north of Irene Way; drainage improvement	231	Completed
10	US 50	Ocean Gateway; at MD 213; construct right turn lanes on northbound MD 213 and on southbound MD 213 approaching US 50	650	FY 2013

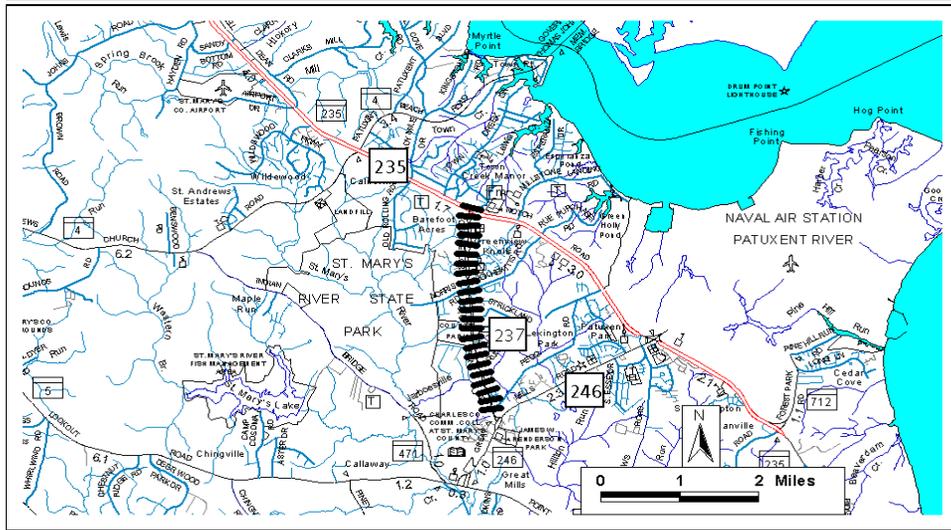
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
11	US 301	<p align="center"><u>Fiscal Years 2012 and 2013 (cont'd)</u></p> <p align="center"><u>Safety/Spot Improvement (cont'd)</u></p> <p>Blue Star Memorial Highway; at MD 304; modified crossover</p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Pedestrian/Bicycle Facilities (cont'd)</u></p>	1,455	Under construction
12		<p>Cross County Connector Trail - Grasonville; 8- 10 foot wide trail from Kent Narrows Way to Long Point Park</p>	1,319	FY 2012



St. Mary's



PROJECT: MD 237, Chancellors Run Road

DESCRIPTION: Upgraded and widened MD 237 to a multi-lane highway from Pegg Road to MD 235 (2.80 miles). Sidewalks will serve pedestrians. Wide curb lanes will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: The existing two lane roadway was narrow with minimal shoulders and some sharp horizontal and vertical curves. It experienced periods of congestion and was incapable of handling projected peak hour traffic volumes resulting from residential and commercial growth in the Lexington Park area.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The project increased capacity and improved safety and operations.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	747	747	0	0	0	0	0	0	0	0
Engineering	3,237	3,237	0	0	0	0	0	0	0	0
Right-of-way	11,421	9,720	1,401	300	0	0	0	0	1,701	0
Construction	39,277	38,806	471	0	0	0	0	0	471	0
Total	54,682	52,510	1,872	300	0	0	0	0	2,172	0
Federal-Aid	36,018	34,460	1,558	0	0	0	0	0	1,558	0

CLASSIFICATION:

STATE - Major Collector

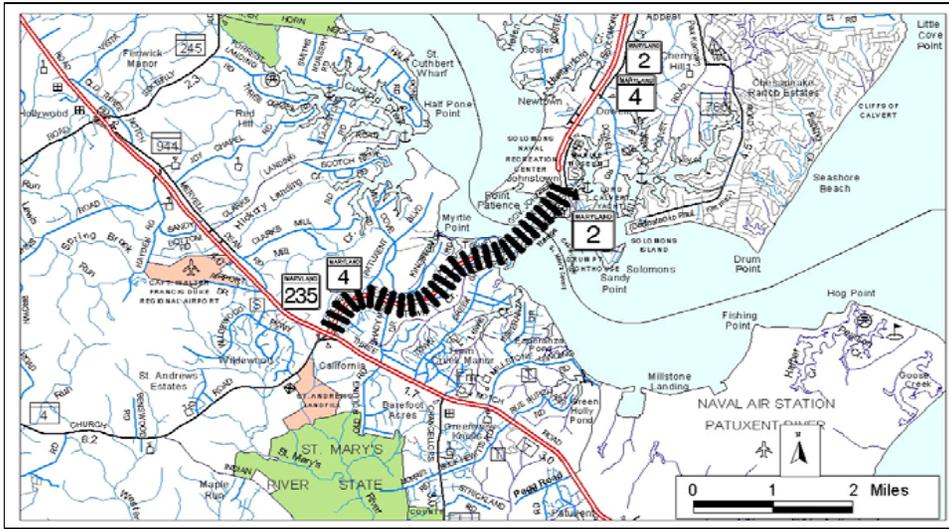
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 17,550

PROJECTED (2030) - 33,000



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

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	6,250	3,452	750	1,585	463	0	0	0	0	2,798	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,250	3,452	750	1,585	463	0	0	0	0	2,798	0
Federal-Aid	5,386	2,588	750	1,585	463	0	0	0	0	2,798	0

CLASSIFICATION:

STATE - Intermediate Arterial

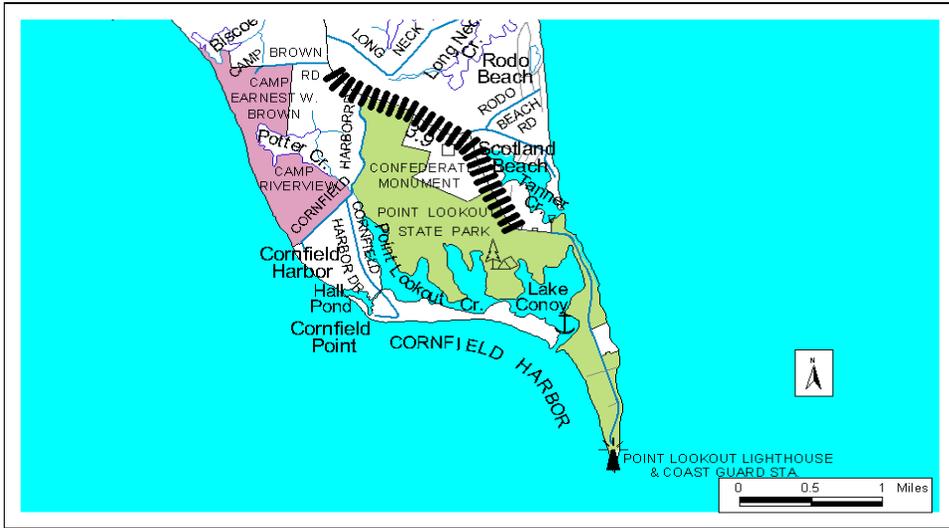
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 29,125

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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

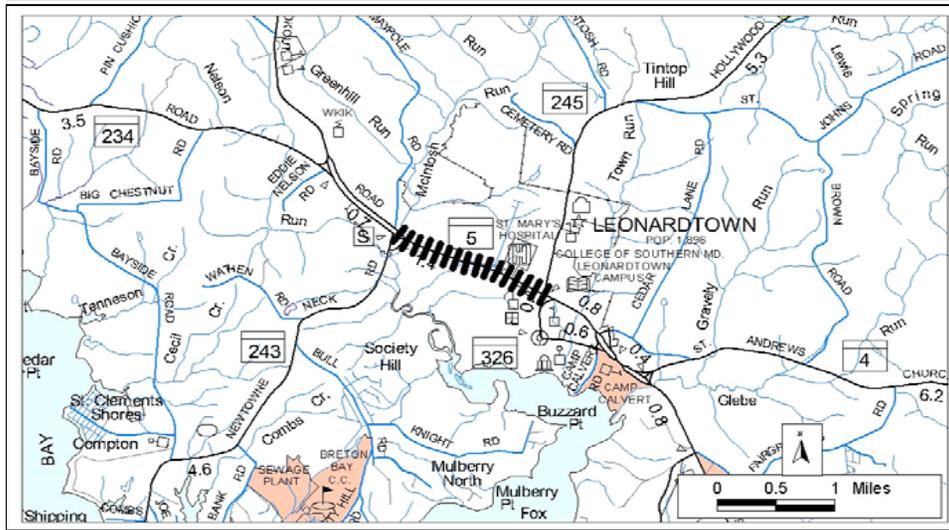
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 4,800 (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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 5 Business, MD 5 to MD 5 in Leonardtown (System Preservation Program)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	2014	2015	2016	2017		
Planning	2,325	1,375	450	300	200	0	0	0	950	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	1,375	450	300	200	0	0	0	950	0
Federal-Aid	902	87	315	300	200	0	0	0	815	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 25,875

PROJECTED (2030) - 50,750

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1	MD 5	Point Lookout Road; over Hilton Run; clean and paint bridge (ARRA Project)	81	Completed
2	MD 5	Point Lookout Road; over St. Mary's River; clean and paint bridge (ARRA Project)	164	Completed
3	MD 5	Point Lookout Road; over Moll Dyers Run; clean and paint bridge (ARRA Project)	39	Completed
4	MD 244	Medley's Neck Road; over Poplar Hill Creek; clean and paint bridge (ARRA Project)	64	Completed
<u>Enhancements</u>				
<u>Preservation of Abandoned Railway Corridors</u>				
5		Three Notch Trail; Phase 5 the trail extends from John V. Baggett Park in Laurel Grove to MD 5 in Mechanicsville; construct 10 foot wide asphalt trail	771	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Safety/Spot Improvement</u>				
6		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and Charles Counties)	260	Under construction
7	MD 5	Three Notch Road; at Mohawk Drive; ADA improvements (ARRA PROJECT)	33	FY 2012
<u>Community Safety and Enhancements</u>				
8	MD 246	Great Mills Road; West of Saratoga Drive to MD 235 in Lexington Park; streetscape	3,884	Under construction

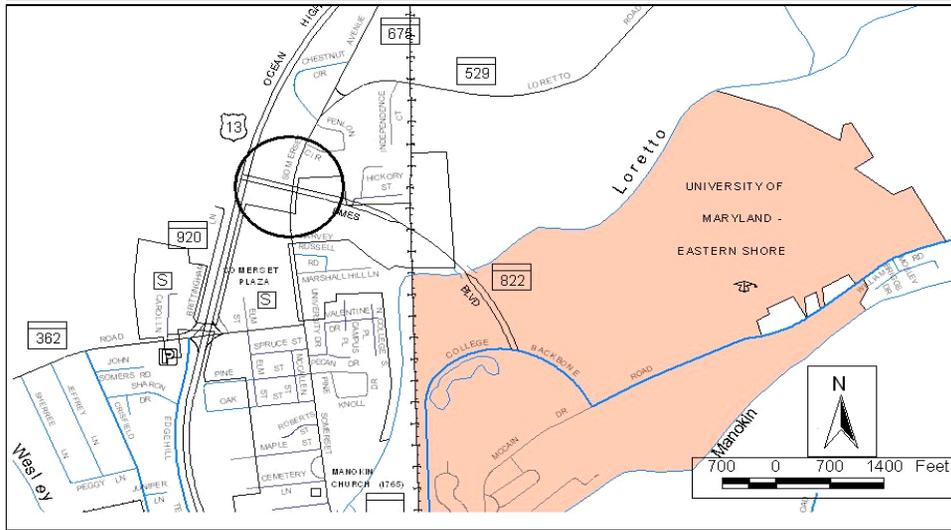
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Congressional Earmarks</u>				
9		St. Mary's College of Maryland pedestrian overpass (Earmark \$1 million) and (Earmark \$500,000; CO)	0	
10		Patuxent River Naval Air Museum and Visitor Center (Earmark \$3.4 million ; CO)	0	



Somerset



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 operation of the MD 675 intersection and provide safe accommodations for pedestrians in Princess Anne.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	421	421	0	0	0	0	0	0	0	0	
Right-of-way	19	19	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	440	440	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 5,100

PROJECTED (2030) - 9,500

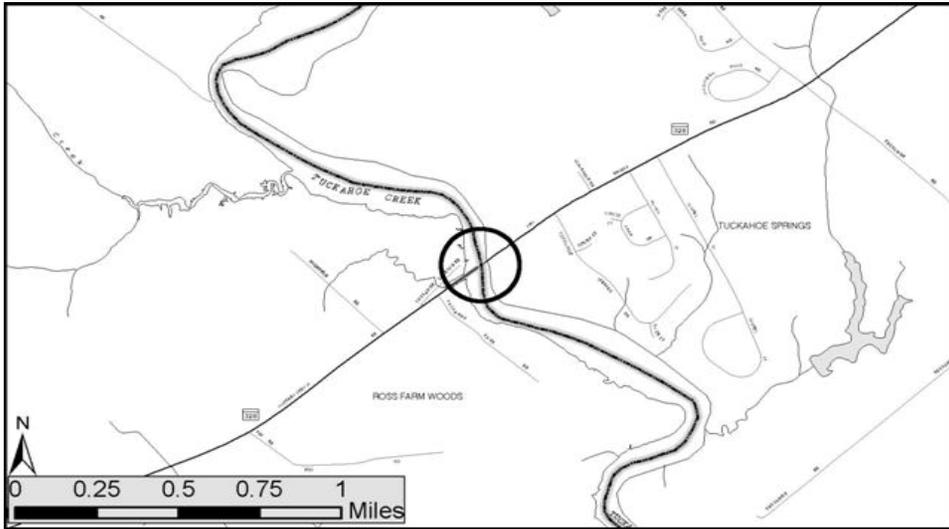
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 413	Crisfield Highway; milepoint 4.1 to Tulls Corner Road; resurfacing	542	Completed
2	MD 413	Crisfield Highway; Mill Lane to milepoint 4.1; resurface (ARRA PROJECT)	473	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
3		Various Locations in Somerset County; resurface	2,424	FY 2012
<u>Congressional Earmarks</u>				
4		Ferry Terminal construction in Crisfield (Earmark \$800,000; PE, CO)	0	



Talbot



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replace Bridge 5012 over Tuckahoe Creek. 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,795	1,795	0	0	0	0	0	0	0	0
Right-of-way	1,070	374	696	0	0	0	0	0	696	0
Construction	13,365	4,766	5,146	3,453	0	0	0	0	8,599	0
Total	16,230	6,935	5,842	3,453	0	0	0	0	9,295	0
Federal-Aid	15,520	6,515	5,552	3,453	0	0	0	0	9,005	0

CLASSIFICATION:

STATE - Minor Arterial

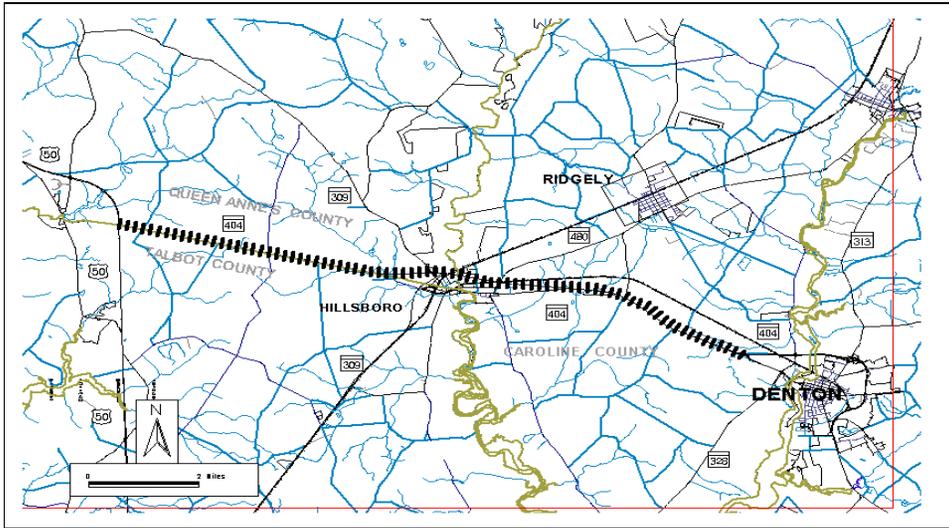
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 6,775

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 service.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 404, West of Cemetery Road to East of MD 480 (Caroline County Line 1)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 2)

STATUS: Partial Engineering underway. Right-of-Way for the segment from MD 309 to Tuckahoe Road to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$4.0 million to right-of-way for the segment from MD 309 to Tuckahoe Road.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	559	559	0	0	0	0	0	0	0	0	
Engineering	7,890	5,322	500	1,568	500	0	0	0	2,568	0	
Right-of-way	4,000	0	0	2,000	1,500	500	0	0	4,000	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	12,449	5,881	500	3,568	2,000	500	0	0	6,568	0	
Federal-Aid	10,391	4,147	490	3,354	1,900	500	0	0	6,244	0	

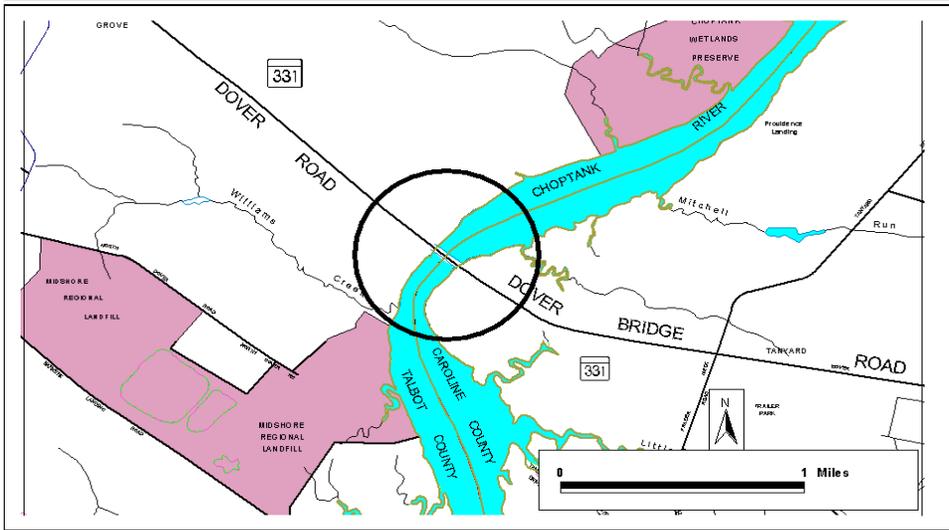
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 19,800
 25,100 (Summer)
 PROJECTED (2030) - 25,850
 37,200 (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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$2.8 million to complete engineering.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	3,819	1,675	809	1,144	191	0	0	0	2,144	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	4,403	2,259	809	1,144	191	0	0	0	2,144	0
Federal-Aid	3,052	1,339	645	915	153	0	0	0	1,713	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 14,200

PROJECTED (2030) - 21,080

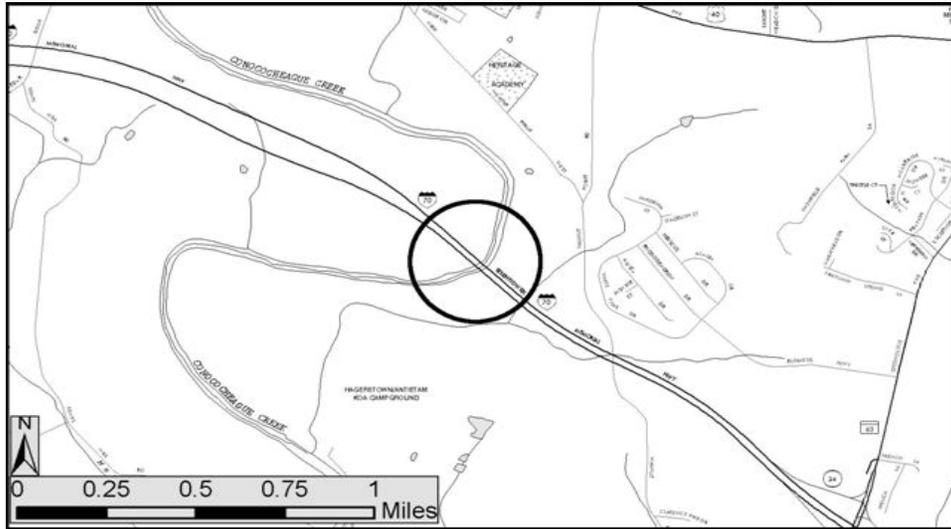
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
1	US 50	Ocean Gateway; Idlewild Road to Schwaninger Road; safety and resurface	1,430	Completed
2	US 50 WB	Ocean Gateway; Barber Road to the Choptank River Bridge; safety and resurface	2,021	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
3	US 50 EB	Ocean Gateway; over South Branch Skipton Creek; clean and paint bridge	106	FY 2012
4	US 50 EB	Ocean Gateway; over North Branch Skipton Creek; clean and paint bridge	88	FY 2012
5	US 50 WB	Ocean Gateway; over South Branch Skipton Creek; clean and paint bridge	106	FY 2012
6	US 50 WB	Ocean Gateway; over North Branch Skipton Creek; clean and paint bridge	88	FY 2012
<u>Safety/Spot Improvement</u>				
7	US 50	Ocean Gateway; Rabbit Hill Road to Schwaninger Road; guard rail	1,373	FY 2012
8	MD 328	Matthewstown Road; US 50 east of Elliott Road; geometric improvements	616	Completed
<u>Community Safety and Enhancements</u>				
9	MD 333	Morris Street; Strand Street to north of Bonfield Avenue; urban street reconstruct (Project on Hold)		



Washington



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen and rehabilitate Bridge 21106 over Conococheague 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: I-70 provides a critical link through Western Maryland. Maintaining this bridge supports this east/west movement.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,234	917	317	0	0	0	0	0	317	0
Right-of-way	37	0	37	0	0	0	0	0	37	0
Construction	17,160	0	0	4,125	5,759	7,276	0	0	17,160	0
Total	18,431	917	354	4,125	5,759	7,276	0	0	17,514	0
Federal-Aid	18,431	917	354	4,125	5,759	7,276	0	0	17,514	0

CLASSIFICATION:

STATE - Principal Arterial

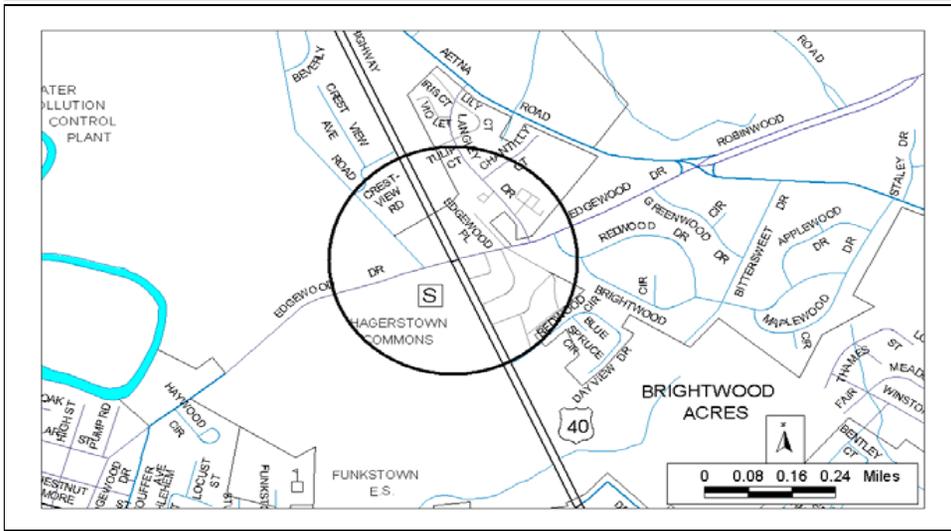
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 45,000

PROJECTED (2030) - 63,000



PROJECT: US 40, Dual Highway

DESCRIPTION: Widened US 40 at Edgewood Drive intersection. Wide curb lanes were provided for bicycles and sidewalks will serve pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The project increased capacity along this segment of US 40. It better accommodates bicyclists and pedestrians.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This is one of several intersections on US 40 east of Hagerstown that experiences congestion. Increased development and moving the hospital to a new location has resulted in additional traffic. The reconstructed intersection has increased capacity and improved safety and operation for this segment of US 40.

STATUS: Open to Service. The City and County participated in project funding. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	23	23	0	0	0	0	0	0	0	0
Right-of-way	1,744	1,216	528	0	0	0	0	0	528	0
Construction	3,551	3,162	389	0	0	0	0	0	389	0
Total	5,318	4,401	917	0	0	0	0	0	917	0
Federal-Aid	2,959	2,656	303	0	0	0	0	0	303	0

CLASSIFICATION:

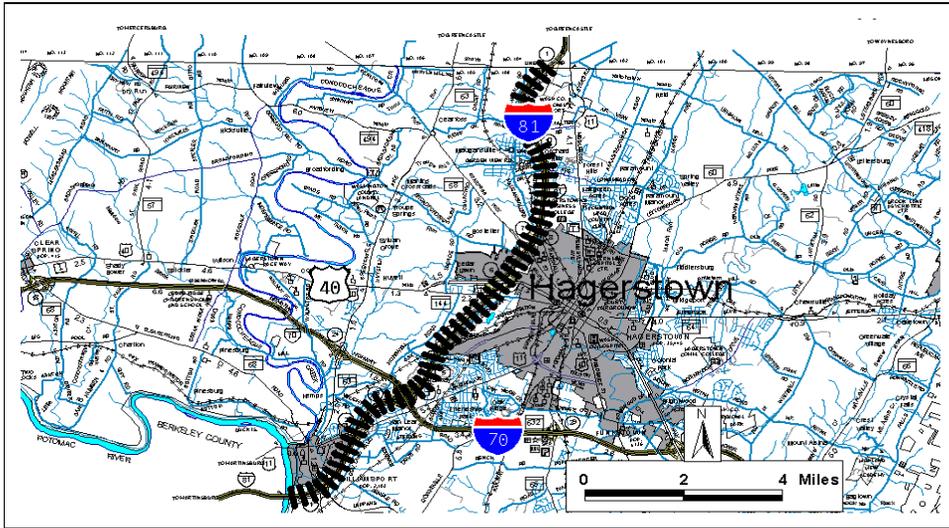
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 39,300

PROJECTED (2030) - 49,300



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, much of which is truck traffic (approximately 34%). 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY					
			2012	2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	3,499	3,499	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	3,499	3,499	0	0	0	0	0	0	0	0
Federal-Aid	2,449	2,449	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 50,800 - 77,350

PROJECTED (2030) - 58,500 - 107,075

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
		<u>Fiscal Year 2011 Completions</u>		
		<u>Bridge Replacement/Rehabilitation</u>		
1	I 81	Maryland Veterans Memorial Highway; both bridges over Potomac River; clean and paint bridge	2,690	Completed
		<u>Fiscal Years 2012 and 2013</u>		
		<u>Resurface/Rehabilitate</u>		
2	US 40	National Pike; Big Pool Road to west of corporate limits of Clear Spring; resurface	2,149	Under construction
3	I 70	Eisenhower Memorial Highway; bridge 2113103 to Frederick County Line; resurface	4,228	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
4		Clean and painting 12 bridges on MD 34, MD 60, MD 550, US 40 and I 70	1,630	FY 2012
5		Cleaning and painting bridges on MD 144 WB, I 70 and I 68	1,187	FY 2012
6		Clean and painting 8 bridges on US 40, MD 56 and I 70	1,441	FY 2012
7	MD 63	Spielman Road; bridge over CSX Transportation; bridge deck replacement	1,512	Completed
8	MD 67	Rohrersville Road; bridge over US 340; bridge rehabilitation	1,654	Under construction
9	US 340	Jefferson Pike; bridge over Potomac River; clean and paint bridge	8,244	Under construction
		<u>Safety/Spot Improvement</u>		
10		Various locations in Washington County; geometric improvements	1,286	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
11	US 40 Alt	Boonsboro Pike; at Poffenberger Road; geometric improvements	1,185	FY 2013
12	MD 66	Mapleville Road; at San Mar Road; geometric improvements (Funded for preliminary engineering)	578	PE Underway
13	I 81	Maryland Veterans Memorial Highway; at I 70 Interchange Phase II; Upgrade Ramps 6 and 8, widen Hopewell Road Bridge	4,063	Under construction
<u>Community Safety and Enhancements</u>				
14	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); streetscape (Project on hold)		
<u>Intersection Capacity Improvements</u>				
15	US 40	National Pike; at MD 63; geometric improvement	1,724	FY 2013
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
16		Big Slackwater; reconstruct and stabilize the 3.5 mile Big Slackwater C&O path	4,400	Underway
17		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2012
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
18		Lock 44 Restoration; repair leak under C&O Canal Lock 44 in Williamsport	164	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
		<u>Fiscal Years 2012 and 2013 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Environmental Mitigation</u>		
19		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 2013
		<u>Congressional Earmarks</u>		
20		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	
21		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 \$0.09 million; PE)	0	



Wicomico

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, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13 BUS	South Salisbury Boulevard; College Avenue to Kaye Avenue; resurfacing (ARRA PROJECT)	325	Completed
2	MD 350	Mt. Hermon Road; Twilley Bridge Road to Waste Gate Road; resurfacing	357	Completed
3	MD 350	Mt. Hermon Road; Phillip Morris Drive to Twilley Bridge Road; resurfacing (ARRA PROJECT)	500	Completed
<u>Safety/Spot Improvement</u>				
4	US 13 BUS	South Salisbury Boulevard; Waverly Road, South Boulevard, Lloyd Street and Hanson Street to Wicomico River; drainage improvement	4,004	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
5		Various Locations in Wicomico County; resurface	2,424	FY 2012
6	US 13	North Salisbury Boulevard; south of Salisbury Bypass to north of Dagsboro Road; resurfacing	1,546	Completed
7	US 13 BUS	North Salisbury Boulevard; Bridgeview Street to Zion Road; resurfacing	628	Completed
8	US 50 BYP	Salisbury Bypass; in the vicinity of Naylor Mill Road; slope stabilization	450	FY 2013
<u>Bridge Replacement/Rehabilitation</u>				
9	US 13 BUS	North Salisbury Boulevard; bridge 22026 over US 50 Business; bridge deck replacement	4,544	Under construction

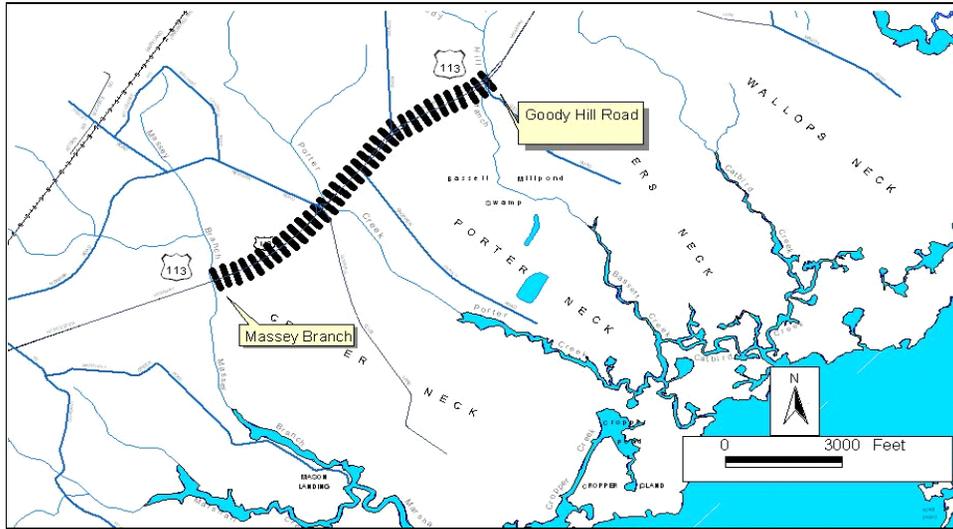
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
10	US 13 BUS	North Salisbury Boulevard; North of Bridgeview Street to Zion Road; drainage improvement	3,182	Completed
11	US 13 BUS	North Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	6,169	Under construction
12	MD 349	Nanticoke Road; US 50 to North Culver Road; construct thru lane and left turn lane	2,003	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
13		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 2012



Worcester



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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cost increase of \$1.1 million is due to the addition of a left turn lane on US 113 at Goody Hill Road.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	500	500	0	0	0	0	0	0	0	0	
Right-of-way	3,360	3,123	237	0	0	0	0	0	237	0	
Construction	16,374	8,751	7,623	0	0	0	0	0	7,623	0	
Total	20,234	12,374	7,860	0	0	0	0	0	7,860	0	
Federal-Aid	18,875	11,208	7,667	0	0	0	0	0	7,667	0	

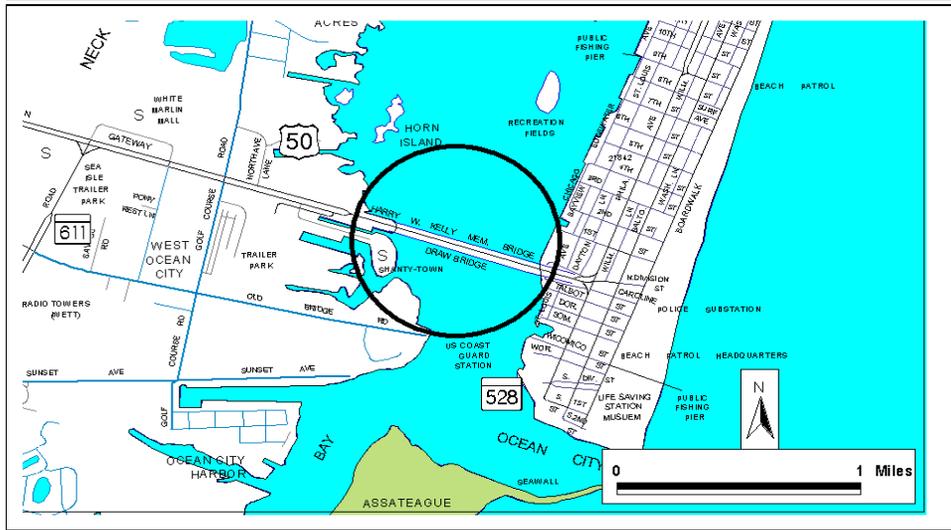
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 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 serviceability 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 serviceability.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	3,117	2,687	130	300	0	0	0	0	430	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	2,687	130	300	0	0	0	0	430	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

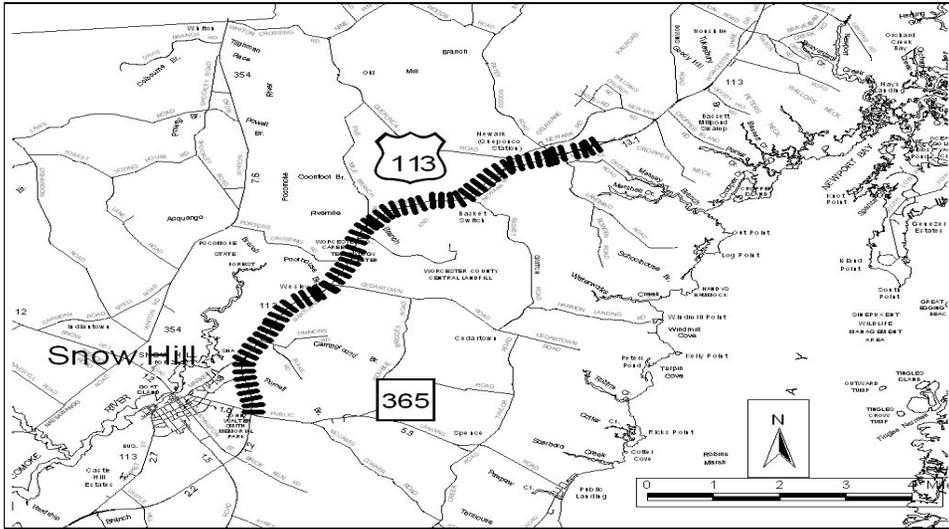
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 35,675
51,000 (Summer)

PROJECTED (2030) - 38,800
55,300 (Summer)



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway from north of MD 365, Public Landing Road, to Massey Branch (8.9 miles). Will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 113, Goody Hill Road to Massey Branch (Line 1)

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Added \$1.8 million of Federal Funds for engineering.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW								
		EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,202	4,922	1,383	1,414	483	0	0	0	3,280	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	8,202	4,922	1,383	1,414	483	0	0	0	3,280	0
Federal-Aid	6,178	3,205	1,204	1,294	475	0	0	0	2,973	0

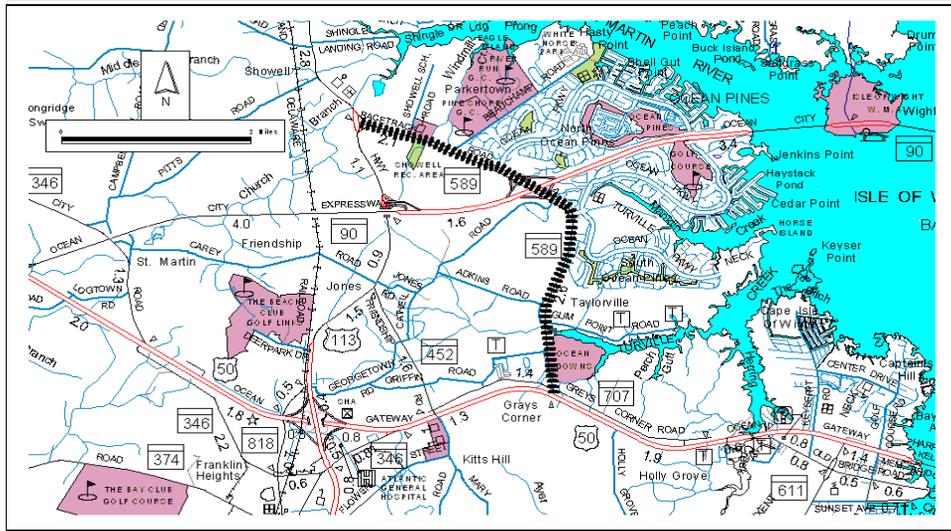
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 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), to accommodate an increase traffic. Bicycles and pedestrians will be accommodated by a shared-use path and sidewalks.

JUSTIFICATION: This project would relieve traffic congestion and improve traffic safety along the mainline and at the US 50 intersection.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	2014	2015	2016	2017		
Planning	1,506	1,337	60	109	0	0	0	0	169	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	1,337	60	109	0	0	0	0	169	0
Federal-Aid	717	548	60	109	0	0	0	0	169	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 20,450
26,000 (Summer)

PROJECTED (2030) - 27,000
43,650 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

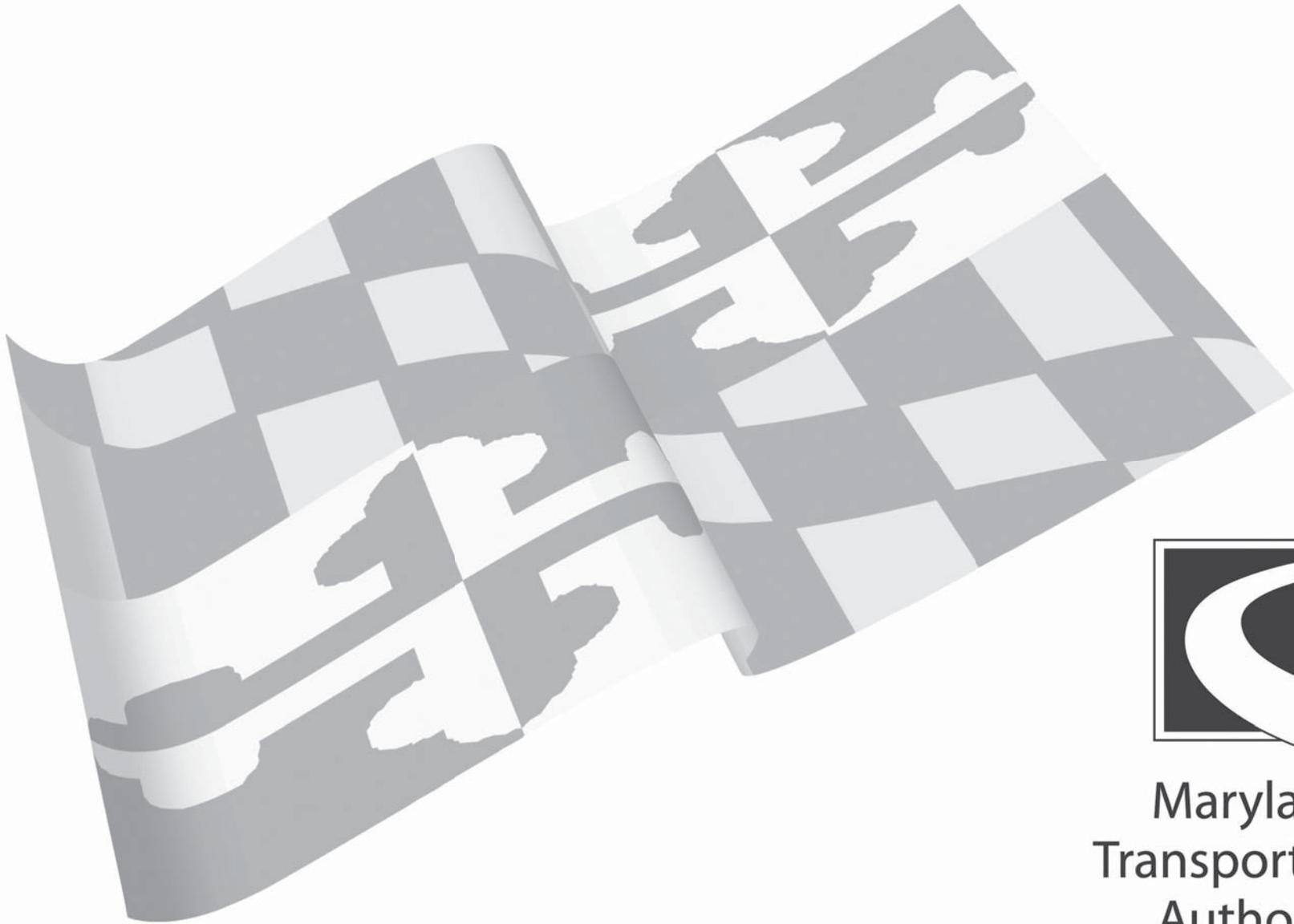
STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13 NB	Ocean Highway; Brantley Road to US 13 Business; resurfacing	325	Completed
2	MD 528	Coastal Highway; from 9th Street to 26th Street; resurfacing (ARRA PROJECT)	833	Completed
<u>Safety/Spot Improvement</u>				
3	MD 528	Coastal Highway; 81st Street to 91st Street; ADA improvements (ARRA Project)	376	Completed
4	MD 528	Coastal Highway; 91st Street to 100th Street; ADA improvements (ARRA PROJECT)	197	Completed
5	MD 528	Coastal Highway; Convention Center Drive to 52nd Street; ADA improvements (ARRA PROJECT)	646	Completed
6	MD 528	Coastal Highway; 62nd Street to 72nd Street; ADA improvements (ARRA PROJECT)	400	Completed
<u>Fiscal Years 2012 and 2013</u>				
<u>Resurface/Rehabilitate</u>				
7		Various Locations in Worcester County; resurface	2,424	FY 2012
8	US 50	Ocean Gateway; MD 346 to structure over Herring Creek; resurface	2,700	FY 2013
<u>Safety/Spot Improvement</u>				
9	MD 528	Coastal Highway; 72nd Street to 81st Street; ADA improvements (ARRA PROJECT)	500	Under construction
10	MD 528	Coastal Highway; 52nd Street to 62nd Street; ADA improvements (ARRA PROJECT)	500	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2011
		<p><u>Fiscal Years 2012 and 2013 (cont'd)</u></p> <p><u>Community Safety and Enhancements</u></p>		
11	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Project on hold)		
		<p><u>Environmental Preservation</u></p>		
12		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	Under construction
		<p><u>Enhancements</u></p>		
		<p><u>Environmental Mitigation</u></p>		
13		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	Underway



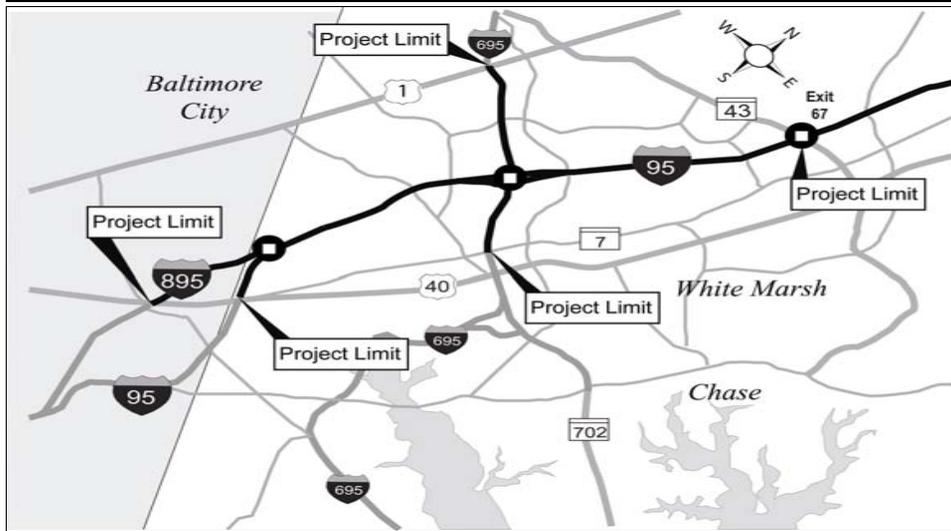
Maryland
Transportation
Authority



MARYLAND TRANSPORTATION AUTHORITY

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	507.4	368.7	252.9	76.8	42.7	37.3	1,285.7
System Preservation Minor Projects	94.2	159.8	164.7	125.7	124.3	217.7	886.3
<u>Development & Evaluation Program</u>							
	<u>1.8</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1.8</u>
TOTAL	603.3	528.5	417.5	202.5	167.0	255.0	2,173.8



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 F during weekend peak periods. I-95 is the backbone of the east coast's transportation network and is essential to the movement of people and freight.

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

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

EXPLANATION: I-95, south of MD 43, experiences congestion during the morning and evening rush hours. By 2025, this section is also expected to experience congestion during weekend peak periods.

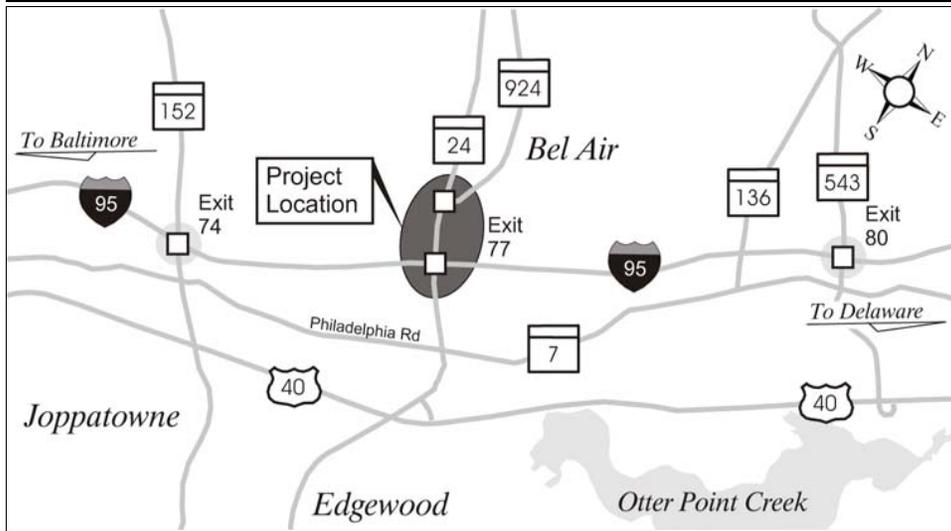
ASSOCIATED IMPROVEMENTS:

- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)
- I-95 New Maintenance Facility - Construction Program (Line 4)
- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications - Construction Program (Line 6)
- I-95 Section 200 - Development and Evaluation Program (Line 31)

STATUS: Right-of-way acquisition, engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$37 million due to modifications to the I-95/MD 43 interchange to include access to I-95 Express Toll Lanes.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....		2016.....	.....2017.....
Planning	6,032	6,032	0	0	0	0	0	0	0	0	0
Engineering	117,392	106,664	3,904	3,726	3,043	55	0	0	10,728	0	0
Right-of-way	46,046	42,342	3,704	0	0	0	0	0	3,704	0	0
Construction	861,749	547,913	70,166	116,848	96,244	30,578	0	0	313,836	0	0
Total	1,031,219	702,951	77,774	120,574	99,287	30,633	0	0	328,268	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - MD 24 Interchange Improvements (Phase I)

DESCRIPTION: Phase 1, construct improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924/Tollgate Road intersection to a grade separated interchange. Phase 2, improvements to the I-95/MD 24 interchange were developed as part of the I-95 Section 200 project planning study. (BRAC related.)

PURPOSE & NEED SUMMARY STATEMENT: This project will provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation.

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

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

EXPLANATION: The project will improve capacity and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection. This improvement will address weaving movements on I-95 and MD 24 and improve traffic flow.

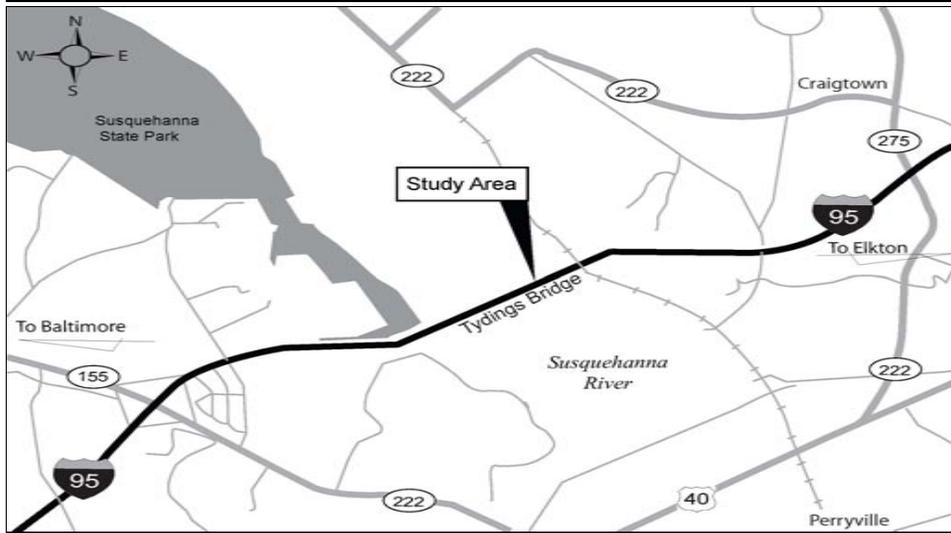
ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Section 200 - Development and Evaluation Program (Line 31)

STATUS: Engineering is complete. Construction and right-of-way acquisition are underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$4.7 million due to scope change (additional ramp widening from northbound I-95 to northbound MD 24).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			YEAR 2012	YEAR 20132014.....2015.....		2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,951	8,391	1,560	0	0	0	0	0	0	1,560	0
Right-of-way	4,000	2,076	1,924	0	0	0	0	0	0	1,924	0
Construction	51,317	36,911	14,406	0	0	0	0	0	0	14,406	0
Total	65,268	47,378	17,890	0	0	0	0	0	0	17,890	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge

DESCRIPTION: Rehabilitate pier foundations and provide pier scour protection.

PURPOSE & NEED SUMMARY STATEMENT: Pier foundations in the river exhibit wear and analysis shows scour protection is needed. This improvement will extend the useful life of the pier foundations.

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

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

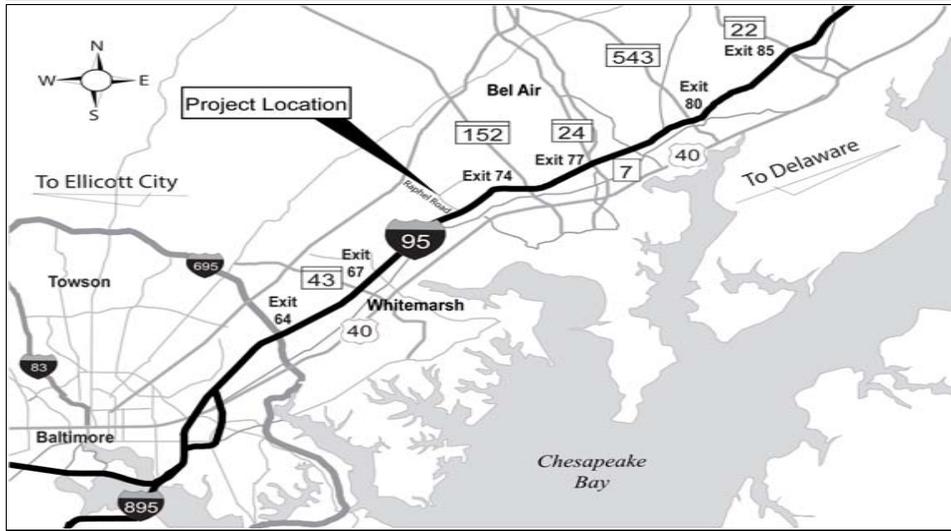
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Pier foundations were found to have advanced wear and require scour protection.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,350	722	252	348	28	0	0	0	628	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	41,376	22	13,229	26,058	2,067	0	0	0	41,354	0
Total	42,726	744	13,481	26,406	2,095	0	0	0	41,982	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Construction cost decreased by \$12 million based on actual bid price.



PROJECT: I-95 John F. Kennedy Memorial Highway - New Maintenance Facility

DESCRIPTION: The project includes the planning and right-of-way acquisition for a new maintenance facility along the I-95 John F. Kennedy Memorial Highway. Construction funding is included to purchase additional equipment for maintenance and operations of the Express Toll Lanes (ETL) and associated interchange improvements only.

PURPOSE & NEED SUMMARY STATEMENT: A new maintenance facility will be required to replace the existing JFK Maintenance 1 because the I-95 Section 200 project will displace this facility. The new maintenance Facility will cover the current service area for JFK Maintenance 1 as well as I-95 Master Plan Improvements, including the ETL's and associated interchange improvements.

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

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

EXPLANATION: A new maintenance facility will be needed when the I-95 Section 200 improvements are implemented. This project has acquired a site for a new maintenance facility.

ASSOCIATED IMPROVEMENTS:

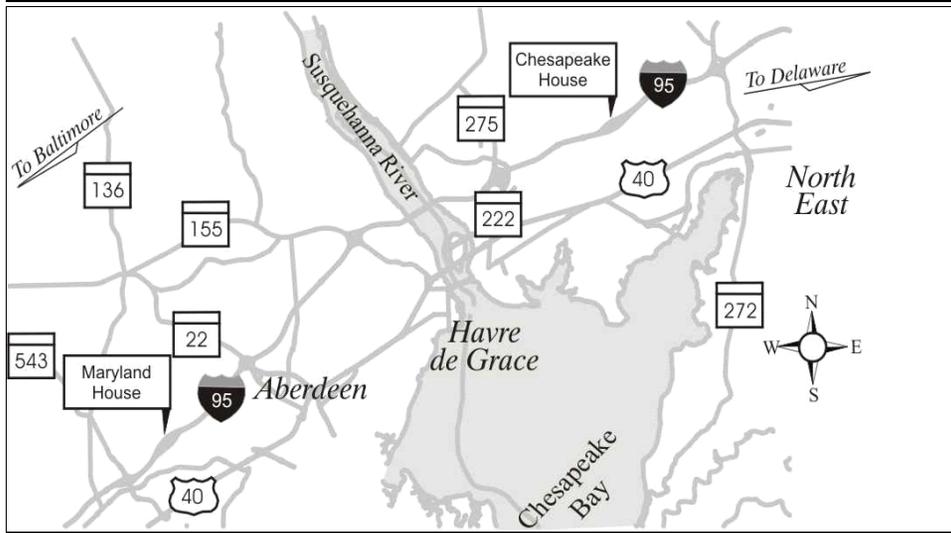
- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)
- I-95 Section 200 - Development & Evaluation Program (Line 31)

STATUS: Planning and right-of-way acquisition are underway. Equipment and vehicle acquisition (construction phase) is underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP:

Construction cost decreased by \$1.1 million due to reduced amount of equipment to be purchased.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		YEAR	TO COMPLETE
Planning	451	30	421	0	0	0	0	0	421	0	
Engineering	4	4	0	0	0	0	0	0	0	0	
Right-of-way	2,090	1,198	892	0	0	0	0	0	892	0	
Construction	7,260	774	953	1,413	2,105	2,015	0	0	6,486	0	
Total	9,805	2,006	2,266	1,413	2,105	2,015	0	0	7,799	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 John F. Kennedy Memorial Highway - Travel Plazas Redevelopment

DESCRIPTION: Replace and/or rehabilitate the structures and the operations of the concessions. An RFP is being redeveloped for a design, build, operate, maintain and finance contract for the two I-95 travel plazas.

PURPOSE & NEED SUMMARY STATEMENT: The Maryland House and Chesapeake House Travel Plazas have aged to the point in which redesign and/or reconstruction is necessary to adequately meet public demand over the next 30 years.

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

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

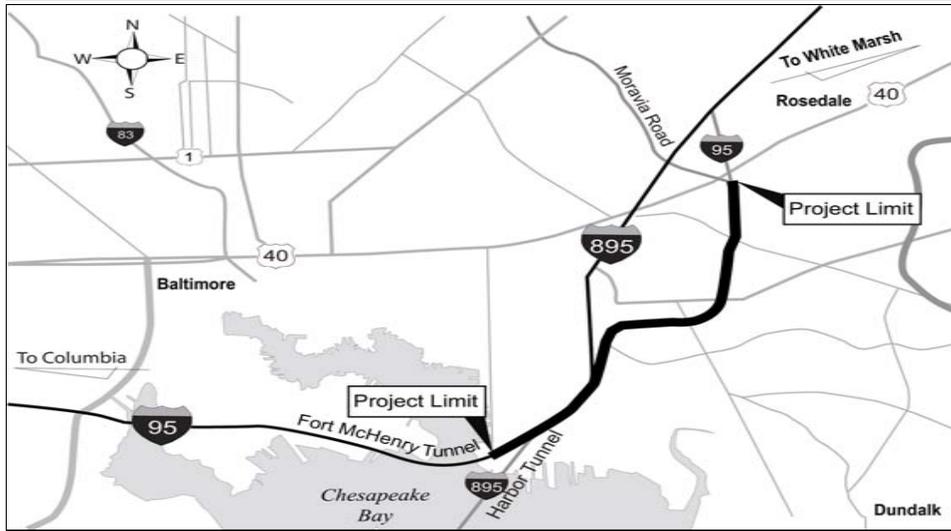
ASSOCIATED IMPROVEMENTS:
None.

EXPLANATION: The structures were built in the 1960's and 70's and are nearing the end of their design life. Age and condition require major rehabilitation or replacement.

STATUS: Proposals were received in November 2011. Expect to award contract in early 2012. Construction funding is to be financed by the winning bidder.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2014....	....2015....	....2016....	....2017....		
Planning	4,154	2,027	1,011	600	516	0	0	0	2,127	0
Engineering	1,870	1,870	0	0	0	0	0	0	0	0
Right-of-way	250	0	250	0	0	0	0	0	250	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,274	3,897	1,261	600	516	0	0	0	2,377	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Moravia Road to the Tunnel Modifications

DESCRIPTION: The project limits extend from the southern end of the I-95 ETL Project (Moravia Road) to the Fort McHenry Tunnel Toll Plaza. Phase 1 modifications from Moravia Road to Eastern Avenue include grinding and overlaying to provide four continuous through lanes (lane continuity); Phase 2 from Eastern Avenue to Fort McHenry Tunnel includes re-striping to provide four continuous through lanes (lane continuity). Construction funding is only included for Phase 1 southbound.

PURPOSE & NEED SUMMARY STATEMENT: The existing typical section of I-95 from Moravia Road to the FMT is as follows: three lanes per direction from I-895 to Moravia Road; four lanes per direction from Moravia Road to O'Donnell Street; three lanes per direction from O'Donnell Street to Boston Street; and four lanes per direction from Boston Street to the Fort McHenry Tunnel. This project will provide southbound lane continuity from the southern limits of the ETL's to the tunnel.

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

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

EXPLANATION: This project will provide southbound lane continuity from the southern limits of the ETL's to the Fort McHenry Tunnel. This will improve traffic flow on this segment of I-95.

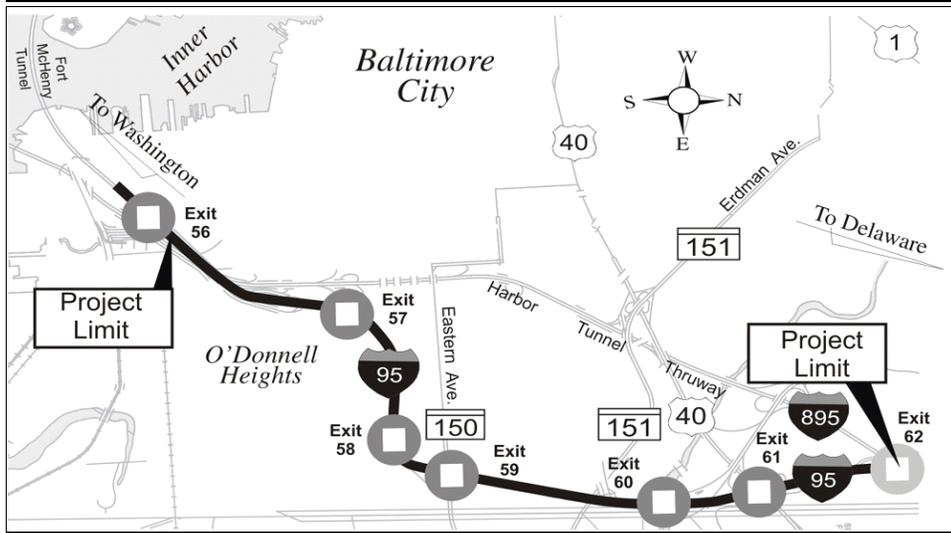
ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Ft. McHenry Tunnel - Rehabilitate North of Tunnel - Construction Program (Line 7)
- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)

STATUS: Planning and engineering are complete. Construction for Phase I southbound is underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$1.0 million due to additional railroad related costs.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				ESTIMATED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	555	555	0	0	0	0	0	0	0	0
Engineering	1,494	1,404	90	0	0	0	0	0	90	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,250	3,802	6,448	2,000	0	0	0	0	8,448	0
Total	14,299	5,761	6,538	2,000	0	0	0	0	8,538	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Bridge, Roadway and Signage North of Tunnel

DESCRIPTION: Rehabilitate I-95 north of the Tunnel to I-895. Includes resurfacing of 34 bridge decks and related structural repairs; resurfacing and safety improvements of roadways; replacing and upgrading of existing signing; and inspecting and repairing of high mast light poles and sign structures.

PURPOSE & NEED SUMMARY STATEMENT: Bridge decks and roadways have been rehabilitated and resurfaced through this project. Signs and other safety features need to be upgraded to the latest standards.

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

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

EXPLANATION: Bridge decks and roadways have been rehabilitated and resurfaced through this project. Signs and other safety features need to be upgraded to the latest standards.

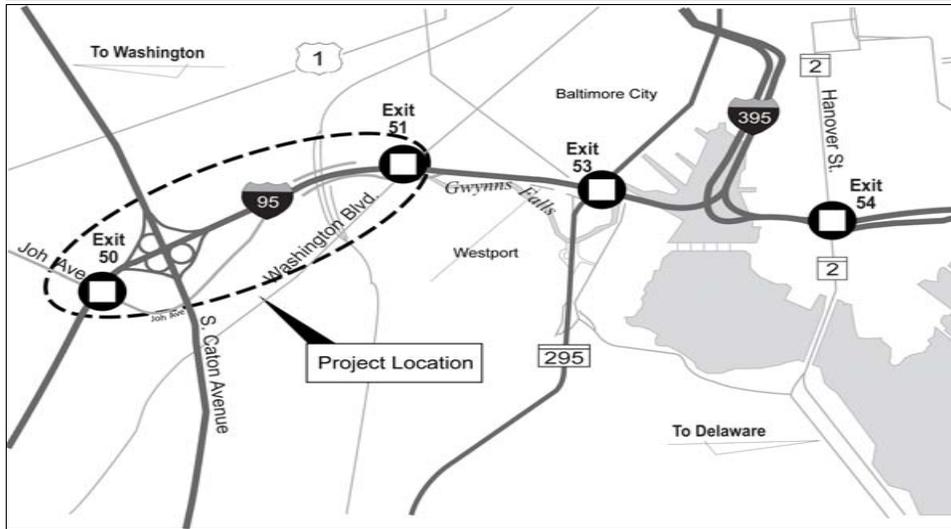
ASSOCIATED IMPROVEMENTS:

- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications - Construction Program (Line 6)
- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)

STATUS: Bridge and roadway rehabilitation is complete. Signing and lighting work is underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,483	6,341	142	0	0	0	0	0	142	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,470	31,155	2,315	0	0	0	0	0	2,315	0
Total	39,953	37,496	2,457	0	0	0	0	0	2,457	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation from Joh Avenue to Washington Boulevard

DESCRIPTION: Rehabilitation of I-95 South of the Fort McHenry Tunnel. Scope of work includes overlaying the roadway section, excluding bridge decks, between Joh Avenue and Washington Boulevard and replacement and upgrades of existing signing; miscellaneous safety improvements; and inspection and repair of high mast light poles and sign structures.

PURPOSE & NEED SUMMARY STATEMENT: Roadway has not been resurfaced since its opening in 1976 and it exhibits various degrees of wear. Signing, lighting and other safety features need to be brought up to the latest standards.

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

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

EXPLANATION: Roadway exhibits various degrees of wear. Signing, lighting and other safety features need to be upgraded to the latest standards.

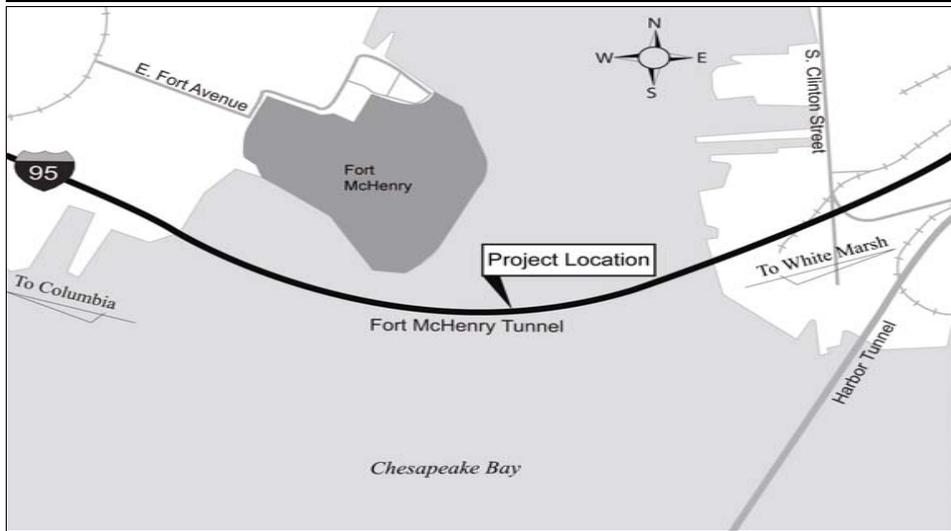
ASSOCIATED IMPROVEMENTS:

- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)
- I-95/I-395 Ft. McHenry Tunnel - Superstructure Repairs, Joint Replacement and Zone Painting - Construction Program (Line 10)

STATUS: Construction is underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,177	1,823	2,354	0	0	0	0	0	2,354	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,296	25,099	8,197	0	0	0	0	0	8,197	0
Total	37,473	26,922	10,551	0	0	0	0	0	10,551	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$0.7 million due to signage portion of project being completed under budget.



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck

DESCRIPTION: Rehabilitate the tunnel deck for all four bores.

PURPOSE & NEED SUMMARY STATEMENT: The bottom of the tunnel deck is showing signs of wear throughout the length of the tunnel. This improvement will significantly increase the useful life of the tunnel deck.

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

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

EXPLANATION: The tunnel deck shows signs of wear. This improvement will extend the useful life of the tunnel deck.

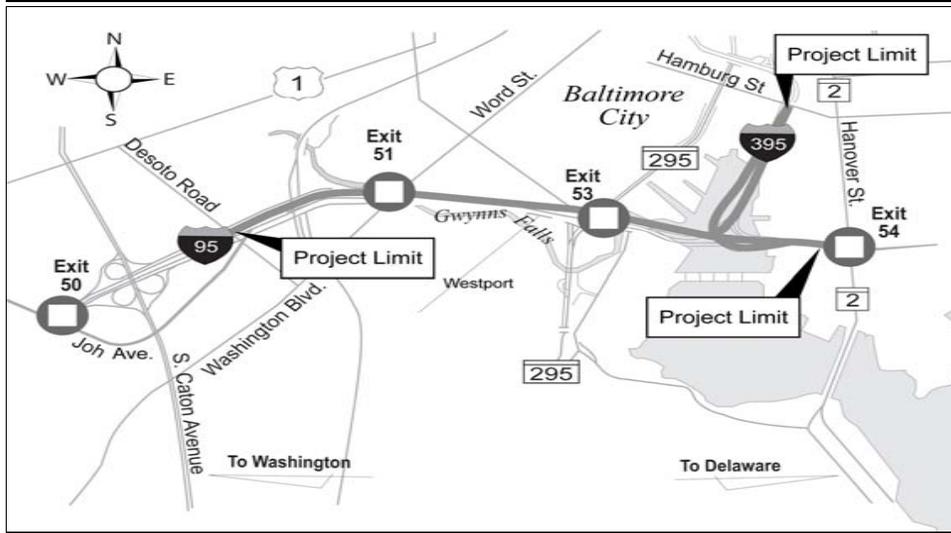
ASSOCIATED IMPROVEMENTS:

- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications - Construction Program (Line 6)
- I-95 Ft. McHenry Tunnel - Rehabilitate North of Tunnel - Construction Program (Line 7)
- I-95 Ft. McHenry Tunnel - Rehab. from Joh Ave. to Washington Blvd. - Construction Program (Line 8)
- I-95/I-395 Ft. McHenry Tunnel - Repairs, Joint Replacement and Painting - Constr. Program (Line 10)

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	919	508	411	0	0	0	0	0	411	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,405	2,406	11,735	1,264	0	0	0	0	12,999	0
Total	16,324	2,914	12,146	1,264	0	0	0	0	13,410	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$6.0 million based on actual bid prices.



PROJECT: I-95/I-395 Fort McHenry Tunnel - Superstructure Repairs, Joint Replacement and Zone Painting to Various Bridges on I-95 and I-395

DESCRIPTION: Repair superstructure and paint seven bridges on I-95 located near Russell Street and MD 295 and replace joints south of the tunnel.

PURPOSE & NEED SUMMARY STATEMENT: Superstructure and paint exhibit various degrees of wear. This improvement will correct current wear and extend the useful life of the superstructure. The joints are near the end of their useful life and need to be replaced.

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

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

EXPLANATION: Repairs are needed to correct current wear and to prevent further wear of the superstructure and paint. The joints are nearing the end of their useful life and need to be replaced.

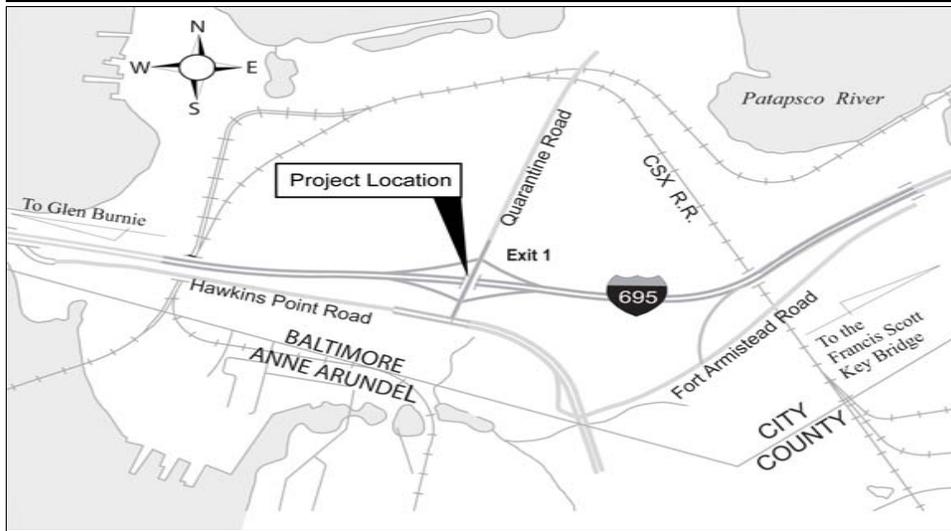
ASSOCIATED IMPROVEMENTS:

- I-95 Ft. McHenry Tunnel - Rehab. from Joh Ave. to Washington Blvd. - Construction Program (Line 8)
- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)

STATUS: Engineering is underway. Construction is to begin in FY 2012.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,068	759	890	392	27	0	0	0	1,309	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	32,294	0	900	8,984	9,863	8,936	3,611	0	32,294	0
Total	34,362	759	1,790	9,376	9,890	8,936	3,611	0	33,603	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$13.8 million due to addition of construction funding for joint replacements.



PROJECT: MD 695 Francis Scott Key Bridge - Improve Interchange at Quarantine Road

DESCRIPTION: Improvements to Quarantine Road interchange will include widening of the ramps and upgraded traffic signals; permanent closure of the ramp from Quarantine Road to the Outer Loop and redirection of traffic to the Fort Armistead ramp; widening of the approach roadways and restriping the Quarantine Road bridge to four lanes; a new storm water management facility to control storm water pollution; new roadway signing, lighting, pavement markings, landscaping and reforestation.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety by addressing constraints at the existing MD 695 - Quarantine Road interchange that result in ramp queues that extend onto MD 695.

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

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

EXPLANATION: This project will improve safety by addressing constraints at the existing MD 695 - Quarantine Road interchange. This improvement will eliminate existing queues, which extend onto mainline MD 695.

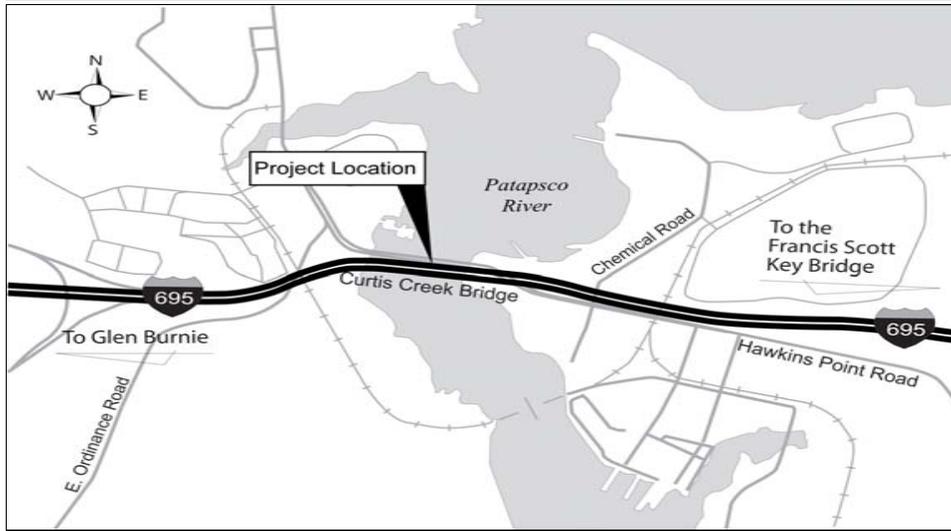
ASSOCIATED IMPROVEMENTS:

- MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck - Construction Program (Line 12)
- MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Fascia Beams - Construction Program (Line 13)

STATUS: Engineering is complete. Right-of-way acquisition and construction are underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,984	4,984	0	0	0	0	0	0	0	0	0
Right-of-way	6,525	4,750	1,775	0	0	0	0	0	1,775	0	0
Construction	4,440	3,358	1,082	0	0	0	0	0	1,082	0	0
Total	15,949	13,092	2,857	0	0	0	0	0	2,857	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck

DESCRIPTION: Replace the steel grid deck of the bascule (movable) span, and retrofit stringers and floor beams.

PURPOSE & NEED SUMMARY STATEMENT: The grid deck is reaching the end of its useful life and stringers and floor beams exhibit various degrees of wear. This improvement will address existing wear and extend the useful life of the bridge.

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

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

EXPLANATION: This improvement will address existing wear and extend the useful life of the bridge.

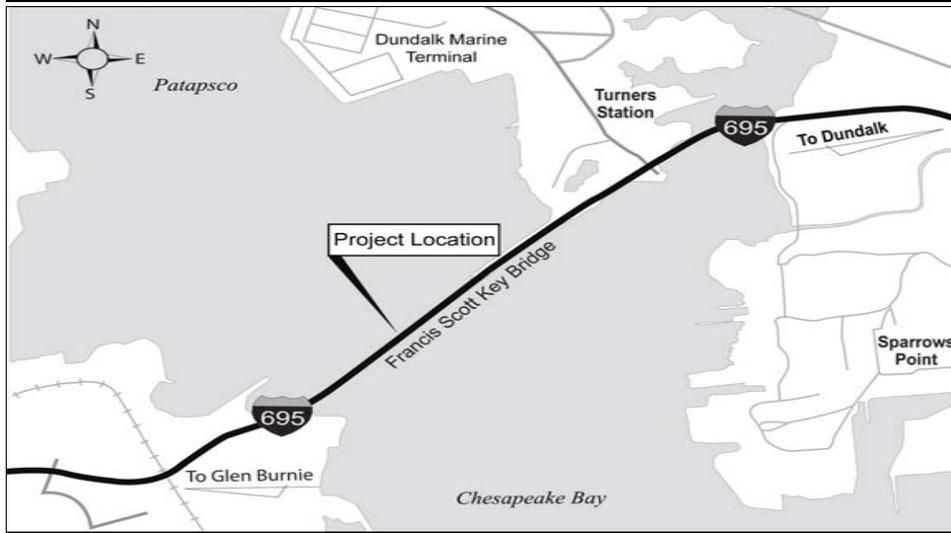
ASSOCIATED IMPROVEMENTS:

- MD 695 Francis Scott Key Bridge - Improve Interchange at Quarantine Road - Construction Program (Line 11)
- MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Fascia Beams - Construction Program (Line 13)

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,500	722	778	0	0	0	0	0	778	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	12,947	0	10,110	2,837	0	0	0	0	12,947	0	
Total	14,447	722	10,888	2,837	0	0	0	0	13,725	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Bridge Fascia Beams

DESCRIPTION: Repair beams on the approach spans and paint the bridge fascia beams.

PURPOSE & NEED SUMMARY STATEMENT: Approach spans and fascia beams exhibit various degrees of wear. This improvement will address existing deterioration and prevent further deterioration.

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

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

EXPLANATION: Approach spans and fascia beams exhibit various degrees of wear. This improvement will address existing deterioration and prevent further deterioration.

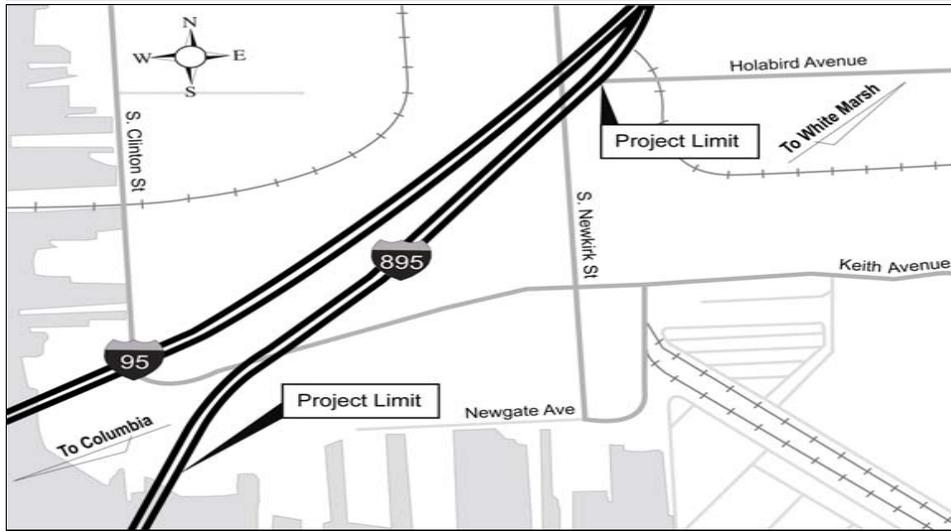
ASSOCIATED IMPROVEMENTS:

- MD 695 Francis Scott Key Bridge - Improve Interchange at Quarantine Road - Construction Program (Line 11)
- MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck - Construction Program (Line 12)

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	240	195	22	23	0	0	0	0	45	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,540	18	3,687	2,835	0	0	0	0	6,522	0
Total	6,780	213	3,709	2,858	0	0	0	0	6,567	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$7.8 million based on actual bid price.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct

DESCRIPTION: Replace the Canton Viaduct which is the elevated portion of the roadway from the north portal entrance to Holabird Avenue.

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the viaduct are nearing the end of their life cycle. The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is one of the MDTA's Structurally Deficient bridges.

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

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

EXPLANATION: The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is one of the MDTA's Structurally Deficient bridges.

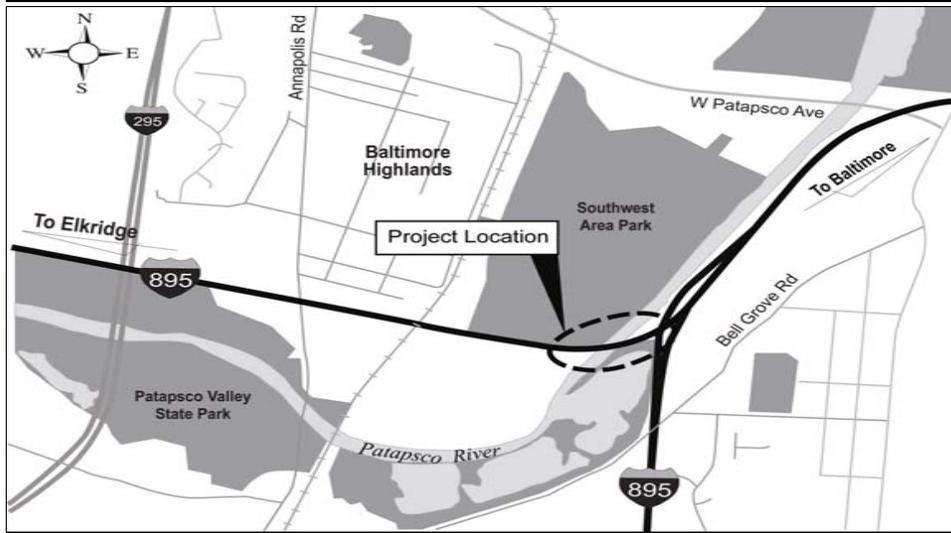
ASSOCIATED IMPROVEMENTS:

- I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge - Construction Program (Line 15)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 16)

STATUS: Engineering is underway. Right-of-way acquisition is to begin in FY 2013. Construction is to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,137	3,270	732	815	320	0	0	0	1,867	0	
Right-of-way	10,920	0	0	5,460	5,460	0	0	0	10,920	0	
Construction	162,711	0	0	0	0	24,585	34,811	35,215	94,611	68,100	
Total	178,768	3,270	732	6,275	5,780	24,585	34,811	35,215	107,398	68,100	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure

DESCRIPTION: Repair worn concrete of the pier bearing pedestals, caps, and columns.

PURPOSE & NEED SUMMARY STATEMENT: Pier bearing pedestals, caps, and columns exhibit various degrees of wear. This improvement will address existing wear and prevent further wear.

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

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

EXPLANATION: Pier bearing pedestals, caps, and columns exhibit various degrees of wear. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 14)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 16)

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	709	583	100	26	0	0	0	0	126	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,482	0	426	1,480	576	0	0	0	2,482	0
Total	3,191	583	526	1,506	576	0	0	0	2,608	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$11.0 million due to reduced scope including less than anticipated scour countermeasures and based on actual bid price.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks

DESCRIPTION: Redeck 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
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: These bridge decks are reaching the end of their useful life and need to be replaced.

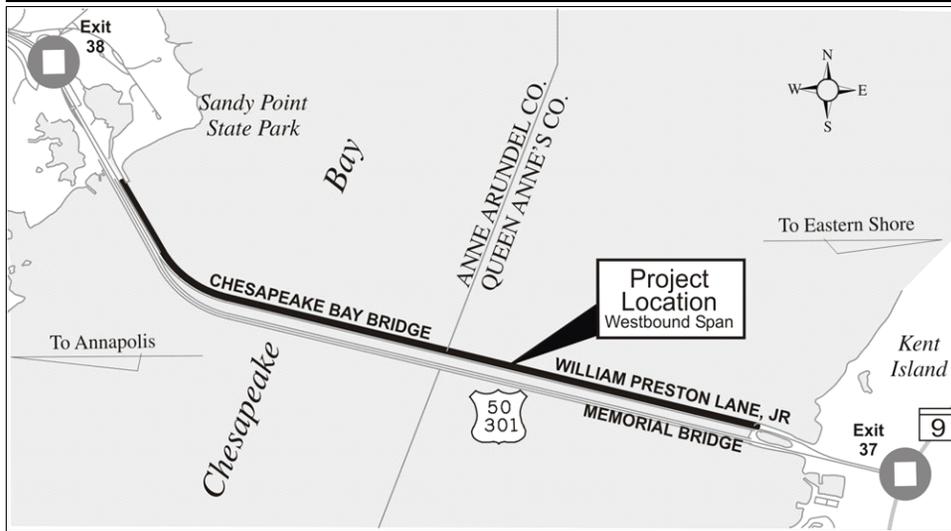
ASSOCIATED IMPROVEMENTS:

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 14)
- I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge - Construction Program (Line 15)

STATUS: Engineering is underway. Construction is to begin in FY 2013.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	984	670	114	100	100	0	0	0	314	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,018	0	0	4,238	4,624	1,156	0	0	10,018	0
Total	11,002	670	114	4,338	4,724	1,156	0	0	10,332	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$12.2 million due to reduced scope.



PROJECT: US 50/301 Bay Bridge - Rehabilitate Westbound Bridge Deck

DESCRIPTION: Rehabilitated the westbound bridge deck. Phase I - Truss, Beam and Girder Spans. Phase II - Suspension and Through-truss Spans.

PURPOSE & NEED SUMMARY STATEMENT: This project rehabilitated and replaced the westbound bridge deck.

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

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

EXPLANATION: This project rehabilitated and replaced the westbound bridge deck.

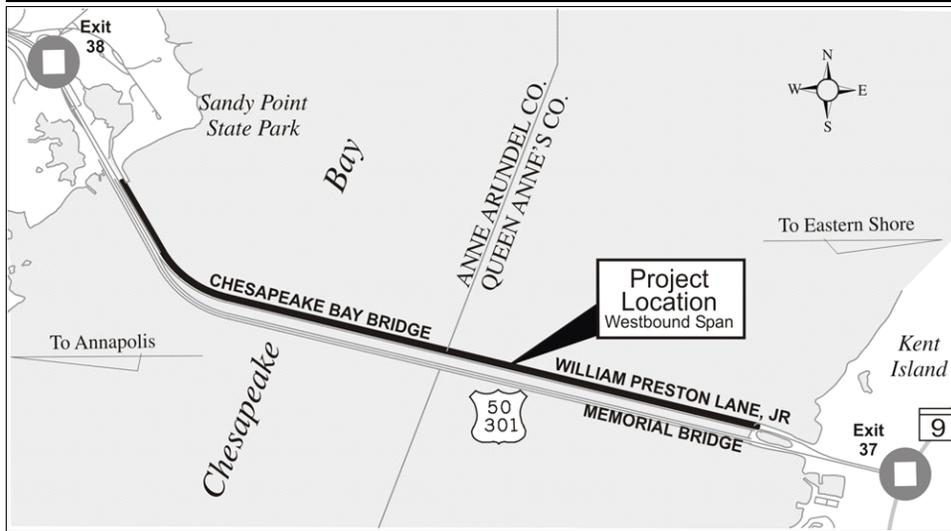
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge - Construction Program (Line 18)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 19)
- US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 20)

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....			.....2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	15,125	15,089	36	0	0	0	0	0	36	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	119,172	94,651	24,521	0	0	0	0	0	24,521	0
Total	134,297	109,740	24,557	0	0	0	0	0	24,557	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



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 and 2. Phase 3 and 4 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. The improvement will protect the steel components of the bridge and extend the useful life.

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

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

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.

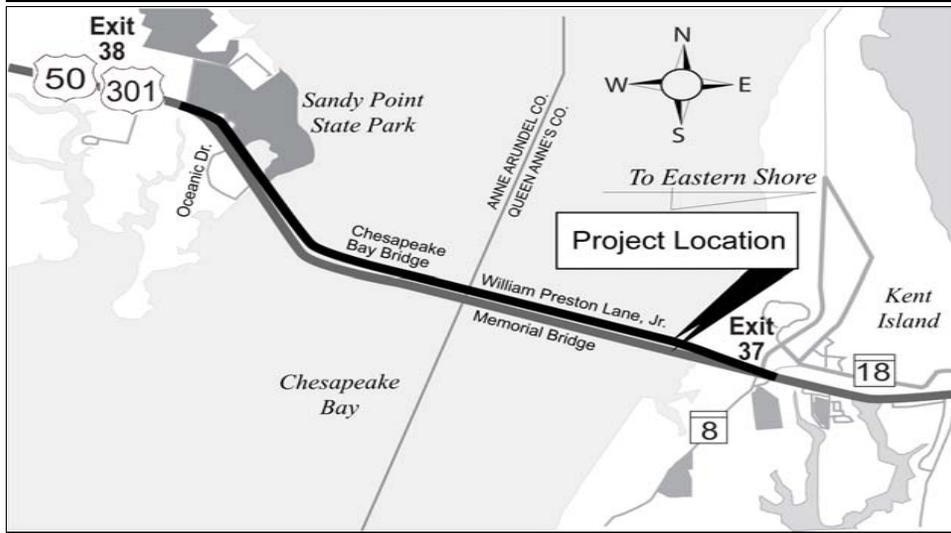
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Rehabilitate Westbound Deck - Construction Program (Line 17)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 19)
- US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 20)

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,281	194	2,625	360	82	20	0	0	3,087	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	38,370	99	12,537	19,377	6,357	0	0	0	38,271	0
Total	41,651	293	15,162	19,737	6,439	20	0	0	41,358	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$4.0 million based on actual bid price and the addition of two projects from the System Preservation Minor Projects Program.



PROJECT: US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification

DESCRIPTION: Rewrap, dehumidify and shield 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 and provide shielding for the main cables.

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

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

EXPLANATION: Cable wrapping is nearing the end of its useful life and needs to be replaced.

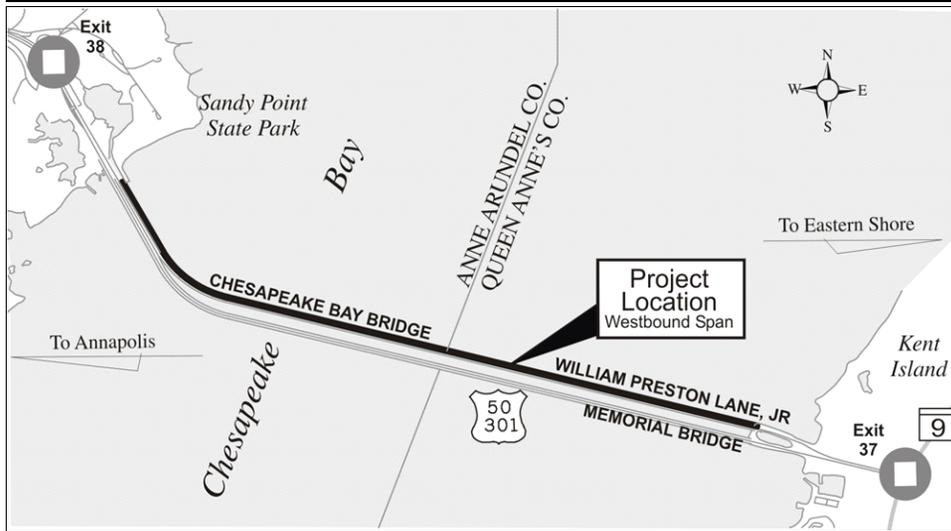
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Rehabilitate Westbound Bridge Deck - Construction Program (Line 17)
- US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge - Construction Program (Line 18)
- US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 20)

STATUS: Engineering is underway. Construction is to begin in FY 2012.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,295	1,565	730	0	0	0	0	0	730	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	43,001	1	89	21,455	21,456	0	0	0	43,000	0
Total	45,296	1,566	819	21,455	21,456	0	0	0	43,730	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$6.4 million due to increased quantities of work indicated by recent inspections.



PROJECT: US 50/301 Bay Bridge - Repair Substructure Westbound Bridge

DESCRIPTION: System preservation work consisting of repairing wear to concrete piles and pile caps and replacing missing and damaged pile jackets on the east and west approach spans of the westbound bridge.

PURPOSE & NEED SUMMARY STATEMENT: Piles and pile caps exhibit various degrees of wear. This improvement will address existing wear and extend the useful life of the piles on the east and west approach spans of the westbound bridge.

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

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

EXPLANATION: Repair wear to concrete piles and pile caps and replace missing and damaged pile jackets on the east and west approach spans of the westbound bridge.

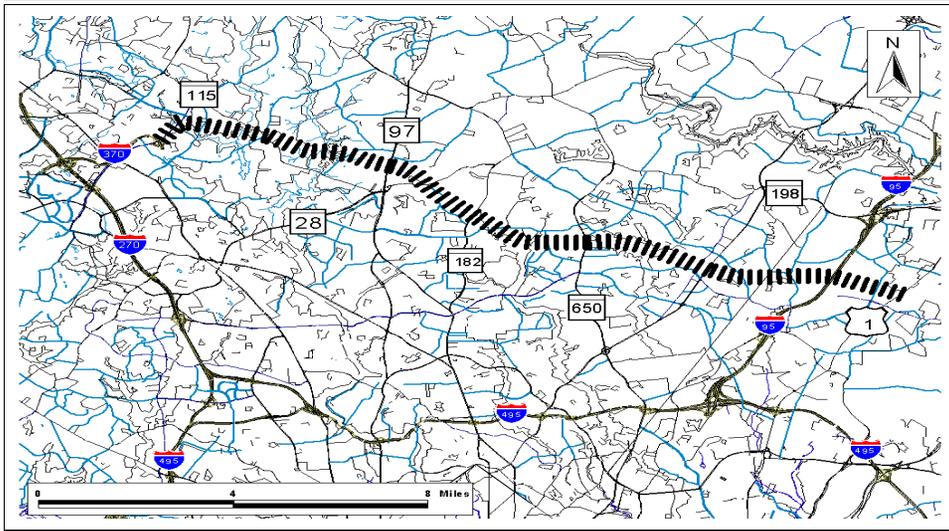
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Rehabilitate Westbound Bridge Deck - Construction Program (Line 17)
- US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge - Construction Program (Line 18)
- US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification - Construction Program (Line 19)

STATUS: Engineering is underway. Construction is to begin in FY 2012.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014.....2015.....			.....2016.....	.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	749	634	60	55	0	0	0	0	115	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,549	0	1,246	3,303	0	0	0	0	4,549	0
Total	5,298	634	1,306	3,358	0	0	0	0	4,664	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$9.3 million due to reduction in scope of work to address substructure repairs only and based on actual bid price.



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Construction of a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

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

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

EXPLANATION: The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

ASSOCIATED IMPROVEMENTS:

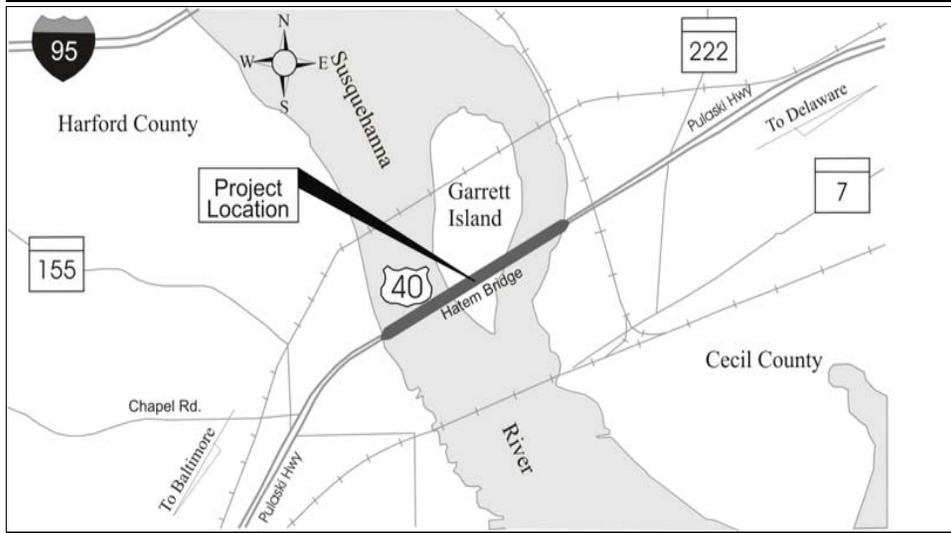
- US 29 Interchanges (Lines 9,10 Montgomery County - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 11, Montgomery County - SHA)
- I-95/Contee Road Interchange (Line 1, Prince George's County - SHA)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 21, Prince George's County - SHA)

STATUS: Engineering is 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. The procurement process has begun for the remaining work, comprising modified Contracts D and E. Work is expected to be completed in 2014.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost reduced by \$37.6 million due to right-of-way cost reimbursement and contingency savings in contracts A/B/C.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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	264,700	240,448	4,670	12,484	7,098	0	0	0	24,252	0	
Construction	2,056,338	1,637,104	258,452	94,783	63,499	1,250	1,250	0	419,234	0	
Total	2,425,108	1,981,622	263,122	107,267	70,597	1,250	1,250	0	443,486	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 - Replace Deck

DESCRIPTION: Replaced the deck on the Hatem Bridge.

PURPOSE & NEED SUMMARY STATEMENT: This improvement completely replaced the bridge deck.

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

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

ASSOCIATED IMPROVEMENTS:

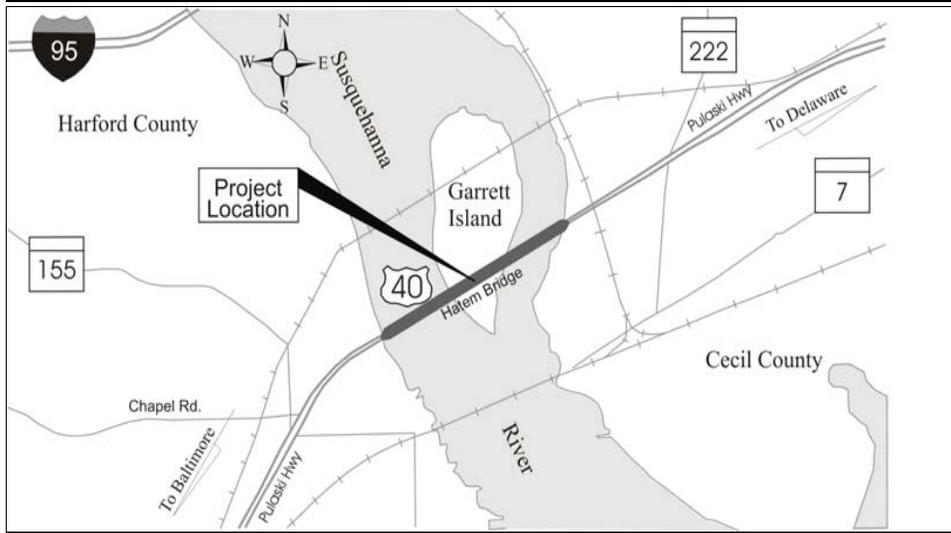
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs - Construction Program (Line 23)
 US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel - Construction Program (Line 24)

EXPLANATION: This improvement completely replaced the deck with a new grid deck.

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,702	3,627	75	0	0	0	0	0	75	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	63,065	60,755	2,310	0	0	0	0	0	2,310	0	
Total	66,767	64,382	2,385	0	0	0	0	0	2,385	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs

DESCRIPTION: Rehabilitate pier foundations with advanced wear and address pier scour protection.

PURPOSE & NEED SUMMARY STATEMENT: Pier foundations in the river exhibit wear and analysis shows scour protection is needed. This improvement will extend the useful life of the pier foundations.

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

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

EXPLANATION: Pier foundations have advanced wear and require scour protection. This improvement will address existing wear and prevent further wear.

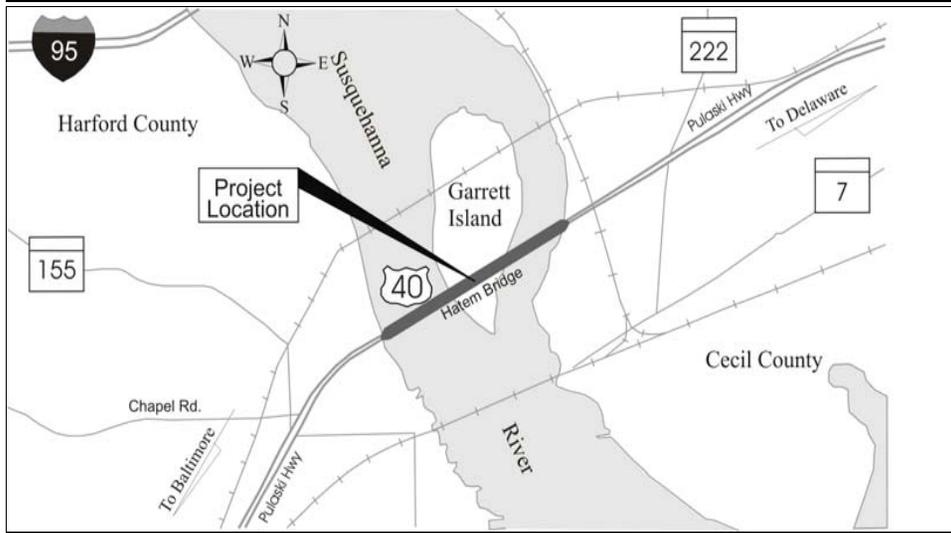
ASSOCIATED IMPROVEMENTS:

- US 40 Thomas J. Hatem Memorial Bridge - Replace Deck - Construction Program (Line 22)
- US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel - Construction Program (Line 24)

STATUS: Engineering is underway. Construction is to begin in FY 2012.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....		2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,561	1,334	90	96	41	0	0	0	227	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	46,456	0	6,350	12,915	21,166	6,025	0	0	46,456	0	
Total	48,017	1,334	6,440	13,011	21,207	6,025	0	0	46,683	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$6.3 million based on actual bid price.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel

DESCRIPTION: Paint structural members throughout the bridge.

PURPOSE & NEED SUMMARY STATEMENT: Bridge has areas of paint wear. This improvement will address existing paint wear and extend the useful life of the structural steel.

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

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

ASSOCIATED IMPROVEMENTS:

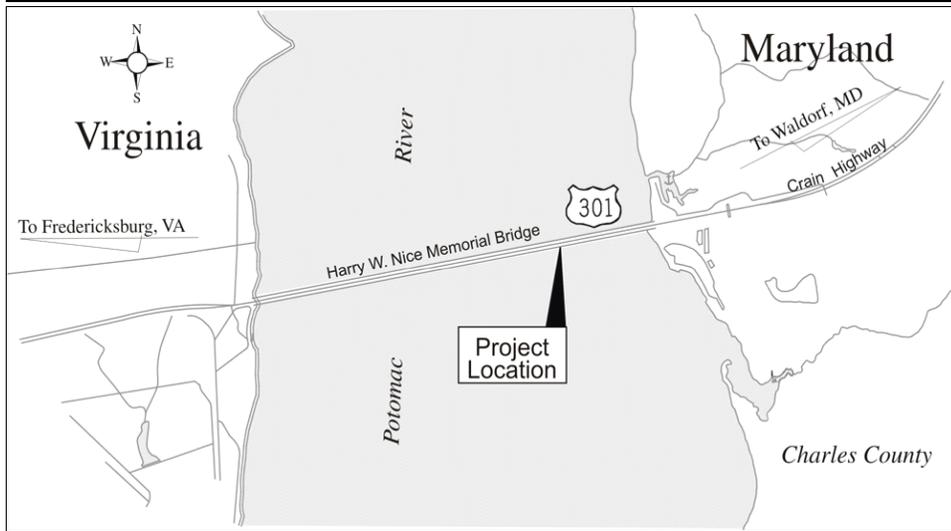
- US 40 Thomas J. Hatem Memorial Bridge - Replace Deck - Construction Program (Line 22)
- US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs - Construction Program (Line 23)

EXPLANATION: Bridge has paint wear. This improvement will address existing wear and prevent further wear.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY					
					....2014....	....2015....	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	61	39	0	0	0	0	0	39	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,073	322	5,360	2,391	0	0	0	0	7,751	0
Total	8,173	383	5,399	2,391	0	0	0	0	7,790	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$2.6 million based on actual bid price.



PROJECT: US 301 Harry W. Nice Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs

DESCRIPTION: Spot paint as required throughout the full length of the bridge and zone paint at locations of roadway joints. Repair miscellaneous structural elements.

PURPOSE & NEED SUMMARY STATEMENT: Last zone paint completed was on the truss towers in 2002. Paint on many locations throughout the bridge has wear. This improvement will extend the useful life of the structural steel.

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

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

EXPLANATION: Paint throughout the bridge has wear. This improvement will address existing wear and prevent further wear.

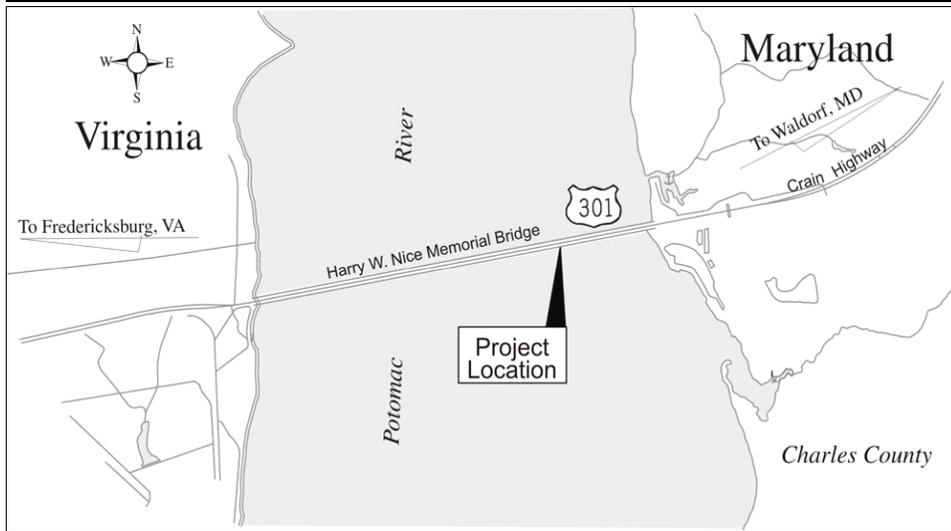
ASSOCIATED IMPROVEMENTS:

US 301 Harry W. Nice Memorial Bridge - Rehabilitate and Realign Approach Roadway, Replace Toll Booths and Misc. Bridge Repairs - Construction Program (Line 26)
 US 301 Harry W. Nice Memorial Bridge - Improvement Study - Development and Evaluation Program (Line 32)

STATUS: Engineering is underway. Construction is to begin in FY 2013.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	507	161	164	91	91	0	0	0	346	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,200	0	0	6,600	6,600	0	0	0	13,200	0
Total	13,707	161	164	6,691	6,691	0	0	0	13,546	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost increased by \$3.7 million due to scope change including deck sealing, more inclusive painting of superstructure and additional repairs to steel superstructure elements.



PROJECT: US 301 Harry W. Nice Memorial Bridge - Rehabilitate and Realign Approach Roadway, Replace Toll Booths and Misc. Bridge Repairs

DESCRIPTION: Rehabilitated and realigned the approach roadways, replaced the existing toll booths and performed misc. structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: The existing toll booths were replaced and approach roadways were rehabilitated and realigned. Minor bridge repairs were completed.

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 toll booths were replaced and approach roadways were rehabilitated and realigned. Minor bridge repairs were completed.

ASSOCIATED IMPROVEMENTS:

- US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs - Construction Program (Line 25)
- US 301 Harry W. Nice Memorial Bridge - Improvement Study - Development and Evaluation Program (Line 32)

STATUS: Open to service.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	689	650	39	0	0	0	0	0	39	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,185	9,556	629	0	0	0	0	0	629	0
Total	10,874	10,206	668	0	0	0	0	0	668	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: Authority-wide - Upgrade MDTA Radio Communication Systems (700 MHz System)

DESCRIPTION: The State of Maryland intends to purchase an integrated statewide wireless communications system. The system will operate with the 700/800 MHz band frequencies. The implementation of the system will incorporate a phased deployment methodology. The Maryland Transportation Authority will be the first agency to work within this statewide project. MDTA is in Phase 1 Region 1-A which consists of BWI, ICC, Tunnel Command, Nice Bridge, Bay Bridge, and JFK North.

PURPOSE & NEED SUMMARY STATEMENT: The upgraded radio communications systems will provide state, local, and regional public first responders' real time operable and interoperable voice and data services that support Day-to-Day, Mutual Aid, and Task Force operations.

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

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

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The upgraded radio communications systems will provide state, local, and regional public first responders' real time operable and interoperable voice and data services that support Day-to-Day, Mutual Aid, and Task Force operations.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2011			2012	20132014....2015....			....2016....	....2017....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,680	1,002	319	359	0	0	0	0	678	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,000	59	10,000	11,941	0	0	0	0	21,941	0
Total	23,680	1,061	10,319	12,300	0	0	0	0	22,619	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.



PROJECT: Authority-wide - Procure, Upgrade, Repair and Replace Signs Including Dynamic Message Signs and Sign Structures

DESCRIPTION: Upgrade and replace signs and sign structures and perform miscellaneous repairs. Also, supply dynamic message signs (DMS) for a 5 year period to support about 20+ projects that are replacing or installing new DMS throughout MDTA's facilities. The project also provides for preventive maintenance, emergency maintenance, and parts and supplies as needed to maintain the DMS signs.

PURPOSE & NEED SUMMARY STATEMENT: Existing DMS signs are experiencing reliability issues and other signs and sign structures are worn. This improvement will also bring signs and other safety features MDTA-wide up to latest standards.

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

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

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Existing signs, sign structures and DMS signs are worn, requiring upgrades and replacement.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			FOR PLANNING PURPOSES ONLY2014.....2015.....2016.....			.....2017.....
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	12,825	10,813	2,223	0	0	0	0	13,036	0
Total	29,314	15,828	11,263	2,223	0	0	0	0	13,486	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$5.5 million based on actual bid price.



PROJECT: Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges

DESCRIPTION: Install electronic security systems and video surveillance at five major bridges.

PURPOSE & NEED SUMMARY STATEMENT: This project will enhance the safety and security at five major bridges.

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

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

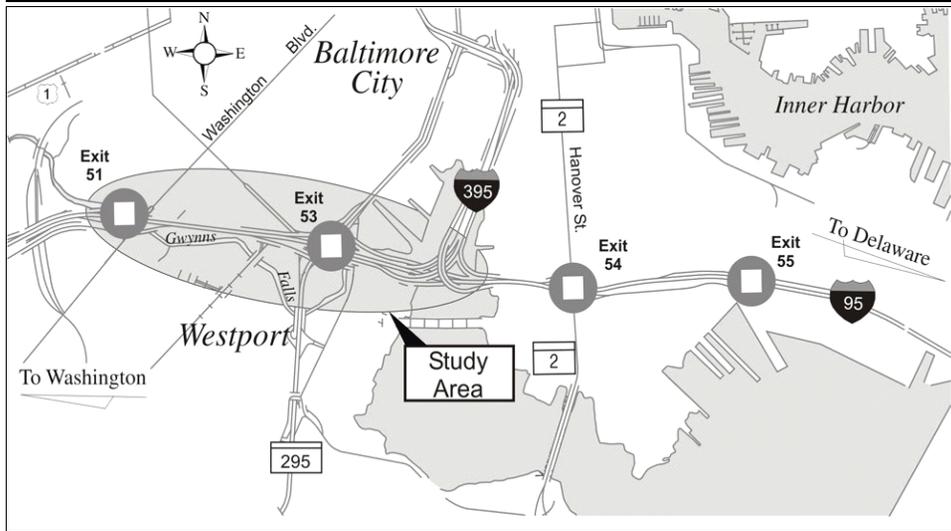
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: This project will enhance the safety and security at five major bridges.

STATUS: Engineering is complete. Construction is to begin in early FY 2012.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011			2012	20132014....2015....			....2016....	....2017....
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	10,898	499	769	844	1,487	2,208	3,016	2,075	10,399	0
Total	11,510	1,111	769	844	1,487	2,208	3,016	2,075	10,399	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved from the System Preservation Minor Projects Program to the Construction Program.



PROJECT: I-95 Fort McHenry Tunnel - Carroll Camden Access Study

DESCRIPTION: Study to improve access to the Carroll Camden development area and improve safety and operations along I-95 between Washington Boulevard and I-395.

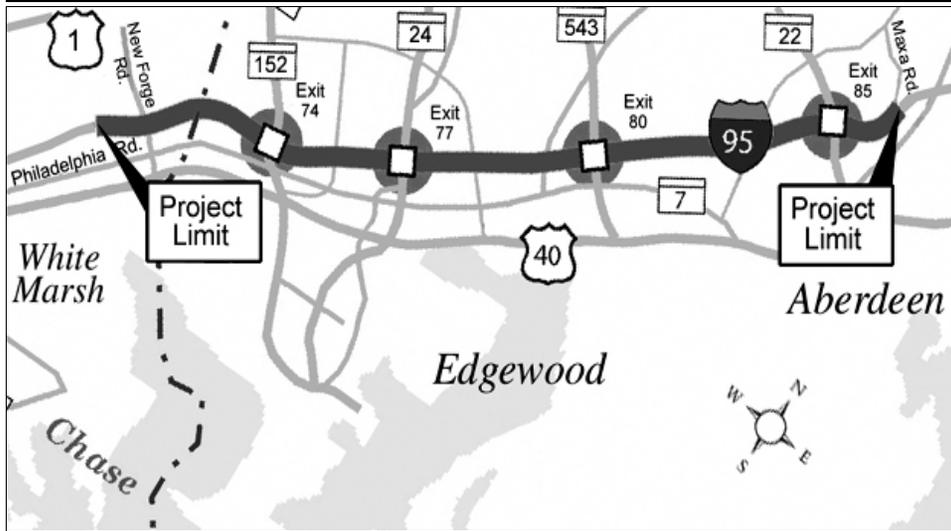
JUSTIFICATION: Improved access could help facilitate the redevelopment of the Carroll Camden area in Baltimore City and improve safety and operations along I-95.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Feasibility study completed in June 2004. Interstate Access Point Approval (IAPA) study results show a negative impact on I-95 operations if additional interchange ramps are added. Waiting for Traffic Impact Study for the proposed casino in Baltimore City.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	563	542	21	0	0	0	0	0	21	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	542	21	0	0	0	0	0	21	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 John F. Kennedy Memorial Highway - Section 200 Study

DESCRIPTION: Investigate capacity and safety needs on I-95 from north of MD 43 to north of MD 22 (18 miles) including new park and ride facilities at I-95/MD 152 and I-95/MD 24 interchanges. (BRAC related.)

JUSTIFICATION: South of MD 152, I-95 operates at Level of Service (LOS) E (marginal service, irregular flow with speed variations) during weekday peak hours. Elsewhere, it operates at LOS D (reduced speeds, some congestion) or better during weekday and weekend peak traffic periods. Without improvements, the LOS is expected to decrease by 2020, with some study sections operating at an undesirable LOS F (lowest level of efficiency, frequent slowing required) during weekday and weekend periods.

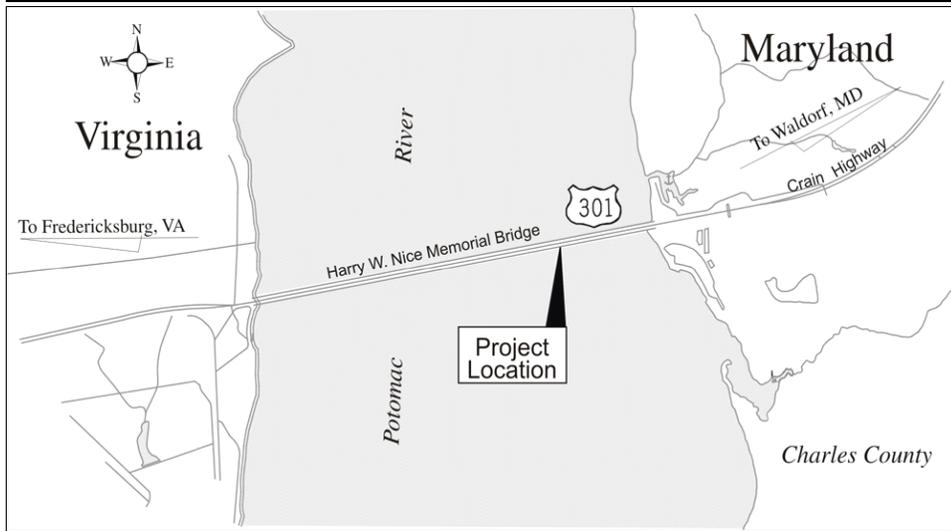
ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)
- I-95 New Maintenance Facility - Construction Program (Line 4)

STATUS: Planning is complete.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Cost decreased by \$3.6 million due to planning phase being completed under budget.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	2,476	2,142	334	0	0	0	0	0	334	0	
Engineering	4,647	4,647	0	0	0	0	0	0	0	0	
Right-of-way	236	236	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	7,359	7,025	334	0	0	0	0	0	334	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: US 301 Harry W. Nice Memorial Bridge - Improvement Study

DESCRIPTION: Investigate capacity and safety needs of the bridge and approaches.

JUSTIFICATION: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

ASSOCIATED IMPROVEMENTS:

- US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs - Construction Program (Line 25)
- US 301 Harry W. Nice Memorial Bridge - Rehabilitate and Realign Approach Roadway, Replace Toll Booths and Misc. Bridge Repairs - Construction Program (Line 26)

STATUS: Planning is underway.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	6,400	5,086	1,314	0	0	0	0	0	1,314	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	5,086	1,414	0	0	0	0	0	1,414	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
1	Rehabilitate Tunnel Lighting and Control System (0264)	2,482	Complete
2	Replace Electrical Vault (0265)	2,017	Complete
3	Install Environmental Landscape Buffer Along I-895 Right Of Way (Greektown Landscaping) (2163)	18	Complete
4	Replace Moravia Road Salt Barn Dome Roof (2139)	123	Complete
5	Rehabilitate Pavement between Toll Plaza and the K-Truss Bridge (2037)	2,650	Complete
6	Replace Overheight Detection System (2151)	544	Complete
7	Replace Roof and Repair HVAC of Fairfield Service Building (2036)	2,441	Complete
8	Replace Drainage Pipe in Fresh Air Duct (Code 1 System Preservation) (2213)	5,578	Underway
9	Replace Dynamic Message Signs & Lane Use Signals with LED Based Technology (0281)	1,491	Underway
10	Study Sound Barriers (2233)	390	Underway
11	Replace Vent Fans (Engineering only) (2263)	380	Underway
12	Zone Painting Various Bridges Along BHT (Engineering only) (2279)	50	Underway
13	Clean and Paint Structural Steel - Phase I (2253)	4,182	Spring, 2012
14	Rehabilitate K-Truss Bridge Deck (Code 1 System Preservation) (2210)	5,181	Spring, 2012
<u>F.S.KEY BRIDGE</u>			
15	Study Police Outdoor Firing Range (0464)	1,629	Complete
16	Renovate Engineering Building (2028)	1,123	Complete
17	Renovate Maintenance Garage Building (2024)	1,592	Complete
18	Replace Roof of Police Headquarters (0478)	581	Complete
19	Replace Roofs of Administrative & Maintenance Buildings (2020)	846	Complete
20	Upgrade HVAC Systems at Administration Building (2022)	55	Complete
21	Reconstruct Service Road #3 at FSK Facility (Engineering only) (2234)	775	Underway
22	Replace Breaker and Miscellaneous Electrical Repairs (Code 1 System Preservation) (2203)	317	Underway
23	Replace Light Poles on Francis Scott Key Bridge (2150)	1,186	Underway
24	Replace Underground with Aboveground Storage Tanks - Engineering only (Code 2 System Preservation) (2202)	350	Underway
25	Clean and Paint Structural Steel - Bear Creek Bridge (2252)	8,919	Spring, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2012 and Prior (cont'd)</u>		
	<u>F.S.KEY BRIDGE (cont'd)</u>		
26	Clean and Paint Structural Steel - Phase I (2258)	3,202	Spring, 2012
	<u>FORT MCHENRY TUNNEL</u>		
27	Repair Tunnel Fire Protection System (1401)	6,326	Complete
28	Replace and Rehabilitate Electrical Switchgear (1476)	3,871	Complete
29	Monitor Drainage at FMT Race Street Bridge (2095)	310	Underway
30	Upgrade Central Utility Plant (1477)	1,304	Underway
31	Replace Vent Building Roofs and Misc. Building Modifications (1402)	2,476	Underway
32	Replace Weathering Steel High Mast Light Poles (Engineering only - Code 2 System Preservation) (2206)	592	Underway
33	Repair Hanover Street Ramp (2157)	1,626	Underway
34	Replace Administration Building Generator (2138)	278	Underway
35	Replace Dynamic Message Signs and Lane Use Signals with LED Based Technology (1463)	2,353	Underway
36	Replace Roof at the Ft. McHenry Tunnel Mechanical Building (Engineering only) (2243)	105	Underway
37	Study Unified Operations Center (2250)	50	Underway
38	Renovate FMT Buildings (Engineering only) (2285)	38	Underway
39	Repair or Rehabilitate FMT Vent Fans (Engineering only) (2251)	100	Underway
40	Replace or Rehabilitate Tunnel Lighting System (Engineering only) (2269)	200	Underway
41	Superstructure Repair on I-395 and Zone Painting along FMT South (Engineering only) (2262)	300	Underway
42	Zone Painting Various Bridges Along FMT North (Engineering only) (2256)	50	Underway
	<u>HATEM BRIDGE</u>		
43	Rehabilitate Approach Roadways (Engineering only) (2273)	390	Underway
44	Replace Underground with Aboveground Storage Tank (Engineering only - Code 2 System Preservation) (2222)	150	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>INTERCOUNTY CONNECTOR</u>			
45	Virtual Weigh Study (2230)	75	Underway
<u>KENNEDY HIGHWAY</u>			
46	Monitor Ground Water Recovery System at Maryland House Sunoco Station (1264)	147	Complete
47	Replace 5KV Cable for Rt. 222 Interchange (2155)	386	Complete
48	I-95/MD222 Concept Study (Planning only) (2237)	425	Underway
49	Modify Drainage to Hand Boxes (2057)	375	Underway
50	Salt Barn at MD 7 and I-695 (Joint project with SHA) (2181)	2,140	Underway
51	Clean and Paint Structural Steel on JFK Bridges (Code 1 System Preservation) (2238)	3,080	Underway
52	Inspect York Building Products Bridge over I-95 (2179)	75	Underway
53	Modify Expansion Joints on the Tydings Bridge (SB) and Miscellaneous Structural Repair (2182)	5,800	Underway
54	Renovate Buildings - JFK (Engineering only) (2272)	50	Underway
55	Replace Underground Storage Tank with Aboveground Storage Tank-Maintenance 1 (Engineering only) (2218)	150	Underway
56	Upgrades to Truck Weigh Facilities (Engineering only) (2287)	200	Underway
57	Zone Painting Various Bridges along JFK (Engineering only) (2281)	50	Underway
58	Replace JFK Administration Building 230kW Generator (2239)	290	Spring, 2012
<u>MULTI-AREA</u>			
59	Install Closed Circuit TV Systems and Fiber Optic Spurs along I-95 (1974)	8,362	Complete
60	Repair and Replace Electronic Equipment - Reserves (1902)	1,056	Complete
61	Replace Electronic Toll System and Operation System - Next Generation (1958)	47,656	Complete
62	Study Toll Facility Cost Allocation (2002)	315	Complete
63	Upgrade Authority Operation Center at FMT and BHT (1954)	8,811	Complete
64	Building Security Improvements - Phase II (1983)	8,127	Complete
65	On-Call Miscellaneous Structural Repairs at Various Facilities (1900)	8,786	Complete
66	Information Technology Strategic Plan (1942)	2,917	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
67	International Electrical Testing Association (NETA) Electrical Testing - BHT and FMT (2125)	23	Complete
68	Annual Inspection of Authority Facilities (2084)	20,600	Complete
69	Clean and Paint, Bearing Repairs, Modify Joints & Misc. Repairs at BHT and FSK Bridges (1940)	8,216	Complete
70	Study to Evaluate Toll Booth Condition (2094)	74	Complete
71	On-Call Miscellaneous Shotcrete Repair (2149)	10,689	Complete
72	On-Call Structural Repairs and Miscellaneous Modifications (2124)	5,860	Complete
73	Replace Intercom Systems at Toll Collection Booths - Authority-wide (2162)	260	Complete
74	Speed Camera Program (2223)	177	Complete
75	Upgrade and Replace Metal Barriers and Attenuators (1922)	2,652	Complete
76	On-Going Miscellaneous Upgrade/Replace Highway Signs, Pavement Markers & RPM (1980)	4,091	Underway
77	Evaluate and Upgrade Security Related Plans (1467)	265	Underway
78	Install Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	913	Underway
79	Equipment Budget (1702)	51,793	Underway
80	Install Highway Advisory Radio Transmitters and Signs - JFK and WPL (2008)	1,205	Underway
81	Law Enforcement IT Systems Plan - Multi-Area (2060)	9,375	Underway
82	Maintenance & Contingencies and Building Renovation - Authority Wide (1973)	8,297	Underway
83	Miscellaneous Traffic Studies (2131)	5,189	Underway
84	NPDES Environmental Compliance Inspection and Remediation (2007)	19,263	Underway
85	Replace Electronic Toll Collection and Operating System - 3rd Gen. (Engineering only) (2147)	12,184	Underway
86	Comprehensive Building Inspection Program (2177)	1,000	Underway
87	Conduct Authority Market Research (2170)	200	Underway
88	Miscellaneous Paving Repairs (2142)	4,697	Underway
89	On-Call Furnishing and Installation of Camera and CODEC Equipment (2014)	4,287	Underway
90	Right-of-Way and General Fencing at Various Locations (2144)	836	Underway
91	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	3,332	Underway
92	On-Call Structural Repairs and Miscellaneous Modifications (2168)	13,200	Underway
93	On-Call Structural Repairs and Miscellaneous Modifications (2171)	13,200	Underway
94	Open Road Tolling Authority-Wide Feasibility Study (2183)	590	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
95	Study E-ZPass Disaster Recovery Needs (2225)	100	Underway
96	Energy Lease Program (2078)	10,253	Underway
97	E-Zpass IVR Voice Recognition Upgrade (2248)	150	Underway
98	Furnish and Install Radiax Cable within Tunnels (2156)	1,929	Underway
99	Miscellaneous Paving Repairs (Code 1 System Preservation) (2193)	12,800	Underway
100	Miscellaneous Roadway Lighting Repairs and Modifications (1913)	4,273	Underway
101	On-Call Structural Repairs and Miscellaneous Modifications (2176)	15,700	Underway
102	Replace Navigational Lighting Systems to Francis Scott Key, Nice Memorial Bridge and Bay Bridge (2074)	2,403	Underway
103	Study Commercial Vehicle Inspection Facilities at the BHT, KB, FMT (2073)	255	Underway
104	System Preservation Program Unallocated Fund (1979)	265,624	Underway
105	On-Call Shotcrete Repairs and Miscellaneous Modifications (2227)	10,211	Underway
106	Replace Generators (Engineering only) (2265)	331	Underway
107	Upgrade and Replace Metal Traffic Barriers and Attenuators (Code 1 System Preservation) (2195)	6,474	Underway
108	Bridge Deck Overlay and Misc. Repairs of I-895A Ramp over I-895B and Quarantine Road over I-695 (2270)	4,154	Spring, 2012
109	Design & Construct Security Fencing at Shores of Major Bridges (TJH, FSK, HWN, Tydings & WPL) (2130)	1,850	Spring, 2012
110	On-Call Misc. Electrical Repairs (5-year) (2236)	1,440	Spring, 2012
111	On-Call Structural Repairs and Misc. Modifications (2254)	15,700	Spring, 2012
<u>NICE BRIDGE</u>			
112	Fog Detection and Warning System (2154)	60	Complete
113	Renovate Administration Building (1025)	2,132	Underway
114	Replace Roof of Garage Bldg. & Upgrade HVAC of Maintenance and Storage Bldgs. (Engineering only) (2271)	20	Underway
115	Replace Underground Storage Tanks with Aboveground Storage Tanks (Engineering only) (2200)	140	Underway
<u>POINT BREEZE</u>			
116	Replace Roof of Garage Building (2108)	659	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

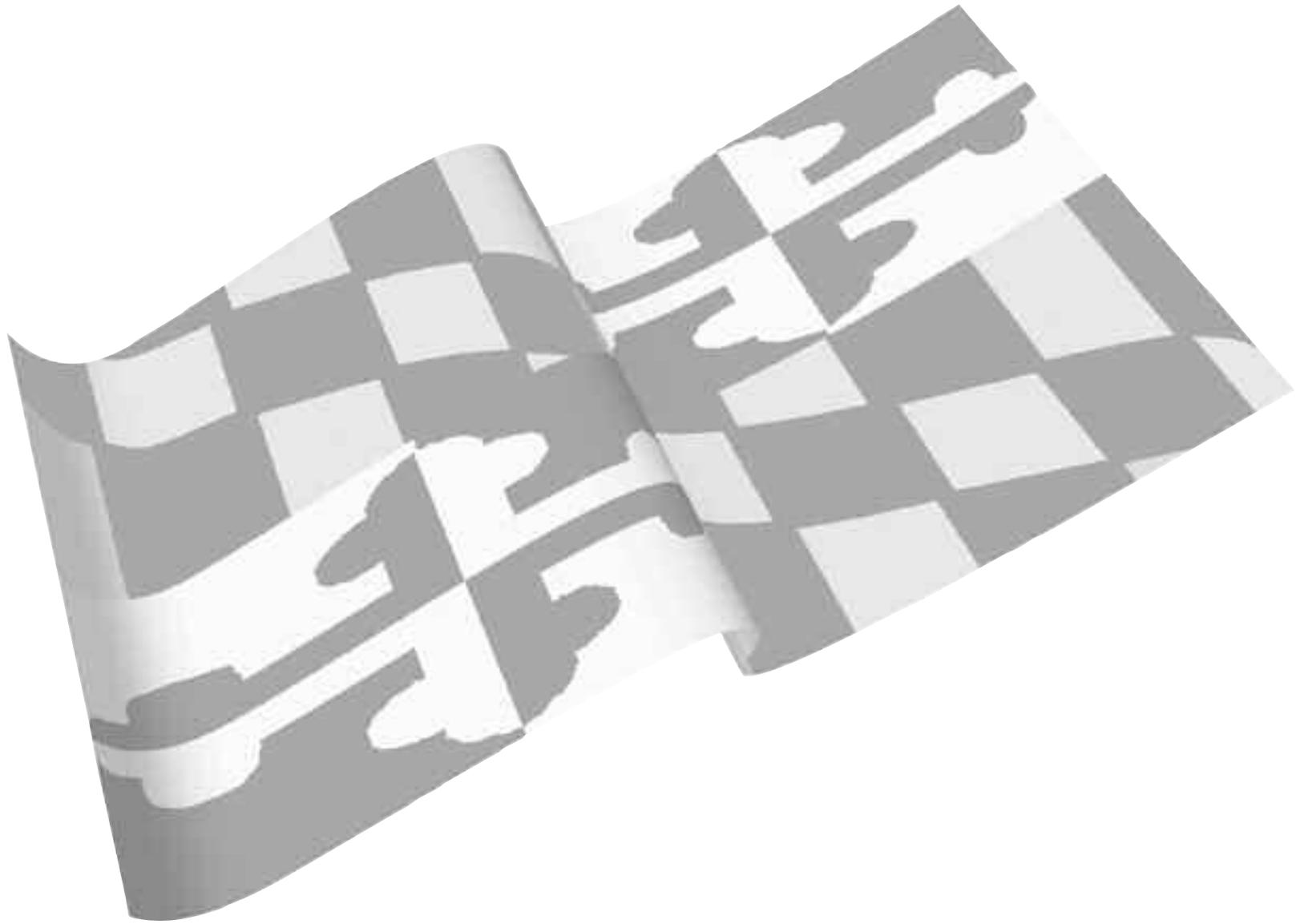
MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2012 and Prior (cont'd)</u>			
<u>W. P. LANE BRIDGE</u>			
117	Rehabilitate Toll Collector Tunnel (2050)	75	Complete
118	Replace Roof on Administration/Maintenance Building (2047)	390	Complete
119	Reconstruct/Rehab Pavement - Eastbound & Westbound Approaches to Bay Bridge (2053)	241	Underway
120	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	7,778	Underway
121	Fatigue Retrofits at Bay Bridge - Engineering only (Code 2 System Preservation) (2217)	363	Underway
122	Install Roadway Weather Information System (Engineering only) (2264)	80	Underway
123	Replace Existing DMS at Bridge and Install New DMS - east of MD 404 (1914)	938	Underway
124	Replace Underground Tanks at Administration Building & Police West Garage - Bay Bridge (2051)	1,156	Underway
125	Study Bay Bridge Westbound Centralized UPS to Carry BGE feeder (Engineering only) (2268)	105	Underway
126	Install 4 Isolation Points and Access Ladder - Eastbound Bay Bridge (2054)	852	Spring, 2012
127	Bay Bridge "Potomac Pier" Study (2286)	350	Underway
<u>FY 2013</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
128	Clean and Paint Structural Steel - Phase II (2255)	5,685	Summer, 2012
129	Masonry Repairs at the Canton Vent Building (2288)	549	Spring, 2013
<u>F.S.KEY BRIDGE</u>			
130	Fatigue Retrofits at Curtis Creek (Code 2 System Preservation) (2214)	10,866	Fall, 2012
<u>FORT MCHENRY TUNNEL</u>			
131	Tollbooth Replacement (2278)	1,271	Fall, 2012

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2013 (cont'd)</u>			
<u>KENNEDY HIGHWAY</u>			
132	Clean and Paint Structural Steel - Phase II (2257)	6,025	Fall, 2012
133	Deck Sealing Various Bridges along JFK (2282)	780	Fall, 2012
134	Facility-Wide Hot Mix Asphalt Resurface (2261)	52,260	Fall, 2012
135	Overlay Deck & Repair - Bouchelle Road & MD 213 over I-95 (2275)	3,232	Spring, 2013
<u>MULTI-AREA</u>			
136	Furnish, Deliver, Commission, Warranty and Maintain DMS (2229)	1,439	Summer, 2012
137	On Call Facility/Building Repairs (2240)	4,600	Summer, 2012
138	On-Call Structural Repairs and Miscellaneous Modifications (2291)	15,700	Summer, 2012
139	Remove, Replace and Upgrade Sign Structures (Engineering only) - Northern Region (2289)	850	Summer, 2012
140	Replace Roofs at JFK and Hatem Bridge Campuses (2241)	2,638	Summer, 2012
141	Replace Roofs at the Baltimore Harbor Tunnel and Francis Scott Key Campuses (2247)	152	Summer, 2012
142	On-Call TMDL Stormwater Retrofits (2290)	5,400	Fall, 2012
<u>POINT BREEZE</u>			
143	Replace Roofs at the Point Breeze Campus (2242)	1,089	Summer, 2012
<u>W. P. LANE BRIDGE</u>			
144	Replace Roofs at William P. Lane Memorial Bridge Campus (2245)	547	Summer, 2012
145	Rehabilitate Toll Booths (2276)	513	Fall, 2012
146	Renovate Bay Bridge Conduit Hangers (2267)	736	Spring, 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.