

MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

Maryland's economic well-being and its citizens quality of life is directly impacted by the transportation system that moves people and commerce throughout its infrastructure. As Maryland's citizens stroll along picturesque streetscapes in revitalized communities throughout the State, fly out of Baltimore-Washington International Airport, travel through the Ft. McHenry tunnel or over the Chesapeake Bay on the William Preston Lane, Jr. Bridge, use a HOV lane or express bus, receive cargo through the Port of Baltimore, travel on scenic I-68 through Western Maryland, or renew their Driver's License without having to visit an MVA office – Maryland's transportation system touches our lives everyday.

Maryland's transportation system influences Maryland's economy, environment, communities, and its overall quality of life. Efforts to maintain the safety, efficiency and condition of this transportation system demand constant attention. This includes thousands of miles of highways and transit routes, a major international airport, a thriving port and the servicing of millions of customers.

Every year, the Maryland Department of Transportation releases the State Report on Transportation (SRT) – a vision of what the transportation system should be and a plan of how that vision will be achieved. The first part of this report, the Maryland Transportation Plan (MTP), sets a vision with goals and policies to guide transportation decision making over the next 20 years. The MTP is updated every three years to reflect changes in transportation policy priorities. The last update occurred in January 2002 and re-affirmed the direction set in the prior plan – providing mobility while supporting other State priorities, such as protecting Maryland's transportation investments, revitalizing Maryland communities and advancing our economy.

As a companion piece to the SRT, MDOT publishes an Annual Attainment Report on Transportation System Performance. The report documents how MDOT is achieving its goals and objectives based on a series of performance indicators. The performance indicators presented in the report are also intended to help MDOT management – and MDOT stakeholders – better understand and assess the relationship of investments in programs and projects with the services and quality those investments produce.

This document, the Consolidated Transportation Program (CTP), is the second section of the report. It describes ongoing and new capital programs to be implemented over the next six years, and how the Department will fund these programs to achieve its goals. Every year, the draft CTP is presented to local elected officials and citizens throughout Maryland for comment. Then, it is revised and submitted with the Governor's budget to the General Assembly in January, for approval.

This year's economic situation continues to present funding challenges. In recent years, Maryland's CTP has grown significantly, with billions of dollars in projects added. This year, as the nation slowly recovers from the recession, the size of the CTP continues to decrease. The loss of \$205 million in General Fund revenues for the Woodrow Wilson Bridge and the Metro Addison Road Extension projects and the transfer of over \$300 million Transportation Trust Fund revenues to address the General Fund deficit has had significant impacts throughout the CTP. Numerous projects have been deleted, delayed or deferred due to this significant loss of revenue. The challenge is to acquire funding to restore these projects and to prepare for the next wave of projects that are ready to move into the construction phase. In addition we need to ensure that an adequate level of funding is available to maintain and preserve our existing transportation system.

Maryland's Consolidated Transportation Program remains a unique, flexible funding tool, developed with considerable local input, and designed to address a multitude of system needs. By having all transportation systems funded under one trust fund, MDOT can direct resources to specific needs, and seek multi-modal solutions, looking for the best mode or modes of transportation to address specific problems. In addition, the Annual Capital Program Tour provides a unique venue to gather public input from every jurisdiction in the State.

The following pages provide some background on how to read this document, how the public can get involved, how funding decisions are made and some of the highlights of this year's budget.

MDOT PRIORITIES: HOW THIS BUDGET AFFECTS YOUR COMMUNITY

Maintaining the system

Keeping Maryland's transportation system safe and in good condition are top priorities of MDOT. Much of this year's transportation funding is directed at maintenance of existing facilities. While there are needs for expanding capacity, preservation of the existing system is an ongoing necessity; roads must be re-paved, safety improvements made, aging bridges rehabilitated and buses and trains repaired or replaced.

Mobility

The core of MDOT's mission is mobility. This means getting people and goods to destinations and markets. The CTP includes capital projects that preserve and enhance a transportation system to accommodate intrastate, interstate and international travel and to facilitate commerce. These projects are Maryland's investment in our highway, transit, port and aviation facilities that assure a safe and efficient transportation system.

Smart Growth

This initiative protects Maryland's farmland, open space and existing communities from sprawl. MDOT uses the CTP as a Smart Growth tool to revitalize communities and slow sprawl. Smart Growth means focusing our resources in existing communities and where growth can best be accommodated. It means we pay special attention to congestion management, commercial area and neighborhood revitalization, pedestrian and bicycle facilities, noise mitigation, landscaping and aesthetic designs, improving access to transit and environmental justice.

Increasing Transit Ridership

For some, transit provides a viable transportation option to the automobile and can provide some congestion relief. Over the next few years, MDOT's transit program will implement Smart Card and other cutting edge technology, simplify the base transit fare structure around the state, purchase new buses and rail cars to provide customers with a better ride, expand existing services to better connect people and opportunities, and develop new transit options including neighborhood shuttles.

Preservation and safety are top priorities



Creating the next generation of transit



Economic Development

Maryland's transportation system plays a crucial role in the State's ability to attract investment and business. Ports, airports, highways and transit systems are all vital in moving people and goods. MDOT uses its resources to develop and maintain a transportation network that moves goods, retains and expands employment and promotes business and leisure travel and tourism. MDOT recognizes the importance of moving freight safely, reliably, and efficiently within and through the State, as well as the need to promote the services of the Port of Baltimore and BWI cargo facilities.

Environment

The Maryland Department of Transportation is committed to protecting the environment. The Department ensures that State transportation activities are consistent with goals for restoring the Chesapeake Bay and achieving health-based air quality standards. MDOT prides itself in being forward-thinking in terms of addressing environmental concerns on both the program and project levels, in daily operations, and through public outreach.

Transportation choices

MDOT strives to provide the traveling public with options to the single occupant vehicle. Besides improving transit, MDOT upgrades pedestrian and bicycle facilities to increase the public's transportation choices. Whenever possible, the Maryland State Highway Administration constructs sidewalks as part of the overall project, along new or expanded facilities as well as adding sidewalks to existing State facilities. MDOT recently released the State's first Bicycle and Pedestrian Access Master Plan. MTA allows bicycles on the Baltimore Metro and light rail, as does WMATA on Metrorail in the Washington area, except on crowded trains. Bicycle lockers are available for rent at selected stations. In Maryland's most congested areas, MDOT also promotes ridesharing and teleworking.



Expanding and upgrading BWI

Security

After the events of September 11, 2001, security is foremost in everyone's minds. MDOT is committed to providing a safe and secure transportation system. Virtually every mode has instituted improved safety measures. The Maryland Port Administration received a \$3.3 million federal grant for terminal access security at Dundalk Marine Terminal. The Transportation Security Administration has designated BWI as a pilot airport to test new security equipment and measures. These are just a few of the vast number of heightened security measures that are being implemented throughout the Department.

Air Quality

The Maryland Department of Transportation is committed to a healthy environment and improving air quality throughout the State. MDOT continues to work to ensure that the State's transportation program for Maryland will be consistent with federal Clean Air Act requirements and that, as a consequence, federal transportation funding for State projects will continue uninterrupted.

Addressing air quality challenges in Maryland requires a considerable investment in emission reducing transportation measures. As possible consequence of tightening federal air quality standards, for future capital programs there may be a need, over time, to put even more emission-reducing transportation measures in place.



Providing transportation choices

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 all earmarked in the Transportation Trust Fund (TTF). This fund is separate from the State's General Fund, which pays for most other State government programs.

Essentially, our customers pay user fees for transportation infrastructure and services, through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues and corporate income taxes. Federal-aid and the motor fuel tax are the two largest sources of revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Airport. Maryland Transportation Authority funds and General fund revenues can also be transferred to the Trust Fund under special circumstances.

Total projected Trust Fund revenues amount to \$15.4 billion for the six-year period covered by this CTP. These are based on assumptions that the economy will continue on average along a moderate growth scenario for the next six years. (For more on revenue projections and economic assumptions, see pages A-8 through A-10)

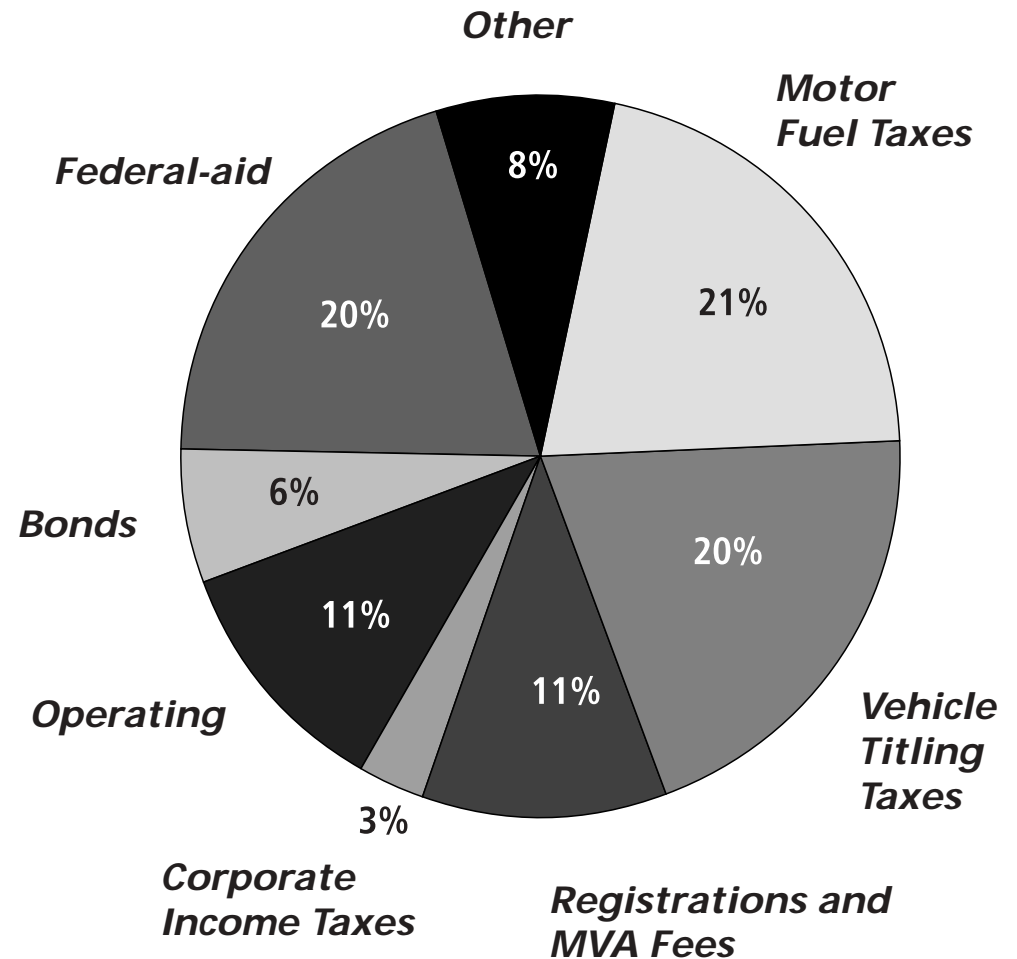
WHERE THE MONEY GOES...

The TTF supports operation and maintenance of State transportation systems, MDOT administration, debt service and capital projects. A share of these funds is dispersed among Maryland's counties and Baltimore City for local transportation needs.

After operating costs, debt service, and local distributions, the remaining money goes towards capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects.

This FY 2003-2008 CTP totals about \$8.2 billion: \$7.1 billion of which comes through the Trust Fund and \$1.1 billion from "Other" fund sources.

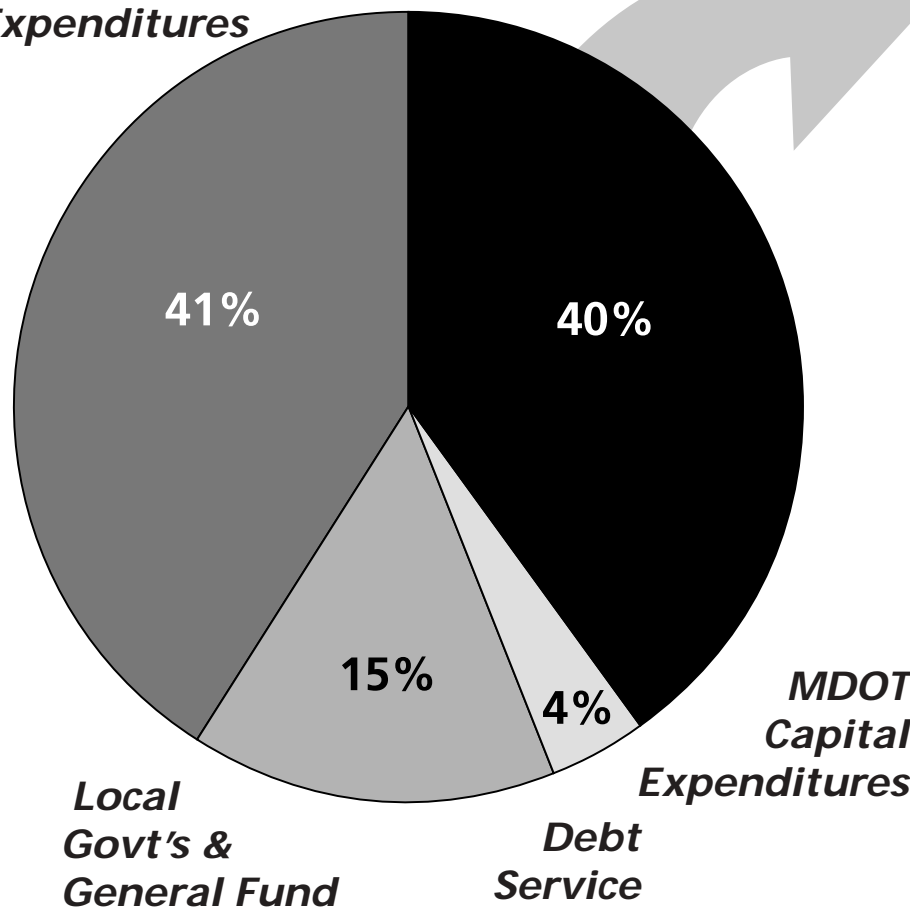
Transportation revenues:



TRANSPORTATION TRUST FUND:

Where the revenues go...

**MDOT
Operating
Expenditures**



Capital expenditures

FY 2003-2008 CTP SUMMARY (\$ MILLIONS)

	STATE FUNDS *	FEDERAL AID	OTHER**	TOTAL	PERCENT OF TOTAL
TSO	95.6	30.3	-	125.9	1.5
MVA	114.0	-	-	114.0	1.4
MAA***	433.2	107.1	522.3	1,062.6	13.0
MPA	397.7	3.2	-	400.9	4.9
MTA	471.8	750.4	6.2	1228.4	15.0
WMATA****	505.8	89.0	583.4	1,178.2	14.4
SHA	1,670.4	2,389.8	-	4,060.2	49.7
TOTAL	3,688.5	3,369.8	1,111.9	8,170.2	100.0

*Special Funds through the Transportation Trust Fund, no longer includes General Fund appropriations for two large projects.

** Funds not received through the Trust Fund. Includes funds from MD Transportation Authority, Passenger Facility Charges, Customer Facility Charges, Maryland Economic Development Corporation (MEDCO) and federal funds received directly by WMATA.

*** PFC funds are being shown as State Dollars but will be reimbursed on a PAYGO basis.

**** Federal funds for Addison Road now go directly to WMATA and are now included in "Other Fund" Total.

TSO – The 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

SHAPING MARYLAND'S TRANSPORTATION SYSTEM

The Public's Role

When developing Maryland's transportation system, MDOT seeks public input while assembling the Maryland Transportation Plan, preparing the CTP, studying possible projects and designing facilities.

The Maryland Transportation Plan, the department's guiding document, reflects the concerns of our customers – the Maryland public that uses the transportation system on a daily basis. The plan is created with inclusive public participation and input through such processes as telephone surveys, leadership interviews, workshops, and consultation tour meetings. The public also comments on the draft plan before the Governor adopts the final version.

The public and local governments also have an important role in shaping the CTP. Every fall, the Secretary tours each County and Baltimore City to receive input on local priorities. Jurisdictions submit priority lists. Regional bodies also provide input. Projects are more likely to be funded if there is a local consensus behind it. Local input is considered when revising the program before it is submitted to the Governor. The Governor then includes the CTP with his budget submission to the General Assembly in January.

Through-out the year, the public has many other opportunities to review and comment on specific projects, such as public meetings during planning and environmental review phases. State planners and engineers also work with the public to design projects that reflect sensitivity to the context of the surrounding community and environment.

For information on projects, call the MDOT's Office of Planning and Capital Programming, which assembles the CTP, at 410-865-1275; TTY for the Deaf 410-865-1342. For more information on MDOT and links to each of the modal administrations, visit <http://www.mdot.state.md.us>.

Evaluations

Every year, the Secretary of MDOT works with the Department's modal administrators to determine which projects to add to the CTP or to advance. MDOT looks at the need for the project based on the level of service, safety,

maintenance issues, and economic development. Then, the project is evaluated for consistency with MDOT goals and objectives. The availability of funding, including federal funds, is evaluated. Also, input by local officials is a major consideration.

Planning

Transportation planning and programming in Maryland also is influenced by a number of federal and State legislative initiatives including TEA-21, Clean Air Act Amendments, the Maryland Economic Growth, Resource Protection and Planning Act and the Maryland Smart Growth Act.

Smart Growth calls for State infrastructure spending to be directed into designated growth areas – existing communities and areas planned locally for new growth. In the CTP, major capital project descriptions list whether it is within a Smart Growth Area or if the project appears subject to an exception provision of the law. Also, as new projects are planned, each modal administration conducts an analysis to determine the consistency of the project with local plans and State development policies. Inconsistent projects are modified to be consistent or are terminated. All new projects added to the FY 2003-2008 CTP are subject to this review.

Working with the public



HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation is divided into agencies responsible for different modes of travel. These are referred to as the Department's modal agencies or modes. Projects in the CTP are listed under the mode responsible for them. Within the State Highway Administration section of this document, projects are listed by jurisdiction.

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, and its compliance status with Smart Growth. It also shows any significant change in the project since the last budget approved CTP. A chart shows funds budgeted over the six-year cycle. This is general information and is not intended to provide 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 and to establish the scope and location of proposed transportation facilities.

Engineering - The next phase for funding is the engineering phase. These projects undergo planning and environmental studies and preliminary design. These projects, having been more thoroughly evaluated than those in Project Planning, are candidates for future addition to the Construction Program and are more likely to be built.

Right-of-Way - This funding is approved at different points during the project, 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. Construction does not begin until a project receives necessary environmental permits, the State meets air quality requirements, and contracts are bid.

A project listed in a PIF may not be a specific facility. It also could include corridor studies, which look at multi-modal solutions to transportation needs. One example is the Capital Beltway Corridor Transportation study, which is evaluating High Occupancy Vehicle lanes and transit improvements.

The CTP also contains lists of minor projects which are smaller in scope and less costly such as resurfacing roads, safety improvements, sidewalks and bicycle trails.

Following this introduction are other lists, which can help the reader understand changes in the CTP. One shows significant changes from last year's CTP. It 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.

Also, there is information regarding the economic trends and assumptions the CTP is based upon and more information about revenue projections.

STATE HIGHWAY ADMINISTRATION - Montgomery County - Line 7

PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new interchange at Briggs Cherry Road at intersection.

JUSTIFICATION: Rapid development along the US 29 corridor has re-located. An interchange at this location will address falling levels of economic development.

SMART GROWTH STATUS:

☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA, Subject to Exception Approved by SHPM

ASSOCIATED IMPROVEMENTS:

EastWest Intersection Improvement Program (Construction Program)
 EastWest Link Improvement (SAS Program)
 US 29 Interchanges (Construction and SAS Programs)
 MD 29 MD 188, MD 87 to US 29 (SAS Program)

STATUS: Final Engineering underway. Right-of-way to begin during 2003.

SIGNIFICANT CHANGE FROM FY 2002 - SECT: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	ESTIMATED COST (\$000)	EXPEND THRU YEAR 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	2004	2005	2006	2007	2008	FEDERAL CATEGORY
Planning	2,709	0	0	0	0	0	0	0	0	---
Engineering	8,258	0	0	728	1,000	888	100	0	0	NYS
Right-of-way	27,881	0	0	0	138	3,300	3,700	1,388	0	NYS
Construction	17,881	0	0	0	0	0	8,258	9,078	8,258	NYS
Total	56,729	0	0	728	1,138	4,188	8,058	10,278	8,258	NYS
Federal Aid	32,000	0	0	0	0	0	0	0	0	NYS

STP REFERENCE # H2048 12/01/2002

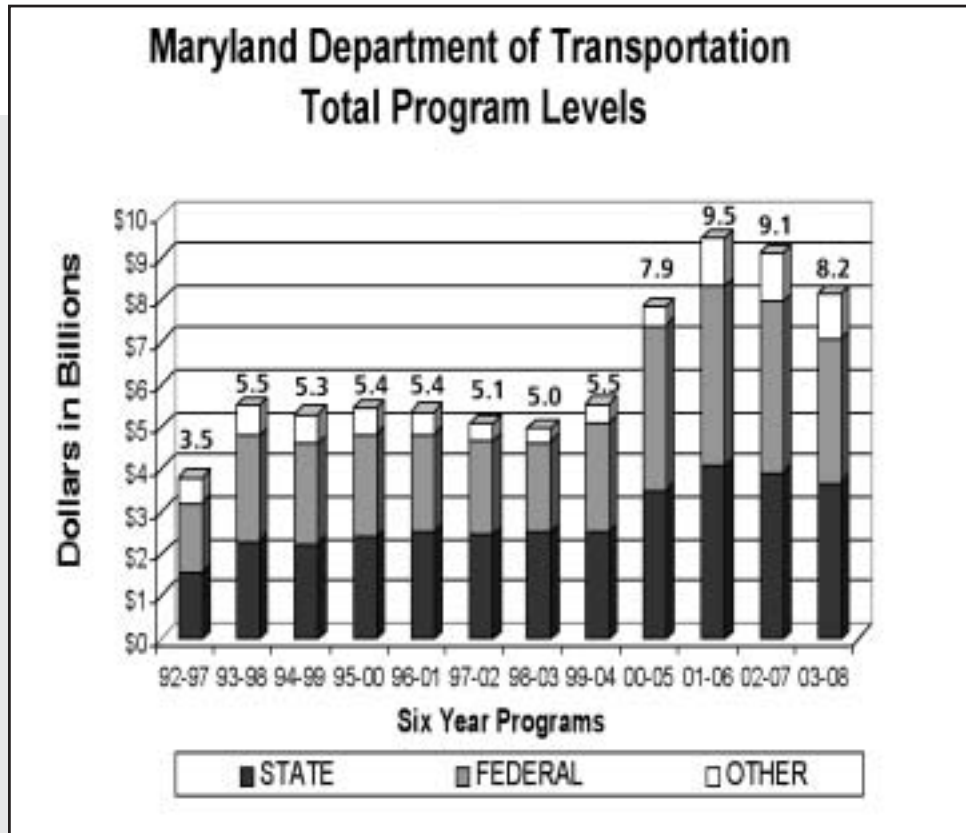
FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM - Freeway
 ONLY TRAFFIC / USADG IMPA
 CURRENT (1996) - 57,300
 PROJECTED (2005) - 62,900
 OPERATING COST IMPACT: 0

A PROJECT INFORMATION FORM

PROGRAM HIGHLIGHTS

The FY 2003-2008 CTP totals about \$8.2 billion. Approximately 41 percent of this capital program will be supported by federal funds, predominately for highway and transit projects.



Economic Trends and Assumptions

The Department's revenue and operating cost projections are based on a long-term "moderate growth" scenario for the nation's economy. The major trends and assumptions are as follows:

The long-term (6-year) trend in bond interest rates is projected to fluctuate within a range from 4.6 percent to 5.2 percent during the program period with inflation between 2.0 to 2.6 percent annually.

The nation's economy is expected to experience, after a mild recession, a period of sustained growth. As it begins an economic recovery, it is projected to continue to have "business cycles" with:

- No more major external events,
- No major changes in the law or operating responsibilities of the Department, and
- A historical relationship between national economic activity and the level of Department tax revenues continuing through the forecast period.

There are plentiful supplies of gasoline in the marketplace. Gasoline consumption is projected to increase 1.1 percent in FY 2003, increase 2.1 percent in FY 2004, and increase about 1 percent thereafter.

Auto sales had been increasing consistently due to the combination of good economic conditions and increased consumer confidence. In FY 2002 a surge of sales occurred with the introduction of 0% financing. For FY 2003 and beyond, they are expected to return to their normal cyclical pattern throughout the forecast period.

REVENUE PROJECTIONS

Total projected revenues amount to \$15.4 billion for the six-year period. This estimate is based on existing revenue sources used by MDOT and includes bond proceeds and federal funds. The projection does not assume any future State tax increases. Pertinent details are as follows:

- **Opening Balance:** It is the goal of the Department to maintain a \$100 million fund balance over the program period to accommodate the Department's working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This is projected to be \$3.0 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 is projected to yield \$3.2 billion. The titling tax of 5 percent of the fair market value of motor vehicles is applied to new and used car sales and to vehicles of new residents. This revenue source has cycles with periods of decline and growth. It is projected that the six-year planning period will experience a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration, Miscellaneous, and Other Fees:** These fees are projected to generate \$1.5 billion. This forecast assumes the combination of reduced growth in registered vehicles and change to a heavier vehicle mix will increase the revenues an average of 2.5 percent every two year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$489 million. The Department receives a portion (approximately 24 percent) of the 7 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$3.6 billion for operating and capital programs. This amount does not include \$583 million received directly by Washington Metropolitan Area Transit Authority. The majority of federal aid is capital, only \$244 million is for operating assistance. Since federal aid supports approximately half 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 \$2.2 billion, with \$654 million from MTA; \$509 million from MPA; and \$987 million 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. These revenues are forecast to include additional revenues from the garage and terminal expansion.
- **Bond Proceeds:** It is projected that \$1.3 billion of bonds will be sold in the six-year period. The level of bonds which can be issued is dependent on the net revenues of the Department. This level of bonds is affordable within the financial parameters used by the Department.
- **Other Sources:** The remaining sources are projected to provide \$75 million. These sources include income from trust funds, reimbursements, and miscellaneous revenues. The transfer of \$205 million from the State's General Fund account for two large capital projects as previously planned will not occur.

Federal Aid Assumptions

The Transportation Equity Act for the 21st Century (TEA-21) authorized funding levels for transit and highways for federal fiscal years (FFY) 1998 through 2003, and represented a significant change in the way the funds are distributed and used. TEA-21 authorized a minimum level of guaranteed highway and transit funding which has resulted in significantly higher funding than previous acts. This is not expected to be the case with the next reauthorization. Levels are expected to remain about the same or perhaps be slightly lower.

The ability to complete the program as scheduled, will, of course, depend upon actual federal appropriations. Transit funding is of particular concern. An estimated 50 percent of the transit funds are discretionary and are dependent on annual appropriation earmarks.

Specific federal aid assumptions and issues relating to the Department's program are detailed as follows:

Transit: The FFY 2003 FTA Urbanized Area capital assistance for Baltimore, Washington and Small Urban Systems for Bus, Metro, Light Rail, and MARC is \$53.2 million. An annual estimated amount of \$53 million is assumed for the FFY 2004.

The MTA has assumed an average annual amount of \$29 million from FFY 2003 to FFY 2004 for rail modernization funds.

The TEA-21 authorizes a maximum of \$185 million in New Starts funds for MARC improvements for FY 1998 to FY 2003. The actual appropriation for MARC was \$31 million in FFY 1998, \$17 million in FFY 1999, \$2.2 million in FFY 2000, \$10 million in FFY 2001, \$12 million in FFY 2002, and \$14 million is estimated for FFY 2003.

TEA-21 authorizes \$120 million for Baltimore Central Light Rail Double-tracking. There was an appropriation of \$1.0 million in FFY 1999, \$4.7 million in FFY 2000, \$3 million in FFY 2001, \$13.0 million in FFY 2002, and an estimated \$24 million in FFY 2003. A Full Funding Grant Agreement was approved in July, 2001. The Department has estimated future federal appropriations of \$98.3 million over the program period.

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 a given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under ISTEA, which authorized funds from federal fiscal year 1992 through federal fiscal year 1997, OA ranged from 80.5 percent to 105.3 percent. This CTP assumes the level of OA from TEA-21 at 87 percent of apportioned funds for FFY 2002 and thereafter.

The Department has taken advantage of a TEA-21 provision to proceed with some federal aid projects now even though federal aid will not be available until later. This "advanced construction" provision allows the use of State funds now, which will later be reimbursed with federal aid as it becomes available. This is done for selected projects in an effort to start construction as early as possible to help meet specific highway needs.

Transfers between federal funding categories allowed under TEA-21 is assumed in order to match available federal aid to the schedule of qualifying projects.

Washington Metropolitan Area Transit Authority: WMATA receives federal formula funds (80 percent federal share) for bus and rail preservation activities. The annual amount of these funds is based on actual and projected federal funding levels provided under TEA-21.

TEA-21 authorizes construction of the Addison Road to Largo Extension of the Washington Metro. There was an appropriation of \$1 million for the extension in FFY 1999, \$4.7 million in FFY 2000, \$7.5 million in FFY 2001, \$55 million in FFY 2002 and an estimated \$60 million in FFY 2003. A Full Funding Grant Agreement was approved in December of 2000, and an estimated \$60 million in FFY 2003. As a result, the Department will receive an additional \$192.9 million of federal funds for the project.

In addition to federal funds received directly by WMATA, MDOT has budgeted additional Congestion Mitigation and Air Quality federal funds to be used by WMATA for critical preservation activities.

Aviation: Federal entitlement and discretionary funding for airport projects are currently provided by the Federal Aviation Administration through the Airport Improvement Program (AIP). It is assumed that entitlement funding calculated using enplanement and cargo-based formulas for BWI will total \$18 million for the six-year program period.

The MAA anticipates an additional \$91 million in new discretionary AIP funding for BWI and Martin State Airports during the six-year program period. If discretionary funds are not forthcoming as assumed, the schedule of impacted projects will be adjusted accordingly.

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2002-2007 CTP

PROJECTS, PHASES OR COSTS REMOVED FROM THE CAPITAL PROGRAM

(State \$ Only in Millions)

The following projects had phases or amounts removed, totalling \$314.3 million due to the continued National Economic Slowdown, the loss of \$205 million in General Fund revenues for the Woodrow Wilson Bridge and Addison Road projects, and the transfer of Transportation Trust Funds to address the overall General Fund deficit:

<u>PROJECT DESCRIPTION</u>	<u>PHASES REMOVED OR REDUCED</u>	<u>AMOUNT REMOVED</u>
The Secretary's Office		
Transit Station Development	Program Implementation	\$1.60
Motor Vehicle Administration		
System Preservation	Construction	\$2.00
Maryland Aviation Administration		
System Preservation	Construction	\$6.00
Maryland Port Administration		
Fruit Pier	Construction	\$8.00
System Preservation	Construction	\$13.00
Cox Creek Future Development	Construction	\$3.80
World Trade Center Upgrades	Construction	\$1.50
Maryland Transit Administration		
Rural Community Based Transit Service	Bus Acquisition	\$10.10
Bus/Light Rail System Preservation	Construction	\$5.70
Bus Replacement	Bus Acquisition	\$12.50

PROJECTS, PHASES OR COSTS REMOVED FROM THE CAPITAL PROGRAM

(Continued)

<u>PROJECT DESCRIPTION</u>	<u>PHASES REMOVED OR REDUCED</u>	<u>AMOUNT REMOVED</u>
Washington Metropolitan Area Transit System Preservation	Construction	\$24.80
State Highway Administration Hold System Preservation to FY 2005 Levels	All Phases	\$108.00
Neighborhood Conservation (See detailed list on next page)	All Phases	\$76.20
System Preservation	All Phases	\$20.00
Sidewalk Program	All Phases	\$6.00
Sound Barriers	All Phases	\$9.10
Maryland Transportation Authority State Funds for SHA Federal Interstate Maintenance Funds	All Phases	<u>\$6.00</u>
Total FY 2003-FY 2008 Cuts		\$314.30

NEIGHBORHOOD CONSERVATION CUTS

(State \$ Only in Millions)

The following projects Neighborhood Conservation Program cuts had phases or amounts removed, totalling \$76.2 million due to the continued National Economic Slowdown, the loss of \$205 million in General Fund revenues for the Woodrow Wilson Bridge and Addison Road projects, and the transfer of Transportation Trust Funds to address the overall General Fund deficit:

PROJECT DESCRIPTION

PHASES REMOVED OR REDUCED

Allegany County

MD 36 in Mount Savage
US 40 ALT in La Vale
US 220 in Cresaptown - Phase I

Concepts
Engineering
Engineering/Construction

Anne Arundel County

MD 170; I-895 to MD 648 in Brooklyn Park
MD 170; I-895 to MD 2 in Brooklyn Park
MD 256 in Deale
MD 648 in Glen Burnie

Concepts
Concepts
Concepts
Engineering

Baltimore County

MD 7 in Rosedale
MD 25 in Mt. Washington
MD 139 Northern Parkway at Bellona Avenue
MD 144 in Paradise
MD 147 in Parkville/Carney
MD 150 in Middle River
MD 157 Peninsula Boulevard to Wise Avenue

Engineering
Concepts
Engineering
Engineering
Engineering
Engineering
Engineering

NEIGHBORHOOD CONSERVATION CUTS (CONT'D)
(State \$ Only in Millions)

<u>PROJECT DESCRIPTION</u>	<u>PHASES REMOVED OR REDUCED</u>
Calvert County MD 261 in Chesapeake Beach	Engineering
Caroline County MD 313 in Goldsboro MD 404 Alternate in Hillsboro MD 404 Business in Denton MD 480 in Greensboro	Concepts Engineering Concepts Concepts
Carroll County MD 30 in Hampstead MD 31 in New Windsor MD 140 in Taneytown MD 851 in Sykesville	Concepts Engineering Engineering Concepts
Cecil County MD 267 in Charleston MD 268 in Elkton - Phase II MD 282 in Cecilton	Concepts Concepts Concepts/Engineering
Dorchester County MD 16 in Church Creek MD 16/14 in East New Market	Engineering Engineering
Frederick County MD 144FB in New Market MD 180 in Jefferson US 40 Alternate in Middletown	Concepts Engineering Engineering

NEIGHBORHOOD CONSERVATION CUTS (CONT'D)

(State \$ Only in Millions)

<u>PROJECT DESCRIPTION</u>	<u>PHASES REMOVED OR REDUCED</u>
Garrett County	
MD 825B in Mt. Lake Park	Engineering
US 219 in Oakland	Concepts
Harford County	
MD 755 in Edgewood - Phase I	Engineering
MD 755 in Edgewood - Phase II	Engineering
MD 924 in Bel Air - Phase II	Engineering
Kent County	
MD 213 in Galena	Engineering
MD 291 in Millington	Engineering
MD 292 in Still Pond	Concepts
Montgomery County	
MD 97 in Brookeville	Concepts
MD 186 in Chevy Chase	Engineering
MD 193 in Langley Park	Engineering
MD 195 in Takoma Park - Phase II	Concepts
MD 547 in Garrett Park - Phase II	Concepts
Prince George's County	
MD 193 in Greenbelt	Concepts
MD 193 in Langley Park	Engineering
MD 197 in Laurel - Bowie Road	Engineering
MD 210 in Forest Heights	Concepts
MD 450 - Bladensburg Phase I	Engineering/Construction

NEIGHBORHOOD CONSERVATION CUTS (CONT'D)

(State \$ Only in Millions)

PROJECT DESCRIPTION

**PHASES REMOVED
OR REDUCED**

Prince George's County (Cont'd)

MD 459 in Cheverly
MD 500 in Hyattsville
MD 564 in Bowie
MD 650 in Takoma Park
MD 704 in Seat Pleasant
US 1 in Mt. Rainier - Phase II
US 1 in Laurel - Contee Road to Oak Street
US 1 in Laurel - Talbot Avenue to Howard County Line
US 1 in Hyattsville

Concepts
Concepts
Concepts
Concepts
Concepts
Concepts
Engineering
Engineering
Concepts

Queen Anne's County

MD 19/19A in Church Hill
MD 213 in Centreville
MD 404 Alternate in Queen Anne

Engineering/Construction
Concepts
Engineering

St. Mary's County

MD 5 Business in Leonardtown
MD 246 in Lexington Park

Engineering
Engineering

Talbot County

MD 33 in St. Michaels
MD 333 in Oxford
MD 404 Alternate in Queen Anne

Engineering
Engineering
Engineering

NEIGHBORHOOD CONSERVATION CUTS (CONT'D)

(State \$ Only in Millions)

PROJECT DESCRIPTION

**PHASES REMOVED
OR REDUCED**

Washington County

MD 845A in Keedysville

Concepts

Wicomico County

US 13 Business in Salisbury

Concepts/Engineering

PROJECTS, PHASES OR COSTS DEFERRED FROM THE CAPITAL PROGRAM

(Continued)

The following projects were deferred from FY 03 and FY 04 to FY 05, totalling \$6.9 million due to the continued National Economic Slowdown, the loss of \$205 million in General Fund revenues for the Woodrow Wilson Bridge and Addison Road projects, and the transfer of Transportation Trust Funds to address the overall General Fund deficit:

<u>PROJECT DESCRIPTION</u>	<u>PHASES REMOVED OR REDUCED</u>	<u>AMOUNT REMOVED (\$ Millions)</u>
Maryland Port Administration		
Anchorage Improvements	Construction	\$1.30
Maryland Aviation Administration		
Replace/Upgrade Existing Electrical Substation A&B	Construction	\$1.76
Air Conditioning Replacement	Construction	\$0.30
Protective Land Acquisition	Right-of-Way	\$0.35
Maryland Transit Administration		
North Ocean City Transit Center	Planning	\$0.10
Falls Road Parking Expansion	Planning	\$0.10
Parole Town Center	Planning	\$0.10
Connection Track at Brunswick	Construction	\$0.02
Revenue Room Security Rehabilitation	Construction	\$0.17
Maryland Comprehensive Transit Plan Implementation Fund	Planning	\$0.30
Document Control Imaging System	Construction	\$0.10
Dunkirk Park and Ride	Planning	\$0.10
New Market Park and Ride	Planning	\$0.10
Prince Frederick Park and Ride	Planning	\$0.02
Strategic Planning & Other Planning Studies	Planning	\$0.10
Coach Bicycle Retrofit	Construction	\$0.16
Facility Maintenance Building	Construction	\$1.50
Grade Crossings	Construction	<u>\$0.40</u>
Total Deferrals		<u>\$6.98</u>

INFORMATION TECHNOLOGY (IT) PROJECTS, PHASES OR COSTS REMOVED or DEFERRED
FROM THE FY 2003-FY 2008 CAPITAL PROGRAM
(State \$ Only in Millions)

The following Information Technology (IT) projects had phases or amounts removed or deferred, totalling \$9.5 million due to the continued National Economic Slowdown, the loss of \$205 million in General Fund revenues for the Woodrow Wilson Bridge and Addison Road projects, and the transfer of Transportation Trust Funds to address the overall General Fund deficit:

<u>PROJECT DESCRIPTION</u>	<u>PHASES REMOVED OR REDUCED</u>	<u>AMOUNT REMOVED</u>
The Secretary's Office		
Capital Program Management System (CPMS) - Deferred from FY 04 to FY 05	Program Implementation	\$0.25
Motor Vehicle Administration		
e-MVA Service Delivery Systems - Deferred from FY 04 to FY 05	Construction	\$3.00
Electronic Lien, Title and Registration System (TARIS 2) - Deferred from FY 04 to FY 05	Construction	\$4.30
Maryland Aviation Administration		
800 Mhz Emergency Digital Trunked Radio System - Deferred from FY 04 to FY 05	Construction	\$0.62
State Highway Administration		
Highway Maintenance Management System - Deleted from FY 03 and FY 04	Construction	<u>\$1.38</u>
Total IT Cuts and Deferrals		\$9.55

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2002-2007 CTP

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

In total, \$64.8 million worth of projects have been added to the CTP. Of that amount eight projects at a cost of \$53.6 million were added to the Construction Program. Four projects at a cost of \$3.3 million were added to the Development and Evaluation Program (D&E). In addition, two projects were moved from the D&E Program to the Construction Program at a cost of \$7.9 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	
Washington Region Transportation Emission Reduction Measures (TERMS)	33.3
Maryland Port Administration	
Terminal Access Security - Dundalk Marine Terminal Gate	4.9
State Highway Administration	
MD 935, Legislative Road; Bridge over George's Creek. (Allegany)	1.1
MD 807, Bedford Road; Replace Bridge 1056 over Pea Vine Run. (Allegany)	0.6
MD 506, Sixes Road; Replace Bridge over Battle Creek. (Calvert)	0.9
MD 84, Baust Church Road.; Replace Bridge 6016 over Meadow Branch. (Carroll)	0.9
I-70, Dwight D. Eisenhower Highway; Bridge over Great Tonoloway Creek. (Washington)	9.2
US 13; Ocean Highway; Replace Bridge 22002 over Leonard Mill Pond. (Wicomico)	2.7
	<hr/>
Total	53.6

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Port Administration		
Dundalk Marine Terminal Truck & Rail Circulation Improvements	PE	0.1
State Highway Administration		
US 40, Pulaski Highway; Intersection/interchange improvements at MD 213 (Cecil)	PE	0.2
I-95/I-495, University of Maryland Connector Road; Bus access to the College Park Campus (Prince George's)	PP	1.0
I-95/I-495, Capital Beltway; Interchange at Arena Drive (Prince George's)	PP	2.0
		<hr/>
Total		3.3

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

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

Motor Vehicle Administration

Montgomery County Branch Office

3.0

State Highway Administration

MD 404, Shore Highway; Upgrade existing MD 404 from south of Legion Road to south of Double Hills Road.
(Caroline)

4.9

Total 7.9

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		
Installation of Moving Walkways and Escalators at BWI Airport	CO	Transferred to related projects: Concourse A and Terminal Entrance Roadway Improvements Phase II.
Maryland Port Administration		
Intermodal Container Transfer Facility Improvements	CO	Funding deleted due to national economic slowdown.
Fruit Pier Fill - South Locust Point Marine Terminal	CO	Funding deleted due to national economic slowdown.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2002-2007 CTP, for the following eighteen major projects.

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Motor Vehicle Administration		
Electronic Lien, Title and Registration System (TARIS 2)	Cashflow from FY 2004 was deferred to FY 2005 due to the National Economic Slowdown.	FY 2004 to FY 2005
e-MVA Service Delivery Systems	Cashflow from FY 2004 was deferred to FY 2005 due to the National Economic Slowdown.	FY 2004 to FY 2005
Maryland Aviation Administration		
New Concourse A Terminal Expansion at BWI Airport	Delay due to further coordination with airline.	FY 2002 to FY 2003
Midfield Cargo Complex, Phase II - Cargo Support Area & Airfield Improvements at BWI Airport	Project on hold pending result of planning studies.	FY 2003 to FY 2005
Remote Aircraft Parking at BWI Airport	Delay in FAA approval of Airport Layout Plan has delayed contract.	FY 2002 to FY 2003
Runway 15/33 Reconstruction at Martin State Airport	FAA/MANG coordination delayed project.	FY 2003 to FY 2005
New Air Traffic Control Tower For Martin State Airport	Delay due to further coordination with FAA concerning site selection.	FY 2003 to FY 2004
Hourly Parking Garage Expansion - Phase II at BWI Airport	Schedule changed to better coincide with parking demand projections.	FY 2003 to FY 2004
People Mover System - Phase I at BWI Airport	Delay due to scope change requiring rephasing of project.	FY 2003 to FY 2004
Maryland Port Administration		
Protective Land Acquisition Program - Phase I	Funding delayed due to the national economic slowdown.	FY 2002 to FY 2005

CONSTRUCTION SCHEDULE DELAYS(Cont'd)

PROJECT DESCRIPTION

FISCAL YEAR

Maryland Transit Administration

Silver Spring Transit Center and MARC Station Relocation	Phase II delayed from FY 2004 to FY 2005 to resolve design issues.	FY 2004 to FY 2005
Hyattsville MARC Station - New Station Site	Construction delayed from FY 2004 to FY 2005 due to CSX concerns about impacts on freight operations.	FY 2004 to FY 2005
Point of Rocks MARC Station Parking Expansion	Construction delayed from FY 2003 to FY 2005 to address environmental issues.	FY 2003 to FY 2005
Cold Spring Light Rail Station Park and Ride	Construction delayed from FY 2004 to FY 2005 due to right-of-way negotiations.	FY 2004 to FY 2005
Metro Facilities Maintenance Building	Project delayed from FY 2004 to FY 2005 due to the national economic slowdown.	FY 2004 to FY 2005
Bus Procurement for Neighborhood Shuttle Services	Delayed from FY 2003 to FY 2005 due to cost constraints in operating budget effecting implementation schedule.	FY 2003 to FY 2005
Largo Garage	Delayed from FY 2002 to FY 2003 due to a delay in the execution of the Memorandum of Understanding.	FY 2002 to FY 2003

State Highway Administration

MD 732, Guilford Road;Replace Bridge 13029 over CSX Railroad. (Anne Arundel, Howard)	Due to the design of roadway approaches being done by county.	FY 2002 to FY 2003
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CONSTRUCTION SCHEDULE ADVANCEMENTS

The start of construction has been advanced from the schedule shown in the FY 2002-2007 CTP, for the following major project.

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Transit Administration		
Light Rail Safety Upgrades	Advanced cashflows from FY 2006 and FY 2007 to reflect on-going construction.	FY 2006 to FY 2005

COST & SCOPE CHANGES

In total, ninety-six major construction projects experienced significant changes in project cost or scope, for a net increase of \$149.7 million. Fifty projects increased in cost by a total of \$175.8 million, while twenty-four projects experienced a decrease in cost of \$64.5 million. The scope of twenty projects changed, which caused a net increase totaling \$53.9 million, while four projects experienced a reduction in scope of \$15.5 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).

FY 2002 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed eighteen major projects in FY 2002, at a total cost of \$320.5 million. These projects are listed below.

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Aviation Administration	
Concourse B Terminal Extension at BWI Airport	47.4
Maryland Port Administration	
Roll-On/Roll-Off (RORO) Hub Facility, Phase I - Dundalk Marine Terminal	13.5
Maryland Transit Administration	
MARC Bi-Level Coach Purchase	91.5
MARC Coach Modifications	6.6
Laurel MARC Station Improvements	3.9
Maryland-Delaware Railroad Rehabilitation & Improvements	7.1
State Highway Administration	
Canal Parkway; Construct a 2 lane highway from WV State line to MD 51 (Allegany)	44.7
MD 695, Baltimore Beltway; Add an additional lane in each direction from I-97 to MD 10. (Anne Arundel)	10.8
MD 439, Old York Road and MD 45, York Road; Replace Bridge 3208 and Bridge 3210 over I-83. (Baltimore)	9.4
I-695, Baltimore Beltway; Replace Dulaney Valley Road (MD 146) Bridge 3162 and Providence Road Bridge 3163 over I-695. (Baltimore)	14.4
MD 272, North East Road; Replace Bridge 7034 over Northeast Creek. (Cecil)	1.9
US 50, Ocean Gateway; Upgrade US 50 from Woods Road to Bucktown Road. (Dorchester)	5.1
I-70, Baltimore National Pike; Interchange at I-270 (Frederick)	37.0
MD 76, Motters Station Road; Replace Bridge 10048 over Maryland-Midland RR. (Frederick)	0.9

FY 2002 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS (Cont'd.)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration	
MD 32, Patuxent Freeway; Upgrade and widen from US 29 to Broken Land Parkway (Howard)	0.9
MD 822, UMES Access Road; Construct access road from US 13 to UMES Campus Ring Road (Somerset)	6.9
I-81, Maryland Veterans Memorial Highway; Modify existing interchange at Halfway Boulevard (Washington)	17.3
MD 374, Burbage Crossing Road; Replace Bridge 23017 over Pocomoke River. (Wicomico, Worcester)	1.2
	<hr/>
Total	320.5

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Rehabilitation and resurfacing on 77 segments of highway	108.0
Rehabilitation of 8 bridges	26.5
Safety and geometric improvements at 46 locations	19.6
159 projects including neighborhood conservation, streetscape and minor reconstruction, noise barriers, C.H.A.R.T., environmental preservation, commuter action improvements, sidewalks, transportation enhancements, bicycle retrofits and traffic management	73.0
82 rehabilitation projects for aviation, railroad, port, transit, motor vehicle facilities and the Secretary's Office	62.9
Total	<hr/> 290.0

AWARDS

In FY 2002, a total of 52 projects were awarded for construction at a cost of \$231.7 million. Among these projects are the following:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MVA Roof Replacement at Headquarters Building	1.1
MVA Loveville Full Service Branch Office	1.7
MAA BWI - Domestic Terminal Baggage Belt Fire Code Compliance	1.4
MAA BWI - Remote Aircraft Parking	2.1
MAA BWI - Terminal Roadway Widening and Pedestrian Skywalks	146.2
MAA BWI - Materials Acquisition Center Building Warehouse Modifications	2.3
MAA BWI - Consolidated Rental Car Facility Customer Service Building	10.3
MAA BWI - Comprehensive Paving at BWI and Martin	2.3
MPA Dundalk - New Roofs, Sheds 11 & 12	1.3
MPA Dundalk - Shed 5B & Area 600 Stabilization	9.8
MPA Terminals - Comprehensive Paving	6.4
MTA Bus - Wash Replacement at Northwest Bus Division	1.1
MTA MARC - Laurel Station Parking Expansion	1.0
MTA MARC - Halethorpe Station Parking Expansion	1.8
MTA Light Rail - Double Track Aerial Station	2.8
MTA Light Rail - Retaining Wall Repair	1.9
MTA Light Rail - Ancillary Repairs	2.9
MTA Freight - Taneytown/Walkersville/Frederick Freight Line Rehab	1.3

AWARDS (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
MTA Metro - Aerial Station Escalator Weatherization	2.4
MTA Metro - Ancillary Repairs	5.2
SHA MD 807 Bridge over Pea Vine Run (Allegany)	.6
SHA MD 509 Bridge over Governor's Run (Calvert)	.6
SHA MD 286 Bridge over Back Creek (Cecil)	.9
SHA I-70 Interchange at MD 85, MD 355 Frederick)	17.4
SHA US 29 MD 99 to MD 100 (Howard)	18.5
SHA I-95 Bridge over MD 187 (Montgomery)	8.8
SHA US 29 Interchange at MD 198 (Montgomery)	45.3
SHA MD 450 MD 193 to Stoneybrook Road (Prince George's)	37.7
SHA MD 304 & MD 481 Bridges over Blockston Branch and German Branch (Queen Anne's)	1.5
SHA MD 354 Bridge over Atkins Pond (Wicomico)	1.9

**DEPARTMENT OF TRANSPORTATION
FY 2004 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program		Facilities and Capital Equipment	J01A0103	41.3
Major Projects	259.2	WMATA Capital Grants	J01A0105	92.6
System Preservation Minor Projects	13.8	Major IT Development	J01A0108	0.9
Development and Evaluation Program	2.0	Other Funds	Other	141.6
<u>Capital Salaries, Wages and Other Support Costs</u>	1.4			
TSO TOTAL	<u>276.4</u>			<u>276.4</u>

STATE HIGHWAY ADMINISTRATION

Construction Program		State System Construction and Equipment	J02B0101	838.9
Major Projects	436.9	County and Municipality Capital Program	J02B0103	4.5
System Preservation Minor Projects	351.4	Major IT Development	J02B0108	3.2
<u>Development and Evaluation Program</u>	58.3			
SHA TOTAL	<u>846.6</u>			<u>846.6</u>

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	10.9
Major Projects	9.7	Major IT Development	J04E0008	6.6
System Preservation Minor Projects	6.5			
Development and Evaluation Program	0.5			
<u>Capital Salaries, Wages and Other Support Costs</u>	0.8			
MVA TOTAL	<u>17.5</u>			<u>17.5</u>

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	236.7
Major Projects	167.5	Major IT Development	J05H0108	17.8
System Preservation Minor Projects	69.0	Other Funds	Other	0.6
Development and Evaluation Program	13.2			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>5.4</u>			
MTA TOTAL	255.1			255.1

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	93.4
Major Projects	55.7			
System Preservation Minor Projects	25.0			
Development and Evaluation Program	8.8			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>3.9</u>			
MPA TOTAL	93.4			93.4

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	91.5
Major Projects	229.2	Major IT Projects	J06I0008	3.3
System Preservation Minor Projects	51.1	Other Funds	Other	200.3
Development and Evaluation Program	8.9			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>5.9</u>			
MAA TOTAL	295.1			295.1

DEPARTMENT TOTAL

Construction Program				
Major Projects	1,158.2			
System Preservation Minor Projects	516.8			
Development and Evaluation Program	91.7			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>17.4</u>			
GRAND TOTAL	1,784.1			1,784.1

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2004 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	22.2	-	-	-	-	22.2
Operating Grants-in-Aid	12.1	-	-	-	-	12.1
Facilities and Capital Equipment	-	41.3	-	-	-	41.3
WMAT Operating Grants	142.9	-	-	-	-	142.9
WMATA Capital Grants	-	92.6	141.6	-	-	234.2
Information Technology Services	34.9	-	-	-	-	34.9
<u>Major IT Developments</u>	-	0.9	-	-	-	0.9
Subtotal	212.1	134.8	141.6	-	-	488.5
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	-	-	-	-	152.5	152.5
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	838.9	-	-	-	838.9
State System Maintenance	170.8	-	-	-	-	170.8
County and Municipality Capital Program	-	4.5	-	22.4	-	26.9
Highway Safety Operating Program	10.0	-	-	-	-	10.0
County and Municipality Program	-	-	-	460.7	-	460.7
<u>Major IT Developments</u>	-	3.2	-	-	-	3.2
Subtotal	180.8	846.6	-	483.1	-	1,510.5

Maryland Port Administration (J03D00)

Port Operations	94.5	-	-	-	-	94.5
<u>Port Facilities and Capital Equipment</u>	-	93.4	-	-	-	93.4
Subtotal	94.5	93.4	-	-	-	187.9

Motor Vehicle Administration (J04E00)

Motor Vehicle Operations	127.6	-	-	-	-	127.6
Facilities and Capital Equipment	-	10.9	-	-	-	10.9
<u>Major IT Developments</u>	-	6.6	-	-	-	6.6
Subtotal	127.6	17.5	-	-	-	145.1

Maryland Transit Administration (J05H00)

Transit Administration	37.6	-	-	-	-	37.6
Bus Operations	165.6	-	-	-	-	165.6
Rail Operations (Includes MARC)	125.3	-	-	-	-	125.3
Capital Equipment (Includes MARC)	-	236.7	0.6	-	-	237.3
Statewide Programs Operations	72.2	-	-	-	-	72.2
<u>Major IT Developments</u>	-	17.8	-	-	-	17.8
Subtotal	400.7	254.5	0.6	-	-	655.8

Maryland Aviation Administration (J06I00)

Airport Operations	110.4	-	-	-	-	110.4
Facilities and Capital Equipment	-	91.5	199.5	-	-	291.0
<u>Major IT Developments</u>	-	3.3	0.8	-	-	4.1
Subtotal	110.4	94.8	200.3	-	-	405.5

DEPARTMENT TOTAL	1,126.1	1,441.6	342.5	483.1	152.5	3,545.8
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**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR 2003	BUDGET YEAR 2004	Planning Years				SIX - YEAR TOTAL
			2005	2006	2007	2008	
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	64.9	69.2	75.0	77.0	78.0	79.0	443.1
WMATA Grants (WMATA) ^A	128.9	142.9	153.0	161.0	169.0	177.0	931.8
Motor Vehicle Administration	126.2	127.6	137.0	142.0	146.0	151.0	829.8
Maryland Aviation Administration	106.7	110.4	118.0	123.0	128.0	133.0	719.1
Maryland Port Administration	95.0	94.5	96.0	98.0	101.0	103.0	587.5
Maryland Transit Administration	402.6	400.7	422.0	440.0	461.0	481.0	2,607.3
State Highway Administration ^B	185.0	180.8	194.0	201.0	208.0	215.0	1,183.8
TOTAL OPERATING	1,109.3	1,126.1	1,195.0	1,242.0	1,291.0	1,339.0	7,302.4
Special Funds	1,041.7	1,056.7	1,168.0	1,216.0	1,265.0	1,313.0	7,060.4
Federal Funds	65.3	69.1	27.0	26.0	26.0	26.0	239.4
Reimbursable Funds	2.3	0.3	-	-	-	-	2.6
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^A	41.3	42.2	18.6	7.8	7.9	8.1	125.9
WMATA Grants (WMATA) ^{A D E}	303.0	234.2	188.0	148.3	144.8	159.9	1,178.2
Motor Vehicle Administration	23.3	17.5	24.3	17.2	15.7	16.0	114.0
Maryland Aviation Administration ^E	362.1	295.1	215.3	95.2	56.0	38.9	1,062.6
Maryland Port Administration	77.6	93.4	85.1	45.6	43.9	55.3	400.9
Maryland Transit Administration ^E	242.2	255.1	281.6	210.3	144.7	94.5	1,228.4
State Highway Administration ^C	826.4	846.6	781.0	625.1	521.9	459.2	4,060.2
TOTAL CAPITAL	1,875.9	1,784.1	1,593.9	1,149.5	934.9	831.9	8,170.2
Special Funds	842.4	777.5	737.1	536.3	412.9	382.4	3,688.6
Federal Funds	654.7	664.1	649.7	551.2	461.7	388.3	3,369.7
Other Funds ^G	378.8	342.5	207.1	62.0	60.3	61.2	1,111.9

	CURRENT YEAR <u>2003</u>	BUDGET YEAR <u>2004</u>	Planning Years				SIX - YEAR TOTAL
			<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipality Program ^B	449.7	460.7	469.0	477.0	485.0	492.0	2,833.4
County and Municipality Capital ^C	27.9	26.9	-	-	-	-	54.8
TOTAL DISTRIBUTION OF SHARED REVENUES	477.6	487.6	469.0	477.0	485.0	492.0	2,888.2
Special Funds	454.2	465.2	469.0	477.0	485.0	492.0	2,842.4
Federal Funds	23.4	22.4	-	-	-	-	45.8
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements ^F	134.5	152.5	180.0	163.0	141.0	149.0	920.0
Special Funds	134.5	152.5	180.0	163.0	141.0	149.0	920.0
<u>DEPARTMENT TOTAL</u>	<u>3,597.3</u>	<u>3,550.3</u>	<u>3,437.9</u>	<u>3,031.5</u>	<u>2,851.9</u>	<u>2,811.9</u>	<u>19,280.8</u>
Special Funds	2,472.8	2,451.9	2,554.1	2,392.3	2,303.9	2,336.4	14,511.4
Federal Funds	743.4	755.6	676.7	577.2	487.7	414.3	3,654.9
Other Funds	378.8	342.5	207.1	62.0	60.3	61.2	1,111.9
Reimbursable Funds	2.3	0.3	-	-	-	-	2.6

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

^B - The County and Municipality Funds (Highway User Revenues) in the State Highway Administration's budget are shown separately for informational purposes.

^C - County and Municipality transfer funds from the Federal government are not included in FY 2005-2008.

^D - Capital program WMATA Grants line includes \$583.4 million in Federal funds received by WMATA directly and are not included in the MDOT budget. FY 2004 includes \$141.6 million.

^E - 'Other' funds are included in the totals for MAA, MTA, WMATA.

^F - Debt Service for County Bonds are not included in FY 2005-2008.

^G - Funds not received through the Trust Fund. Includes some funds from MD Transportation Authority, Passenger Facility Charges, Customer Facility Charges, Maryland Economic Development Corporation (MEDCO), and federal funds received directly by WMATA.

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 2003-FY 2008 CTP/STP.

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007 - 08</u>	
Surface Transportation Program (STP)	175.0	71.0	79.0	118.0	228.0	671.0
National Highway System (NHS)	82.0	31.0	23.0	51.0	94.0	281.0
Interstate Maintenance (IM)	31.0	18.0	23.0	34.0	60.0	166.0
Bridge (BR)	27.0	27.0	27.0	39.0	70.0	190.0
Congestion Mitigation/Air Quality (CMAQ)	63.0	54.0	62.0	47.0	94.0	320.0
Minimum Guarantee	2.0	2.0	2.0	2.0	4.0	12.0
High Priority Projects - TEA 21 Enhancements	6.0	-	-	-	-	6.0
Appalachian Development Program (ADP)	10.0	10.0	15.0	28.0	22.0	85.0
Statewide Planning and Research (SPR)	1.0	1.0	4.9	1.0	2.0	9.9
National Recreational Trails	13.0	13.0	13.0	13.0	26.0	78.0
Minimum Allocation	1.0	1.0	1.0	1.0	2.0	6.0
National Highway Traffic Safety Administration	15.0	24.0	25.0	25.0	50.0	139.0
Urbanized Area Formula, SEC 9	8.0	-	-	-	-	8.0
New Starts, Fixed Guideway, Modernization and Bus	24.9	30.0	53.9	56.4	120.3	285.5
Elderly and Persons with Disabilities	52.3	75.4	76.8	37.5	86.7	328.7
Rural Area Formula	1.5	1.6	1.6	1.6	4.2	10.5
Intelligent Transportation Deployment	1.5	1.7	1.8	1.8	4.7	11.5
Woodrow Wilson Bridge	3.0	-	-	-	-	3.0
	<u>543.0</u>	<u>-</u>	<u>24.0</u>	<u>-</u>	<u>-</u>	<u>567.0</u>
TOTALS	1,060.2	360.7	433.0	456.3	867.9	3,178.1

MARYLAND TRANSIT ADMINISTRATION
BALTIMORE METROPOLITAN AREA AND COMMUTER RAIL & FREIGHT
FEDERAL FUNDING BY YEAR OF OBLIGATION FOR SYSTEM PRESERVATION MINOR PROJECTS*
BY FEDERAL FISCAL YEAR
(\$ MILLIONS)

<u>Systems Preservations Categories</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007-08</u>	<u>Total</u>
<u>Agency Wide Improvements</u>						
Urbanized Area Formula	-	-	-	-	-	-
<u>Bus System Improvements</u>						
Bus & Bus Facilities	-	-	-	-	-	-
Urbanized Area Formula	-	-	0.5	0.3	0.3	1.1
<u>Metrorail Improvements</u>						
Fixed Guideway	0.9	2.2	2.5	1.5	2.8	9.9
Urbanized Area Formula	0.1	0.4	1.8	2.0	-	4.3
<u>Central Corridor Light Rail Improvements</u>						
Fixed Guideway	1.2	0.7	-	0.2	10.2	12.3
Urbanized Area Formula	-	-	4.4	1.4	6.8	12.6
<u>MARC System Improvements</u>						
Fixed Guideway	8.9	10.4	7.7	0.4	-	27.4
Urbanized Area Formula	-	-	-	-	-	-

MARYLAND TRANSIT ADMINISTRATION
BALTIMORE METROPOLITAN AREA AND COMMUTER RAIL & FREIGHT
FEDERAL FUNDING BY YEAR OF OBLIGATION FOR SYSTEM PRESERVATION MINOR PROJECTS*
BY FEDERAL FISCAL YEAR
(\$ MILLIONS)

<u>Systems Preservations Categories</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007-08</u>	<u>Total</u>
<u>Information Technology</u>						
Bus & Bus Facilities	-	-	-	-	-	-
Fixed Guideway	-	0.4	-	-	-	0.4
Urbanized Area Formula	-	-	-	2.7	10.3	0.4
TOTAL	11.1	14.1	16.9	8.5	30.4	81.0

* Corresponding information for major projects is shown on the individual project information forms.

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

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support system preservation in the FY 2003 - FY 2008 CTP/STIP.

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2003	2004	2005	2006	2007 - 08	
<u>Environmental Projects</u>						
National Highway System	19.0	10.0	2.0	8.0	16.0	55.0
Surface Transportation Program	2.0	2.0	2.0	3.0	6.0	15.0
Enhancement	10.0	10.0	15.0	28.0	22.0	85.0
National Recreational Trails	1.0	1.0	1.0	1.0	2.0	6.0
<u>Safety and Spot Improvement</u>						
National Highway System	2.0	2.0	2.0	10.0	20.0	36.0
Surface Transportation Program	5.0	5.0	8.0	22.0	44.0	84.0
Interstate Maintenance	1.0	1.0	1.0	3.0	6.0	12.0
National Highway Traffic Safety Administration	8.0	-	-	-	-	8.0
<u>Resurfacing and Rehabilitation</u>						
National Highway System	16.0	17.0	17.0	27.0	54.0	131.0
Surface Transportation Program	28.0	38.0	39.0	54.0	108.0	267.0
Interstate Maintenance	15.0	15.0	20.0	25.0	50.0	125.0
Minimum Guarantee	2.0	2.0	2.0	2.0	4.0	12.0
High Priority	3.0	-	-	-	-	3.0
Minimum Allocation	15.0	24.0	25.0	25.0	50.0	139.0
<u>Bridge Replacement and Rehabilitation</u>						
Bridge Replacement and Rehabilitation	27.0	27.0	27.0	35.0	70.0	186.0
Surface Transportation Program	5.0	5.0	5.0	5.0	10.0	30.0
Interstate Maintenance	2.0	2.0	2.0	2.0	4.0	12.0
<u>Urban Reconstruction/Revitalization</u>						
National Highway System	1.0	2.0	2.0	2.0	4.0	11.0
Surface Transportation Program	5.0	5.0	5.0	5.0	10.0	30.0
<u>Congestion Management</u>						
Surface Transportation Program	22.0	16.0	20.0	25.0	50.0	133.0
Congestion Mitigation/Air Quality	5.0	15.0	15.0	15.0	30.0	80.0
High Priority	3.0	-	-	-	-	3.0
Intelligent Transportation Deployment	3.0	-	-	-	-	3.0
TOTALS	200.0	199.0	210.0	297.0	560.0	1,466.0

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

The following listing estimates system preservation program levels for FY 2003 through FY 2008. Anticipated projects for FY 2003 and FY 2004 within these totals are listed in the project detail section of this document.

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>TOTAL</u>
<u>The Secretary's Office</u>							
Minor Projects	27.5	13.7	5.8	3.8	3.7	3.8	58.3
<u>Motor Vehicle Administration</u>							
Building Improvements	9.2	6.5	9.8	8.8	8.9	9.2	52.4
<u>Maryland Aviation Administration</u>							
Rehabilitation at BWI	39.5	36.2	42.7	25.7	23.7	15.7	183.5
Rehabilitation at Martin State Airport	3.1	3.8	8.8	7.4	7.6	7.6	38.3
Aviation Grants	5.1	2.3	2.1	2.1	2.1	2.1	15.8
Equipment Acquisition and Repair	5.8	4.7	4.0	3.6	3.6	-	21.7
Information Technology Projects	4.3	4.1	0.5	-	-	-	8.9
TOTAL	57.8	51.1	58.1	38.8	37.0	25.4	268.2
<u>Maryland Port Administration</u>							
Rehabilitation at Various Terminals	25.7	25.1	26.8	15.3	15.6	15.5	124.0
<u>Maryland Transit Administration</u>							
Commuter Rail and Station Improvements	15.4	21.0	25.0	13.9	2.8	0.4	78.5
Bus System Improvements	4.0	3.3	3.1	1.5	1.6	1.4	14.9
Central Corridor Light Rail Line Improvements	8.8	11.3	7.2	7.6	5.5	17.9	58.3
Freight Track Restoration and Construction	1.8	2.3	2.0	0.8	0.8	4.5	12.2
Metro Rail System Improvements	15.9	21.3	22.2	9.6	5.2	6.6	80.8
Agencywide	8.8	8.5	7.3	5.8	2.7	3.3	36.4

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	
<u>Maryland Transit Administration</u>							
Information Technology Projects	<u>1.2</u>	<u>1.3</u>	<u>1.2</u>	<u>0.7</u>	<u>0.7</u>	<u>15.2</u>	<u>20.3</u>
TOTAL	55.9	69.0	68.0	39.9	19.3	49.3	301.4
<u>State Highway Administration</u>							
Minor Projects	261.1	243.4	248.9	259.3	259.5	259.4	1,531.6
Capital Facilities	11.5	7.5	2.2	2.0	2.2	4.8	30.2
Reimbursable	20.0	20.0	15.0	11.0	11.0	11.0	88.0
Statewide Planning and Research	18.7	13.3	13.2	14.3	15.2	20.9	95.6
State Aid in Lieu of Federal *	4.5	4.5	4.5	4.5	4.5	4.5	27.0
Neighborhood Conservation	28.6	27.4	6.8	-	-	-	62.8
Noise Barriers	13.2	18.4	25.5	6.5	0.3	-	63.9
Sidewalks	3.6	2.8	2.0	-	-	-	8.4
Enhancement Program	10.8	9.9	10.0	10.1	10.3	10.7	61.8
Access Controls	-	1.6	1.6	1.6	1.6	1.6	8.0
Truck Weigh	<u>2.0</u>	<u>2.6</u>	<u>2.7</u>	<u>1.2</u>	<u>1.3</u>	<u>1.4</u>	<u>11.2</u>
TOTAL	374.0	351.4	332.4	310.5	305.9	314.3	1,988.5
CTP SYSTEM							
PRESERVATION PROJECTS	550.1	516.8	500.9	417.1	390.4	417.5	2,792.8

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	
<u>Maryland Transportation Authority</u>							
Baltimore Harbor Tunnel	10.0	15.0	12.2	4.4	0.4	0.4	42.4
Francis Scott Key Bridge	8.9	11.1	6.7	2.8	7.7	0.3	37.5
William Preston Lane Jr. Memorial Bridge	2.7	6.0	12.5	8.8	1.2	1.2	32.4
Thomas J. Hatem Memorial Bridge	1.2	0.8	5.6	12.8	3.1	0.2	23.7
Harry W. Nice Memorial Bridge	4.4	3.2	3.5	2.2	1.1	1.1	15.5
John F. Kennedy Memorial Highway	24.3	19.6	41.0	12.8	1.0	0.5	99.2
Fort McHenry Tunnel	17.7	25.2	25.8	35.2	30.7	29.5	164.1
Multiple Area Projects	<u>45.1</u>	<u>73.5</u>	<u>72.9</u>	<u>81.0</u>	<u>47.8</u>	<u>38.4</u>	<u>358.7</u>
TOTAL MARYLAND TRANSPORTATION AUTHORITY	114.3	154.4	180.2	160.0	93.0	71.6	773.5

MAJOR BRIDGE PROJECTS

The following lists major bridge reconstruction, rehabilitation and replacement. New highway bridges that are part of a highway project are not included. Detailed information for each can be found on the Major Project Information Forms as referenced.

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>(PIF) DESCRIPTION</u>
<u>Allegany County</u>		
	<u>Construction Program</u>	
1.	MD 807, Bedford Road -- Secondary	Replace Bridge 1056 over Pea Vine Run.
2.	MD 935, Legislative Road -- Secondary	Bridge over George's Creek.
<u>Anne Arundel County</u>		
	<u>Construction Program</u>	
6.	MD 174, Quarterfield Road -- Secondary	Replace existing 2 lane bridge over I-97.
7.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad.
<u>Baltimore County</u>		
	<u>Construction Program</u>	
3.	I-695, Baltimore Beltway -- Interstate	Reconstruction of the existing MD 140 interchange.
4.	I-695, Baltimore Beltway -- Interstate	Widen and reconstruct the I-695 bridges over MD 25A, including Joppa Road.
7.	MD 439, Old York Road and MD 45, York Road -- Secondary	Replace Bridge 3208 and Bridge 3210 over I-83.
	<u>Development and Evaluation Program</u>	
12.	I-695, Baltimore Beltway -- Interstate	Study to reconstruct the existing MD 26 interchange.
<u>Calvert County</u>		
	<u>Construction Program</u>	
2.	MD 506, Sixes Road -- Secondary	Replace Bridge over Battle Creek.
3.	MD 509, Governor Run Road -- Secondary	Replace Bridge 4020 over Governor Run.

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>(PIF) DESCRIPTION</u>
<u>Carroll County</u>		
	<u>Construction Program</u>	
1.	MD 140, Baltimore Boulevard -- Primary	Widening and reconstruction of the bridges over MD 97 North and MD 27.
2.	MD 32, Sykesville Road -- Secondary	MD 32 Bridge over River Road, Patapsco River and CSX Railroad.
3.	MD 84, Baust Church Road. -- Secondary	Replace Bridge 6016 over Meadow Branch.
	<u>Development and Evaluation Program</u>	
6.	MD 140, Baltimore Boulevard -- Primary	Study to provide grade separated interchanges at MD 97 South, Center Street and Englar Road in Westminster.
<u>Cecil County</u>		
	<u>Construction Program</u>	
1.	MD 272, North East Road -- Secondary	Replace Bridge 7034 over Northeast Creek.
2.	MD 286, Bethel Road -- Secondary	Replace Bridge 7053 over Back Creek.
<u>Frederick County</u>		
	<u>Construction Program</u>	
3.	MD 17, Wolfsville Road -- Secondary	Replace Bridges 10068, 10069 and 10071 over Middle Creek.
<u>Howard County</u>		
	<u>Construction Program</u>	
4.	MD 32, Sykesville Road -- Secondary	MD 32 Bridge over River Road, Patapsco River and CSX Railroad.
6.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad.

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>(PIF) DESCRIPTION</u>
<u>Montgomery County</u>		
<u>Construction Program</u>		
4.	I-495, Capital Beltway -- Interstate	Replace Bridge 15115 over MD 187.
<u>Prince George's County</u>		
<u>Construction Program</u>		
2.	I-95/I-495 Woodrow Wilson Bridge Improvement -- Interstate	Joint project with VDOT, DCDPW and FHWA to develop a replacement facility.
<u>Queen Anne's County</u>		
<u>Construction Program</u>		
1.	MD 304, Ruthsburg Road & MD 481, Damsontown Road -- Secondary	MD 304 & MD 481 over Blackston Branch and German Branch.
<u>Washington County</u>		
<u>Construction Program</u>		
1.	I-70, Dwight D. Eisenhower Highway -- Interstate	Bridge over Great Tonoloway Creek.
2.	MD 34, Shepherdstown Pike -- Secondary	Replace Bridge 21002 over the Potomac River.
<u>Wicomico County</u>		
<u>Construction Program</u>		
1.	US 13; Ocean Highway -- Primary	Replace Bridge 22002 over Leonard Mill Pond.
3.	MD 354, Powellville Road -- Secondary	Replace Bridges 22019 and 22020 at Adkins Pond.

BICYCLE AND PEDESTRIAN RELATED PROJECTS

The following lists the Bicycle and Pedestrian Related Project in the Consolidated Transportation Program. information can be found under the respective Maryland Transit Administration or the State Highway Administration section.

Description

Distance/Cost

MARYLAND TRANSIT ADMINISTRATION

MARC Edgewood Station Improvements
Point of Rocks MARC Station Parking Expansion
Neighborhood Conservation

STATE HIGHWAY ADMINISTRATION

The State Highway Administration has various funding programs for Pedestrian and bicycle programs.

Retrofit Sidewalk Program

Funding for this program requires 50% match from local and municipal sponsors except in urban revitalized areas where projects are eligible for 100% funding

Allegany County

MD 51 - Vancouver Street to White Oak Ave	700 Linear Feet	\$58,000
MD 36 - Washington Street to American Legion Parking Lot	400 Linear Feet	\$18,000

Anne Arundel County

MD 677 - Higgins Road to MARC station	500 Linear Feet	\$129,000
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Carroll County

MD 75 - Green Valley Road to Union Bridge	320 Linear Feet	\$54,000
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Retrofit Sidewalk Program (Continued)Cecil County

MD 7 - Main Street to Mauldin	360 Linear Feet	\$25,000
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Dorchester County

MD 392 - Pine Street to Miner Road	1,450 Linear Feet	\$20,000
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Harford County

MD 7A - at Old Bay Lane		\$29,000
MD 22 - Giles Street to Fulford Avenue		\$37,000
US 40 - Treetop Drive to MD 24		\$71,000
MD 292 - Dallam Avenue to Cress Road		\$8,000

Montgomery County

MD 97 - Brookville Road to Longwood Park	1,200 Linear Feet	\$19,000
MD 190 - at MD 189	2,600 Linear Feet	\$63,000

Prince George's County

MD 208 - CSX bridge to US 1	700 Linear Feet	\$63,000
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Queen Anne's County

MD 18C - at Jack Cove	194 Linear Feet	\$311,000
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St. Mary's County

MD 246 - MD 5 to MD 235		\$97,000
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Wicomico County

MD 675B - MD 54 to Pine Street	500 Linear Feet	\$99,000
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Retrofit Sidewalk Program (Cont'd)Worcester County

MD 528 - Ocean City	2,000	Linear Feet	\$830,000
US 13 Bus. - Pocomoke City	1,000	Linear Feet	\$250,000
Total Retrofit Sidewalk Program	11,924	Linear Feet	\$2,181,000

Neighborhood Conservation Program

These projects include sidewalks, however we are unable to determine the portion of the total project cost directly attributable to the sidewalks.

Allegany County

MD 135 - MD 36 to Westernport

Anne Arundel County

MD 171 - in Brooklyn Park

MD 175 - Odenton

MD 677 - MD 175 to Piney Orchard Parkway

Baltimore County

MD 45 - Baltimore City Line to Stevenson Lane

MD 45 - Investment Place to Fairmount Avenue

MD 151 - I-695 to Wise Avenue

MD 542 - Taylor Avenue to Joppa Road

Calvert County

MD 765 - Town of St. Leonard

Neighborhood Conservation Program

Carroll County

MD 75 in Union Bridge

Cecil County

MD 273 in Rising Sun

MD 282 in Cecilton

Harford County

MD 7A - Congress Avenue to Otsego Street

MD 132 - MD 462 to US 40

Kent County

MD 292 - Betterton

MD 445 - Rockhall

Montgomery County

MD 192 - Plyers Mill Road to Kensington Parkway

MD 195 in Takoma Park

MD 547 in Garrett Park

Prince George's County

US 1 - Farragut Avenue to Hamilton Avenue

MD 202 - US 50 to MD 450

MD 450 in New Carrollton

Neighborhood Conservation Program (Continued)

Queen Anne's County

MD 18B - Chester River Beach Road to Grasonville Elementary School

Talbot County

MD 331 in Easton

Washington County

US 40 in Hagerstown

US 40 ALT - MD 68 to MD 67

MD 144 in Hancock

Streetscapes and Minor Reconstruction

Anne Arundel County

Bladen Street - College Creek Park to College Avenue

Carroll County

MD 30 - Beaver Street to Holland Drive

Dorchester County

MD 16 - MD 335 to Brannocks Neck Road

Total Streetscape Program

\$678,860

Transportation Enhancements Program

These projects are funded with 50% federal transportation enhancement funds and 50% by the local sponsor.

Allegany County

Canal Place - Trestle Walk
Frostburg Trail - Phase I
Allegheny Highlands Trail from Woodstock Rd. to New Hope Road
Allegheny Highlands Trail - Eastern and Northern Section
Allegheny Highlands Trail

Anne Arundel County

Jonas Green Trail
Odenton Road Trail (access to MARC)
WB&A Trail

Baltimore City

Fells Landing pedestrian promenade
Frederick Douglas Park pedestrian promenade

Baltimore City (Continued)

Gwynns Fall Trail - Phase III
Gwynns Falls Trail - Phase II
Union Wharf
Swan's Wharf
US 40 West landscaping and pedestrian pathway

Howard County

Centennial Acres Pathway
Howard County Spinal Pathway

Transportation Enhancements Program**Montgomery County**

Rockville Millennium Trail - Phase II
Rockville Millennium Trail - Phase III
Forest Glen Pedestrian Bridge
I-270/MD 28 Bridge
North Bethesda Trail
Bethesda Trolley Line bridge over I-270
Bethesda Trolley Line bridge over I-495

Prince George's County

Bowie Town Center pedestrian bridge over MD 197
District Heights Trail

Queen Anne's County

MD 8 Corridor Hiker/Biker Trail

Wicomico County

Northeast Collector Road Bicycle Trail

**Total Bike/Ped Related Enhancement Project expenditures that will
accommodate bicycles and pedestrians**

\$31,504,000

Retrofit Bicycle Program**Dorchester County**

US 50 - Bicycle path from Choptank River bridge to Bucktown Road

\$200,000

Frederick County

MD 180 - Teens Barnes Road to Old Holter Road

\$114,000

Retrofit Bicycle ProgramGarrett

US 219 - Glendale Road to north of Glendale Road	\$321,000
US 219 - Glendale Road to Sang Run Road	\$166,000

Howard County

US 29	\$14,000
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Montgomery County

MD 28 - at Shady Grove Road	\$64,000
MD 355 - at Gude Drive	\$32,000

Prince George's County

MD 193 - US 1 ramp to 49th Street	\$16,000
MD 197 - MD 450 to Bowie State University	\$64,000

Queen Anne's County

MD 18 - Love Point Road to MD 213	\$23,000
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Wicomico County

US 13 - Leonard's Mill Park Entrance to MD 675	\$7,000
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Retrofit Bicycle Program Total	\$1,021,000
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Primary/Secondary Program

Allegany County

MD 807 - Bridge over Pea Vine Run shoulder	0.3 Mile
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MD 935 - Bridge over George's Creek shoulder	0.2 Mile
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Anne Arundel County

MD 2 - MD 214 to Virginia Avenue wide curb lanes	2.7 Miles
sidewalk	2.7 Miles

MD 50/MD 2/MD 450 interchange parallel trail	0.5 Mile
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MD 174/I-97 interchange wide curb lanes	1.0 Mile
sidewalk	1.0 Mile

Baltimore County

I-695/MD 26 interchange wide curb lane	1.0 Mile
sidewalk	1.0 Mile

I-695/MD 140 interchange wide curb lane	1.0 Mile
sidewalk	1.0 Mile

I-695/MD 45 interchange wide curb lane	1.0 Mile
sidewalk	1.0 Mile

Primary/Secondary Program (Continued)

Baltimore County (Continued)

MD 439 - Bridges over I-83 shoulder	1.0 Mile
MD 7 - MD 43 to Campbell Boulevard wide curb lane	1.0 Mile
sidewalk	1.0 Mile
MD 43 extended	6.0 Miles
wide curb lane	3.0 Miles
parallel trail	

Calvert County

MD 4/MD 260 interchange shoulders	1.0 Mile
MD 506 - bridge over Battle Creek shoulder	0.5 Mile
MD 509 - bridge over Governor's Run shoulders	0.5 Mile

Caroline County

MD 404 - Legion Road to Double Hills Road shoulders	1.6 Miles
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Carroll County

MD 140 - Bridges over MD 27 and MD 97 shoulders	1.0 Mile
MD 32 - bridges over River Road and CSX shoulders	2.0 Miles

Primary/Secondary Program (Continued)

Carroll County (Continued)

MD 84 - bridge over Meadow Branch shoulders	0.5 Mile
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Cecil County

MD 272 - bridge over Northeast Branch shoulders	0.5 Mile
--	----------

MD 286 - bridge over Back Creek shoulders	0.5 Mile
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Dorchester County

US 50 - Woods Road to Bucktown Road wide curb lanes	2.0 Miles
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Frederick County

I-70/MD 85/MD 355 interchange wide curb lanes	1.0 Mile
sidewalks	1.0 Mile

MD 17 - bridge over Middle Creek shoulder	1.5 Miles
--	-----------

MD 80 in Urbana wide curb lanes	4.0 Miles
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Howard County

US 29/Johns Hopkins/Gorman Roads wide curb lanes	1.0 Mile
sidewalks	1.0 Mile
shoulders	2.0 Miles

Primary/Secondary Program (Continued)

Howard County (Continued)

US 29 from MD 100 to MD 99 shoulders	16.0 Miles
MD 32 - bridge over Patapsco River shoulder	1.0 Mile
MD 216 - I-95 to US 29 wide curb lanes	5.2 Miles
sidewalks	5.2 Miles
MD 732 - bridge over CSX sidewalks	1.0 Mile
shoulders	1.0 Mile

Montgomery County

I-270/MD 187 interchange wide curb lanes	1.0 Mile
sidewalks	1.0 Mile
I-270/Democracy Blvd. Interchange wide curb lanes	1.0 Mile
sidewalks	1.0 Mile
I-270/MD 117 interchange wide curb lanes	1.0 Mile
sidewalks	1.0 Mile
US 29/Randolph Road interchange wide curb lanes	1.0 Mile
sidewalks	1.0 Mile
shoulders	2.0 Miles

Primary/Secondary Program (Continued)

Montgomery County (Continued)

US 29/Briggs Chaney Road interchange	
wide curb lanes	2.0 Miles
sidewalks	1.0 Mile
parallel trail	1.0 Mile
US 29/MD 198/Blackburn Road interchange	
wide curb lanes	1.0 Mile
sidewalks	1.0 Mile
MD 28 - Riffle Road to MD 219	
wide curb lanes	6.7 Miles
sidewalks	3.4 Miles
parallel trail	3.4 Miles
MD 115 - MD 28 to MD 124	
shoulders	4.0 Miles

Prince George's County

I-495/Ritchie Marlboro interchange	
wide curb lanes	2.0 Miles
sidewalk	1.0 Mile
parallel trail	1.0 Mile
I-95/I-495/Woodroow Wilson Bridge	
parallel pedestrian bridge	
US 50/Columbia Pike interchange	
wide curb lanes	1.0 Mile
sidewalks	1.0 Mile

Primary/Secondary Program (Continued)

Prince George's County (Continued)

MD 212 - US 1 to I-95	
wide curb lanes	4.0 Miles
sidewalks	4.0 Miles
MD 450 - Whitefield Chapel Road to Seabrook Road	
wide curb lanes	1.9 Miles
sidewalks	1.9 Miles
MD 450 - MD 193 to Stoneybrook Drive	
wide outside lanes	11.6 Miles
sidewalks	5.8 Miles
parallel trail	5.8 Miles
MD 193 - University of MD Access Improvement	
wide curb lanes	3.0 Miles

Queen Anne's County

MD 304 - bridges over Blocksten and German Branches	
shoulders	1.0 Mile

St. Mary's County

MD 235 - MD 246 to MD 4	
wide curb lanes	9.4 Miles
sidewalk	9.4 Miles

Washington County

MD 34 - bridge over Potomac River	
sidewalks	1.0 Mile
shoulders	1.0 Mile

Primary/Secondary Program (Continued)

Wicomico County

US 13 - bridge over Leonard's Mill Pond
shoulders 0.5 Mile

MD 354 - bridge over Adkins Pond
shoulders 0.5 Mile

Worcester County

US 113
shoulders 17.0 Miles

**Primary/Secondary projects that will include expenditures for improvements
that will accommodate bicycles and pedestrians.**

wide curb lanes	73.5 Miles	sub-total	\$18,375,000
shoulders	57.1 Miles	sub-total	\$14,275,000
sidewalks	49.4 Miles	sub-total	\$6,781,632
parallel trails	14.7 Miles	sub-total	\$2,940,000
	194.7 Miles	TOTAL	\$42,371,632

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

Retrofit sidewalk program	2,181,000
Neighborhood conservation program	
Streetscapes and minor reconstruction	678,860
Transportation enhancements program	31,504,000
Retrofit bicycle program	1,021,000
Primary/secondary program	42,371,632
TOTAL	77,756,492

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

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	9.9	25.0	11.4	2.5	2.7	2.7	54.2
System Preservation Minor Projects	27.5	13.8	5.8	3.8	3.7	3.8	58.4
<u>Development & Evaluation Program</u>	<u>2.6</u>	<u>2.0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>4.6</u>
SUBTOTAL	40.0	40.8	17.2	6.3	6.4	6.5	117.2
<u>Capital Salaries, Wages & Other Costs</u>	<u>1.3</u>	<u>1.4</u>	<u>1.4</u>	<u>1.5</u>	<u>1.5</u>	<u>1.6</u>	<u>8.7</u>
TOTAL	41.3	42.2	18.6	7.8	7.9	8.1	125.9
Special Funds	34.4	25.4	12.0	7.8	7.9	8.1	95.6
Federal Funds	6.9	16.8	6.6	-	-	-	30.3

**Maryland Regional Aviation Program
General Aviation Grants-In-Aid
Fiscal Year 2003**

The following lists the General Aviation Grants in the Consolidated Transportation Program. Additional information can be found under the respective Maryland Aviation Administration section.

<u>COUNTY</u>	<u>AIRPORT</u>	<u>GRANT AMOUNT (000's)</u>	
Anne Arundel County	Tipton Airport	Federal	1,679
		State	93
		Local	<u>93</u>
		Total	1,865
Anne Arundel County	Lee Airport	State	67
		Owner	<u>8</u>
		Total	75
Carroll County	Carroll County Regional Airport	Federal	2,795
		State	155
		Local	<u>155</u>
		Total	3,105
Cecil County	Cecil County Airport	State	191
		Owner	<u>191</u>
		Total	382
Dorchester County	Cambridge-Dorchester Airport	Federal	573
		State	32
		Local	<u>32</u>
		Total	637
Frederick County	Frederick Municipal Airport	Federal	8,667
		State	481
		Local	<u>481</u>
		Total	9,629
Harford County	Fallston Airport	State	19
		Owner	<u>3</u>
		Total	22

**Maryland Regional Aviation Program
General Aviation Grants-In-Aid
Fiscal Year 2003 (Continued)**

<u>COUNTY</u>	<u>AIRPORT</u>	<u>GRANT AMOUNT (000's)</u>	
Harford County	Harford County Airport	State	63
		Owner	<u>7</u>
		Total	70
Harford County	Havre de Grace Seaplane Base	State	288
		Owner	<u>29</u>
		Total	317
Somerset County	Crisfield-Somerset County Airport	Federal	302
		State	17
		Airport Owner	<u>17</u>
		Total	336
Talbot County	Easton Airport / Newnam Field	Federal	167
		State	9
		Airport Owner	<u>9</u>
		Total	185
Washington County	Hagerstown Regional Airport - Richard A. Henson Field	Federal	4,866
		State	259
		Airport Owner	<u>259</u>
		Total	5,384
Wicomico County	Salisbury-Ocean City: Wicomico Regional Airport	Federal	2,737
		State	90
		Airport Owner	<u>90</u>
		Total	2,917
Worcester County	Ocean City Municipal Airport	Federal	622
		State	35
		Airport Owner	<u>35</u>
		Total	692



STATUS: Projects approved for funding appear in the State Highway System Preservation Program.

PROJECT: Transportation Enhancement Program

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

JUSTIFICATION: Transportation enhancements are projects that will add community and environmental value to the transportation system. The Transportation Equity Act for the 21st (TEA-21) century provides that 10% of the Surface Transportation funds be set aside for the Transportation Enhancement Program. Project sponsors are required to provide matching funds.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Enhancement activities must be directly related to transportation.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	150,486	80,267	10,800	9,900	10,000	10,100	10,300	10,700	61,800	8,419
Total	150,486	80,267	10,800	9,900	10,000	10,100	10,300	10,700	61,800	8,419
Federal-Aid	108,124	61,124	9,500	7,500	7,500	7,500	7,500	7,500	47,000	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	STP	10,547
CO	2004	STP	10,797
CO	2005	STP	10,797
CO	2006	STP	10,797
CO	2007	STP	10,797
CO	2008	STP	10,797

*The Construction line includes studies, planning, and design funds and are shown on the construction line for purposes of simplicity.

**These funds are budgeted in the Highway Program, and are shown here for informational purposes.



STATUS: Projects are underway.

PROJECT: Emission Reduction Program

DESCRIPTION: The objective of this program is the reduction of vehicle emissions. The program will incorporate and expand proven strategies to reduce emissions in Maryland's air quality non-attainment areas, including telework, regional commuter assistance, and clean vehicle technologies. New approaches will also be developed to reduce traffic congestion in Maryland through strategies such as regional partnerships to support sustainable transportation and quality-of-life initiatives, congestion mitigation projects targeting major construction activities, and development and deployment of advanced transportation technologies.

JUSTIFICATION: The Clean Air Act and TEA-21 require transportation programs to remain in step with State air quality plans. Thirteen Maryland counties are in air quality non-attainment status. In addition, worsening traffic congestion in the Baltimore/Washington metropolitan area negatively impacts the quality of life of Maryland citizens through lost time and increased costs. The Emission Reduction Program will address these issues by implementing projects that will achieve measurable reductions in mobile source emissions. These reductions are important to the federally required annual air quality conformity analysis of the Department's transportation plans and programs.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	32,666	11,864	5,151	4,762	3,039	2,528	2,659	2,663	20,802	0
Total	32,666	11,864	5,151	4,762	3,039	2,528	2,659	2,663	20,802	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0054, 0055, 0056, 0057, 0058, 0059, 0060, 0061, 0062,
0063, 0064, 0065, 0066, 0067, 0068



STATUS: Implementation is underway.

PROJECT: Washington Region Transportation Emission Reduction Measures (TERMS)

DESCRIPTION: The Washington Region has a shortfall in meeting air conformity standards. Maryland has committed to a list of projects that reduces this shortfall. Such measures include bike facilities at park n' ride lots, new surface parking at transit centers, telecommuting expansion, bike/pedestrian trail, and additional bike lockers at metro stations.

JUSTIFICATION: The Washington region needs to eliminate the shortfall in order to demonstrate conformity of the region's transportation plans and programs to the region's air quality plans. This conformity demonstration is required for the region to remain eligible for federal transportation funds. These projects are Maryland's contribution to reducing the shortfall and improving the air quality for the region.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Construction Program. Funds for Bike Racks on WMATA buses is shown in the WMATA Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	33,300	0	4,712	20,272	8,316	0	0	0	33,300	0
Total	33,300	0	4,712	20,272	8,316	0	0	0	33,300	0
Federal-Aid	26,640	0	3,770	16,218	6,652	0	0	0	26,640	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 4

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior</u>		
	<u>The Secretary's Office</u>		
1	Asbestos Removal Departmentwide (0022)	34	Complete
2	MDOT Headquarters Energy Study (0027)	174	Complete
3	Downtown Partnership (0048)	2,300	Complete
4	Susquehanna Greenways Grant (0037)	13	Underway
5	Mainframe Upgrade (0042)	2,700	Underway
6	CVISN (0034)	2,005	Underway
7	Air Quality Analysis (Edwards and Kelcey) (0004)	1,200	Underway
8	Port Land Use (HUD GRANT) (0017)	2,000	Underway
9	Commuter Rail Oversight (0032)	551	Underway
10	MAA WCOG Air Passenger Study (0044)	211	Underway
11	Sheperds Mill Road - Grant to Carroll County (0039)	3,500	Underway
12	Beaver Dam Creek - Trash Boom (0076)	100	Underway
13	Bike and Pedestrian Trail Southern Maryland (0050)	50	Underway
14	Bloomsbury Square Grant - DGS (0075)	246	Underway
15	E-Business (0073)	1,128	Underway
16	Gateway Community Development Corporation (GCDC) (0047)	50	Underway
17	Grant to Prince George's County for Metro Center Garage (0071)	3,500	Underway
18	Level 3 Buildout (0074)	930	Underway
19	MEDCO - New MDOT Building (0070)	11,000	Underway
20	Pathways to School (0051)	500	Underway
21	Ripken Stadium (0046)	400	Underway
22	Rocky Gap Amphitheater Access Road - Grant to Allegany County (0043)	1,100	Underway
23	Smart Growth Initiative (0045)	163	Underway
24	Susquehanna Bridge Pier Inspection (0049)	18	Underway
25	Airport Citizens Committee (0078)	432	Underway
26	LaPlata Improvements (0079)	2,300	Underway
27	Capital Program Management System (CPMS) (0015)	571	Underway
28	Real Estate Advisory Program (0005)	177	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 4 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>The Secretary's Office (cont'd)</u>		
29	Program Management (0019)	478	Underway
30	Start Up Funds for MDOT Headquarters Building (0081)	500	Underway
31	Network Hardware/Software Replacement Costs (0020)	2,461	Underway
32	Maryland Department of Planning (0080)	260	Underway
33	Federal Intelligent Transportation Systems (ITS) (0033)	1,300	Spring, 2003
	<u>FY 2004</u>		
	<u>The Secretary's Office</u>		
34	Key Highway Road Extension (0030)	5,000	Summer, 2003
35	Prince Frederick Loop Road Study (0072)	400	Summer, 2003
36	Real Estate Advisory Program (0005)	145	Summer, 2003
37	Capital Program Management System (CPMS) (0015)	306	Summer, 2003
38	MBE Disparity Study (0083)	1,000	Summer, 2003
39	Program Management (0019)	220	Summer, 2003
40	Network Hardware/Software Replacement Costs (0020)	3,679	Summer, 2003
41	Security/Emergency Management (0082)	350	Summer, 2003



STATUS: Studies are ongoing.

PROJECT: Statewide Transportation Planning Studies

DESCRIPTION: These funds assist statewide planning efforts addressing TEA-21 requirements for a statewide plan and transportation management system, as well as ad hoc multi-modal systems level planning. In addition, these funds are used to collect, manage, maintain and analyze data for the annual performance measure attainment report, as well as development of the Bicycle/Pedestrian Access Master Plan and similar planning efforts.

JUSTIFICATION: These study efforts provide technical support for the Maryland Transportation Plan (MTP) and the annual attainment report, and enable MDOT to meet FHWA/FTA statewide planning requirements.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

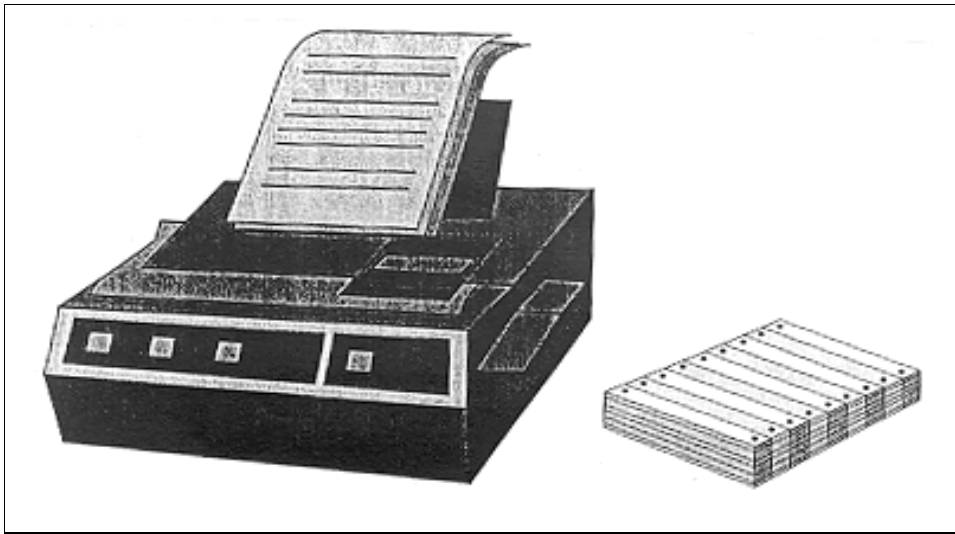
ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	9,464	4,882	2,582	2,000	0	0	0	0	4,582	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	9,464	4,882	2,582	2,000	0	0	0	0	4,582	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	13.0	9.7	13.7	7.5	5.9	5.9	55.7
System Preservation Minor Projects	9.2	6.5	9.8	8.8	8.9	9.2	52.4
<u>Development & Evaluation Program</u>	<u>0.3</u>	<u>0.5</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.8</u>
SUBTOTAL	22.5	16.7	23.5	16.3	14.8	15.1	108.9
<u>Capital Salaries, Wages & Other Costs</u>	<u>0.8</u>	<u>0.8</u>	<u>0.8</u>	<u>0.9</u>	<u>0.9</u>	<u>0.9</u>	<u>5.1</u>
TOTAL	23.3	17.5	24.3	17.2	15.7	16.0	114.0
Special Funds	23.3	17.5	24.3	17.2	15.7	16.0	114.0
Federal Funds	-	-	-	-	-	-	-



STATUS: Underway.

PROJECT: Document Imaging and Workflow System (DIWS)

DESCRIPTION: This project includes workflow processing to allow re-engineering of MVA business processes to improve customer service, efficiency and productivity. Expansion of this system includes upgraded hardware and software capabilities in the Driver Control, Administrative Adjudication and other business processes.

JUSTIFICATION: Digital imaging will provide the capability for interactive records availability, transmission of information to distant sites, multi-user accessible for same record, possible staffing reallocations, reduced reliance on paper, reduced floor space for paper storage and improved efficiency and productivity. This project will increase optical storage capacity and provide the network and image management foundation for future office automation.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

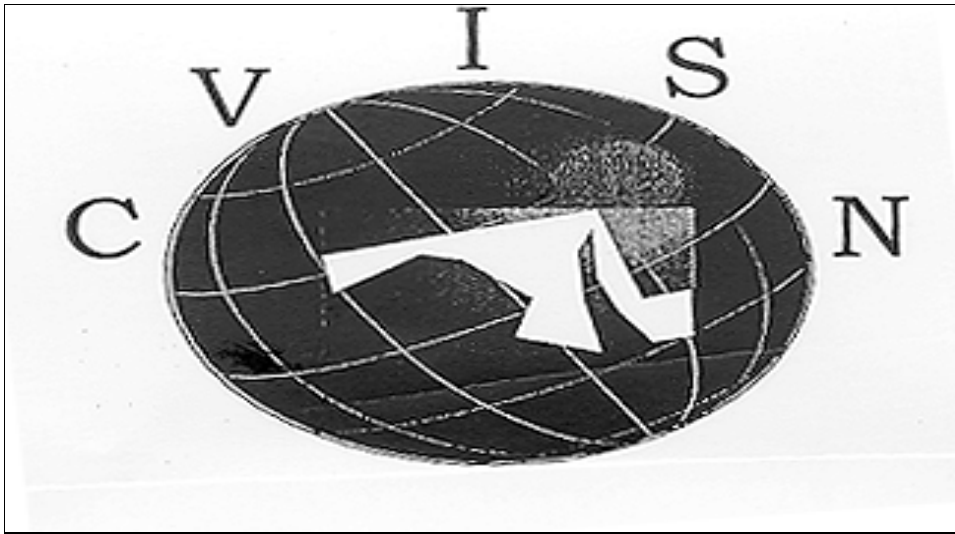
ASSOCIATED IMPROVEMENTS:

Document Imaging and Workflow Systems - Phase 2 (D&E Program) -- Line 8

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	494	494	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	12,000	7,298	2,707	1,995	0	0	0	0	4,702	0
Total	12,494	7,792	2,707	1,995	0	0	0	0	4,702	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Over 22 million pages scanned.



STATUS: Underway.

PROJECT: Commercial Vehicle Information System Network (CVISN)

DESCRIPTION: This is a national program designed to integrate information systems, networks and technology to improve highway safety. This project includes systems to support electronic application for and issuance of motor carrier credentials; use of laptop computers and mobile communications technology to enable the law enforcement community to send and receive safety information; and feasibility testing of electronic screening for motor carriers to use technology to identify non-compliant carriers.

JUSTIFICATION: This project provides numerous efficiencies for Maryland's agencies as it brings together common objectives concerning highway safety and congestion, and also aids in economic development. Provides electronic access to national and state databases on motor carrier's safety and performance records, allows for a single location (one-stop shopping) for motor carrier credentials, sharing data with other states, streamlines the administrative process for businesses and government, and provides more timely and accurate electronic data transmission to promote highway safety.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	152	152	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,096	796	300	0	0	0	0	0	300	0
Total	1,248	948	300	0	0	0	0	0	300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Motor Vehicle Administration -- Line 3

CONSTRUCTION PROGRAM



STATUS: Underway.

PROJECT: Electronic Lien, Title and Registration System (TARIS 2)

DESCRIPTION: This project includes re-engineering the business processes used for all vehicle related services; titling, registration, commercial vehicles, permits, tag return, and flagging.

JUSTIFICATION: Many existing business systems were developed over the years as independent applications in response to separate business unit needs. These systems have been in operation for a number of years, are outdated, need to be more efficient for improved customer service and increased employee productivity, and must be re-engineered to allow MVA to provide service using electronic commerce.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cashflow from FY 2004 was deferred to FY 2005 due to the national economic slowdown. Cost increased \$3.0 million due to the addition of FY 2008.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2002	2003	2004	.....2005.....	.....2006.....	.....2007.....	.....2008.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	27,670	935	1,360	0	8,000	5,570	5,885	5,920	26,735	0
Total	27,670	935	1,360	0	8,000	5,570	5,885	5,920	26,735	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: 1.2 million vehicles titled and 1.8 million vehicles registered annually.



STATUS: Underway.

PROJECT: Drivers Licensing - Point-Of-Sale System

DESCRIPTION: This project includes the replacement of the existing photo licensing system with a new state-of-the-art system and point-of-sale system capable of storing driver license data, motor voter data, organ donor data, related financial data and creation of a paperless license application process to improve workflow efficiency and customer service.

JUSTIFICATION: The existing system, using digital photo and signature, was implemented in 1992. New information systems technology will enable MVA to improve customer service and financial systems.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$1.2 million due to revised support costs.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,400	4,400	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,600	20,802	5,534	4,264	0	0	0	0	9,798	0
Total	35,000	25,202	5,534	4,264	0	0	0	0	9,798	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: 1.1 million driver licenses issued annually.



STATUS: Underway.

PROJECT: e-MVA 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.

JUSTIFICATION: The implementation and availability of MVA services electronically will improve customer service, reduce trips to MVA offices and improve effectiveness and productivity.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cashflow from FY 2004 was deferred to FY 2005 due to the national economic slowdown. Cost increased \$1.6 million due to addition of FY 2006 e-MVA services.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,701	685	491	0	525	0	0	0	1,016	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,372	2,372	2,494	388	5,118	2,000	0	0	10,000	0
Total	14,073	3,057	2,985	388	5,643	2,000	0	0	11,016	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Office location at US 29 and Industrial Parkway.

PROJECT: Montgomery County Branch Office

DESCRIPTION: Design and construction of a new full-service office in Montgomery County located at US 29 and Industrial Parkway on the White Oak Vehicle Emissions Inspection Station (VEIP) site.

JUSTIFICATION: This office will improve customer service in Montgomery County and provide relief to the overcrowded conditions at the Gaithersburg and Beltsville branch offices. Since this property is MVA-owned, funding provided for R/W acquisition is now being used for construction.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Moved from the D&E Program to the Construction Program.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	200	0	100	100	0	0	0	0	200	0
Right-of-way	1	1	0	0	0	0	0	0	0	0
Construction	2,949	0	0	2,949	0	0	0	0	2,949	0
Total	3,150	1	100	3,049	0	0	0	0	3,149	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Transactions projected at 170,000 annually.

OPERATING COST IMPACT: Additional full-service office.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

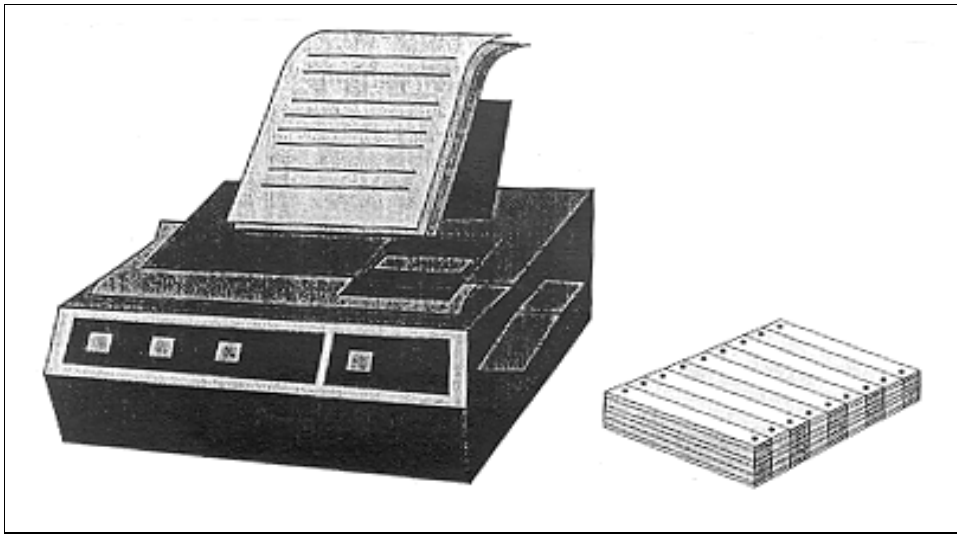
MOTOR VEHICLE ADMINISTRATION - LINE 7

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior</u>		
	<u>Building Improvements</u>		
1	Disability Permitting System (0621)	1,338	Complete
2	Gaithersburg Office Interior Modifications (0618)	288	Complete
3	Outstanding Arrest Warrant System (0622)	535	Complete
4	Motor Voter System Design (0628)	107	Complete
5	Network Equipment Replacement (0615)	347	Complete
6	Automated Compulsory Insurance System [ACIS] (0600)	3,681	Underway
7	Glen Burnie Office Interior Improvements (0512)	4,592	Underway
8	Telecom Upgrade - Various Projects (0545)	827	Underway
9	Branch Office Roof Rehabilitation (0631)	291	Underway
10	Building and Interior Modification (0598)	153	Underway
11	Comprehensive Planning, A&E Services (0536)	1,000	Underway
12	Glen Burnie and OIR Office Roof Replacements (0617)	1,186	Underway
13	Loveville Office Construction (0603)	2,322	Underway
14	OIR Office Chiller Replacement-Rehabilitation (0630)	743	Underway
15	Security Improvements [Various Offices] (0518)	484	Underway
16	Glen Burnie Office Fire Protection Sys Rehabilitation (0629)	324	Underway
17	Baltimore City Office Renovation (0602)	4,735	Spring, 2003
18	Customer Management System Planning (0626)	150	Spring, 2003
19	Glen Burnie Office - Site Improvements (0540)	323	Spring, 2003
20	OIR Office Renovation Design (0535)	566	Spring, 2003
21	OIR Office UPS Replacement (0634)	450	Spring, 2003
	<u>FY 2004</u>		
	<u>Building Improvements</u>		
22	Branch Office HVAC Replacement (0632)	500	Summer, 2003
23	Largo Office Site Drainage Improvements (0633)	375	Summer, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 7 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>Building Improvements (cont'd)</u>		
24	Waldorf Office Interior Modifications and Site Work (0619)	798	Summer, 2003
25	Charles Center Express Office - Relocation (0625)	300	Fall, 2003
26	Annapolis Office Interior Modifications and Site Work (0620)	850	Fall, 2003
27	Mobile Customer Service Center - 2 (0549)	500	Fall, 2003
28	Security Improvements - Various Offices (0518)	236	Fall, 2003
29	Glen Burnie Office Site Improvements (0540)	400	Fall, 2003
30	Telecom Upgrade - Various Projects (0545)	566	Fall, 2003
31	Building and Interior Modifications (0598)	100	Fall, 2003



STATUS: Requirements analysis to begin in FY 2003.

PROJECT: Document Imaging and Workflow System - Phase 2

DESCRIPTION: This project includes the requirements analysis and development of the Request for Proposal for the second phase of the document imaging and workflow system project. This phase includes expansion of the system to re-engineer MVA business processes and upgrade hardware and software capabilities to improve customer service in the Business Licensing and Consumer Services, Financial, Accounting, Investigative and Administrative Services functions.

JUSTIFICATION: This project continues the document imaging and workflow systems program and includes additional MVA functions that will improve efficiency, productivity and customer service.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

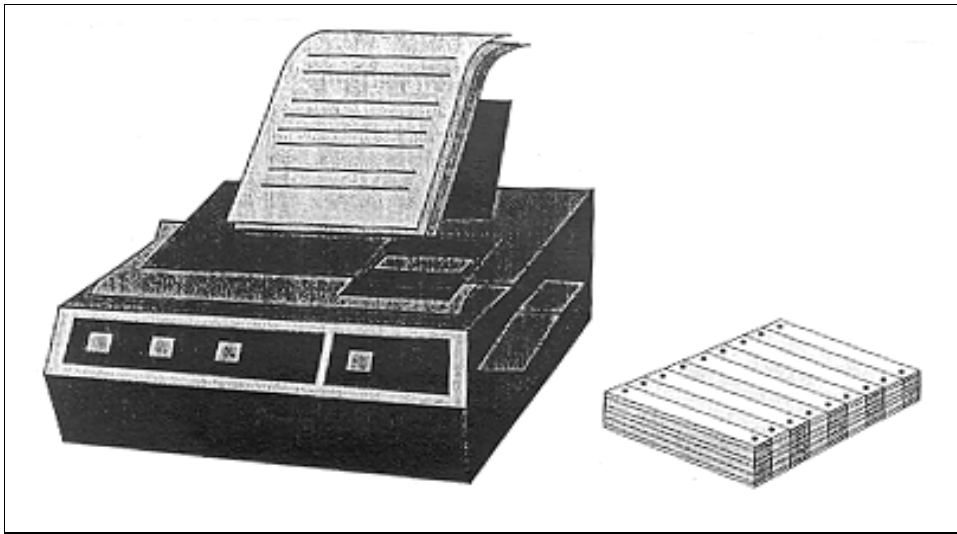
Document Imaging and Workflow Systems (Construction Program.) -- Line 1

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	750	0	250	500	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	750	0	250	500	0	0	0	0	750	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	13.0	9.7	13.7	7.5	5.9	5.9	55.7
System Preservation Minor Projects	9.2	6.5	9.8	8.8	8.9	9.2	52.4
<u>Development & Evaluation Program</u>	<u>0.3</u>	<u>0.5</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.8</u>
SUBTOTAL	22.5	16.7	23.5	16.3	14.8	15.1	108.9
<u>Capital Salaries, Wages & Other Costs</u>	<u>0.8</u>	<u>0.8</u>	<u>0.8</u>	<u>0.9</u>	<u>0.9</u>	<u>0.9</u>	<u>5.1</u>
TOTAL	23.3	17.5	24.3	17.2	15.7	16.0	114.0
Special Funds	23.3	17.5	24.3	17.2	15.7	16.0	114.0
Federal Funds	-	-	-	-	-	-	-



STATUS: Underway.

PROJECT: Document Imaging and Workflow System (DIWS)

DESCRIPTION: This project includes workflow processing to allow re-engineering of MVA business processes to improve customer service, efficiency and productivity. Expansion of this system includes upgraded hardware and software capabilities in the Driver Control, Administrative Adjudication and other business processes.

JUSTIFICATION: Digital imaging will provide the capability for interactive records availability, transmission of information to distant sites, multi-user accessible for same record, possible staffing reallocations, reduced reliance on paper, reduced floor space for paper storage and improved efficiency and productivity. This project will increase optical storage capacity and provide the network and image management foundation for future office automation.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

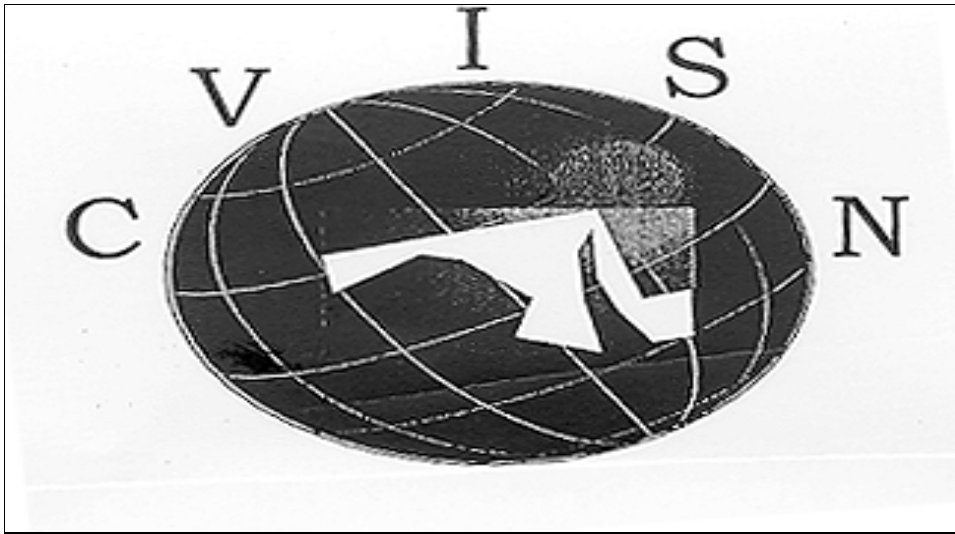
ASSOCIATED IMPROVEMENTS:

Document Imaging and Workflow Systems - Phase 2 (D&E Program) -- Line 8

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	494	494	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	12,000	7,298	2,707	1,995	0	0	0	0	4,702	0
Total	12,494	7,792	2,707	1,995	0	0	0	0	4,702	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Over 22 million pages scanned.



STATUS: Underway.

PROJECT: Commercial Vehicle Information System Network (CVISN)

DESCRIPTION: This is a national program designed to integrate information systems, networks and technology to improve highway safety. This project includes systems to support electronic application for and issuance of motor carrier credentials; use of laptop computers and mobile communications technology to enable the law enforcement community to send and receive safety information; and feasibility testing of electronic screening for motor carriers to use technology to identify non-compliant carriers.

JUSTIFICATION: This project provides numerous efficiencies for Maryland's agencies as it brings together common objectives concerning highway safety and congestion, and also aids in economic development. Provides electronic access to national and state databases on motor carrier's safety and performance records, allows for a single location (one-stop shopping) for motor carrier credentials, sharing data with other states, streamlines the administrative process for businesses and government, and provides more timely and accurate electronic data transmission to promote highway safety.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	152	152	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,096	796	300	0	0	0	0	0	300	0
Total	1,248	948	300	0	0	0	0	0	300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Motor Vehicle Administration -- Line 3

CONSTRUCTION PROGRAM



STATUS: Underway.

PROJECT: Electronic Lien, Title and Registration System (TARIS 2)

DESCRIPTION: This project includes re-engineering the business processes used for all vehicle related services; titling, registration, commercial vehicles, permits, tag return, and flagging.

JUSTIFICATION: Many existing business systems were developed over the years as independent applications in response to separate business unit needs. These systems have been in operation for a number of years, are outdated, need to be more efficient for improved customer service and increased employee productivity, and must be re-engineered to allow MVA to provide service using electronic commerce.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cashflow from FY 2004 was deferred to FY 2005 due to the national economic slowdown. Cost increased \$3.0 million due to the addition of FY 2008.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2002	2003	2004	.....2005.....	.....2006.....	.....2007.....	.....2008.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	27,670	935	1,360	0	8,000	5,570	5,885	5,920	26,735	0
Total	27,670	935	1,360	0	8,000	5,570	5,885	5,920	26,735	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: 1.2 million vehicles titled and 1.8 million vehicles registered annually.



STATUS: Underway.

PROJECT: Drivers Licensing - Point-Of-Sale System

DESCRIPTION: This project includes the replacement of the existing photo licensing system with a new state-of-the-art system and point-of-sale system capable of storing driver license data, motor voter data, organ donor data, related financial data and creation of a paperless license application process to improve workflow efficiency and customer service.

JUSTIFICATION: The existing system, using digital photo and signature, was implemented in 1992. New information systems technology will enable MVA to improve customer service and financial systems.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$1.2 million due to revised support costs.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,400	4,400	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,600	20,802	5,534	4,264	0	0	0	0	9,798	0
Total	35,000	25,202	5,534	4,264	0	0	0	0	9,798	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: 1.1 million driver licenses issued annually.



STATUS: Underway.

PROJECT: e-MVA 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.

JUSTIFICATION: The implementation and availability of MVA services electronically will improve customer service, reduce trips to MVA offices and improve effectiveness and productivity.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cashflow from FY 2004 was deferred to FY 2005 due to the national economic slowdown. Cost increased \$1.6 million due to addition of FY 2006 e-MVA services.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,701	685	491	0	525	0	0	0	1,016	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,372	2,372	2,494	388	5,118	2,000	0	0	10,000	0
Total	14,073	3,057	2,985	388	5,643	2,000	0	0	11,016	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Office location at US 29 and Industrial Parkway.

PROJECT: Montgomery County Branch Office

DESCRIPTION: Design and construction of a new full-service office in Montgomery County located at US 29 and Industrial Parkway on the White Oak Vehicle Emissions Inspection Station (VEIP) site.

JUSTIFICATION: This office will improve customer service in Montgomery County and provide relief to the overcrowded conditions at the Gaithersburg and Beltsville branch offices. Since this property is MVA-owned, funding provided for R/W acquisition is now being used for construction.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Moved from the D&E Program to the Construction Program.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	200	0	100	100	0	0	0	0	200	0
Right-of-way	1	1	0	0	0	0	0	0	0	0
Construction	2,949	0	0	2,949	0	0	0	0	2,949	0
Total	3,150	1	100	3,049	0	0	0	0	3,149	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Transactions projected at 170,000 annually.

OPERATING COST IMPACT: Additional full-service office.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 7

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior</u>		
	<u>Building Improvements</u>		
1	Disability Permitting System (0621)	1,338	Complete
2	Gaithersburg Office Interior Modifications (0618)	288	Complete
3	Outstanding Arrest Warrant System (0622)	535	Complete
4	Motor Voter System Design (0628)	107	Complete
5	Network Equipment Replacement (0615)	347	Complete
6	Automated Compulsory Insurance System [ACIS] (0600)	3,681	Underway
7	Glen Burnie Office Interior Improvements (0512)	4,592	Underway
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10	Building and Interior Modification (0598)	153	Underway
11	Comprehensive Planning, A&E Services (0536)	1,000	Underway
12	Glen Burnie and OIR Office Roof Replacements (0617)	1,186	Underway
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17	Baltimore City Office Renovation (0602)	4,735	Spring, 2003
18	Customer Management System Planning (0626)	150	Spring, 2003
19	Glen Burnie Office - Site Improvements (0540)	323	Spring, 2003
20	OIR Office Renovation Design (0535)	566	Spring, 2003
21	OIR Office UPS Replacement (0634)	450	Spring, 2003
	<u>FY 2004</u>		
	<u>Building Improvements</u>		
22	Branch Office HVAC Replacement (0632)	500	Summer, 2003
23	Largo Office Site Drainage Improvements (0633)	375	Summer, 2003

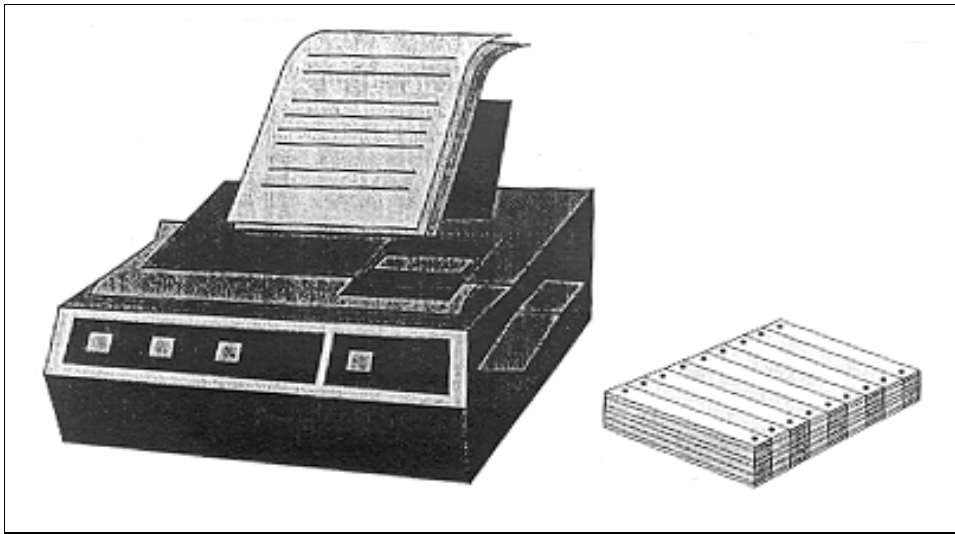
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 7 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>Building Improvements (cont'd)</u>		
24	Waldorf Office Interior Modifications and Site Work (0619)	798	Summer, 2003
25	Charles Center Express Office - Relocation (0625)	300	Fall, 2003
26	Annapolis Office Interior Modifications and Site Work (0620)	850	Fall, 2003
27	Mobile Customer Service Center - 2 (0549)	500	Fall, 2003
28	Security Improvements - Various Offices (0518)	236	Fall, 2003
29	Glen Burnie Office Site Improvements (0540)	400	Fall, 2003
30	Telecom Upgrade - Various Projects (0545)	566	Fall, 2003
31	Building and Interior Modifications (0598)	100	Fall, 2003

Motor Vehicle Administration -- Line 8

DEVELOPMENT AND EVALUATION PROGRAM



STATUS: Requirements analysis to begin in FY 2003.

PROJECT: Document Imaging and Workflow System - Phase 2

DESCRIPTION: This project includes the requirements analysis and development of the Request for Proposal for the second phase of the document imaging and workflow system project. This phase includes expansion of the system to re-engineer MVA business processes and upgrade hardware and software capabilities to improve customer service in the Business Licensing and Consumer Services, Financial, Accounting, Investigative and Administrative Services functions.

JUSTIFICATION: This project continues the document imaging and workflow systems program and includes additional MVA functions that will improve efficiency, productivity and customer service.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Document Imaging and Workflow Systems (Construction Program.) -- Line 1

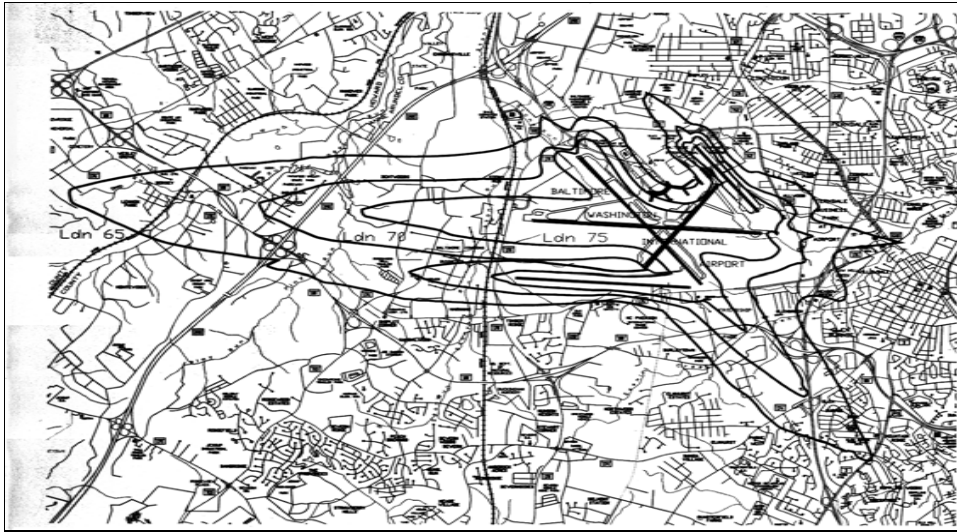
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2005.....	.....2006.....	.....2007.....	.....2008.....	0	0
Engineering	750	0	250	500	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	750	0	250	500	0	0	0	0	750	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	298.1	229.2	139.7	47.3	12.6	6.9	733.8
System Preservation Minor Projects	57.8	51.1	58.1	38.8	37.0	25.4	268.2
<u>Development & Evaluation Program</u>	<u>0.6</u>	<u>8.9</u>	<u>11.5</u>	<u>2.9</u>	<u>-</u>	<u>-</u>	<u>23.9</u>
SUBTOTAL	356.5	289.2	209.3	89.0	49.6	32.3	1,025.9
<u>Capital Salaries, Wages & Other Costs</u>	<u>5.6</u>	<u>5.9</u>	<u>6.0</u>	<u>6.2</u>	<u>6.4</u>	<u>6.6</u>	<u>36.7</u>
TOTAL	362.1	295.1	215.3	95.2	56.0	38.9	1,062.6
Special Funds	104.0	71.1	106.1	77.4	43.2	31.4	433.2
Federal Funds	21.9	23.7	25.2	16.0	12.8	7.5	107.1
Other Funding *	236.2	200.3	84.0	1.8	-	-	522.3

* Other funding includes Maryland Transportation Authority (MdTA) bond financing; Passenger Facility Charges (PFC's); Customer Facility Charges (CFC's); and Maryland Economic Development Corporation (MEDCO) funds. These funds are included in the total.



STATUS: MAA has acquired 246 properties through FY 2002, and land acquisition is continuing.

PROJECT: Noise Zone Land Acquisition Program

DESCRIPTION: This program promotes compatible land use around BWI, the State's only domestic and international air carrier facility, through purchase of residential properties offered voluntarily for sale by owners within designated high noise areas.

JUSTIFICATION: The Maryland Environmental Noise Act requires the MAA to minimize the impact of aircraft related noise on people living near BWI. The purpose of this program is to purchase, at fair market value, the most severely impacted residential properties within the BWI Airport Noise Zone, consistent with local zoning.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

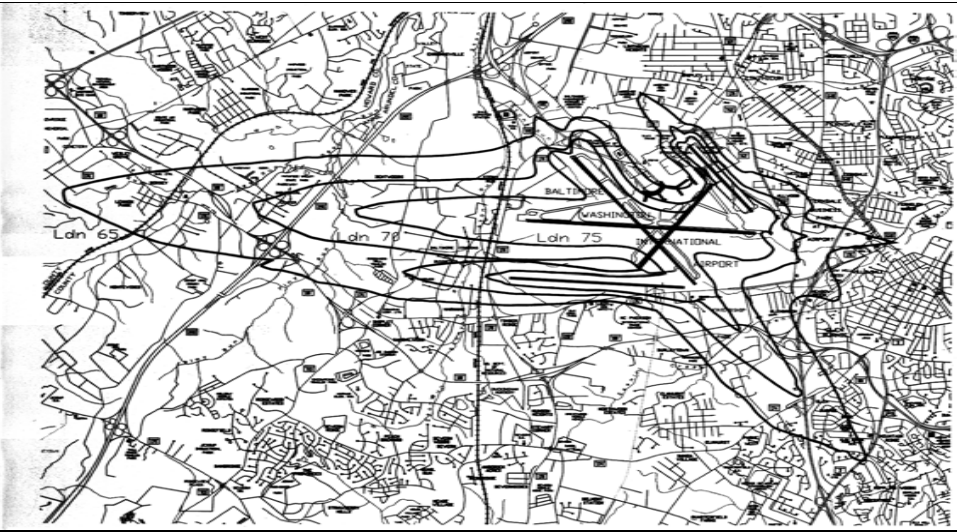
ASSOCIATED IMPROVEMENTS:

Homeowner Assistance Program - Line 2

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Greater than anticipated response from interested property owners in FY 2003.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	33,624	31,518	1,731	375	0	0	0	0	2,106	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	33,673	31,567	1,731	375	0	0	0	0	2,106	0
Federal-Aid	25,372	23,687	1,385	300	0	0	0	0	1,685	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2003	AIP	1,385



STATUS: MAA has participated in the soundproofing of 578 properties and sales assistance for 113 homes.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$1.9 million due to the addition of FY 2008 funding.

PROJECT: Homeowner Assistance Program

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

JUSTIFICATION: This program enhances the environment of neighboring communities by providing noise mitigation for homeowners residing within the BWI Airport Noise Zone starting with the most severely impacted communities.

SMART GROWTH STATUS:

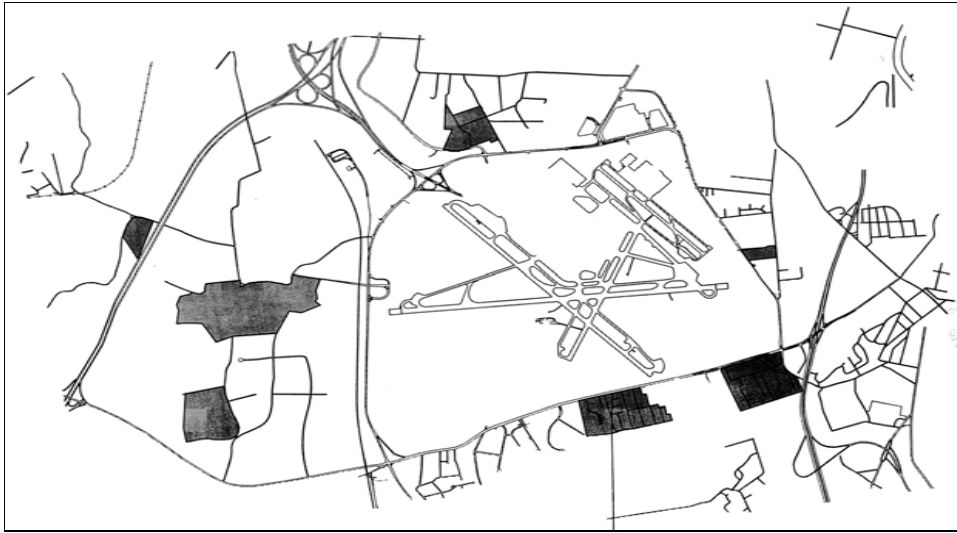
- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Noise Zone Land Acquisition Program - 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 ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	431	231	22	89	89	0	0	0	200
Right-of-way	28,547	16,969	1,920	1,920	1,920	1,949	1,949	1,920	11,578
Construction	0	0	0	0	0	0	0	0	0
Total	28,978	17,200	1,942	2,009	2,009	1,949	1,949	1,920	11,778
Federal-Aid	19,472	11,038	1,394	1,447	1,447	1,385	1,385	1,376	8,434

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2003	AIP	1,376
PE	2003	AIP	160
RW	2004	AIP	1,376
RW	2005	AIP	1,376
RW	2006	AIP	2,770
RW	2007	AIP	1,376



STATUS: Acquisition underway.

PROJECT: Protective Land Acquisition Program

DESCRIPTION: This program provides for the purchase of property in the immediate vicinity of the BWI and/or Martin State (MTN) airports to ensure its availability in future years for potential aviation purposes.

JUSTIFICATION: This multi-year program would provide the opportunity to protect property under the threat of development for future airport-related facilities, environmental requirements, and to ensure compatible land-use around the airports.

SMART GROWTH STATUS:

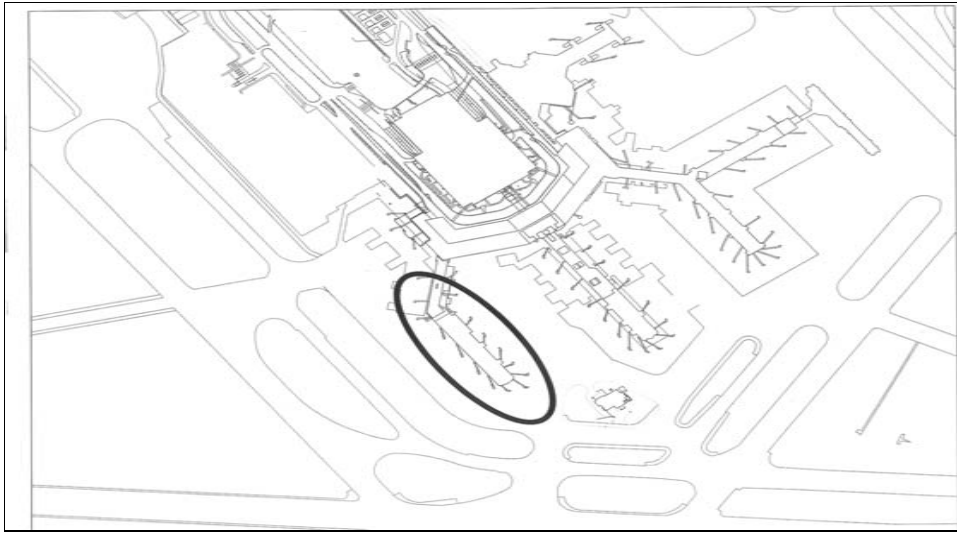
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Total cost increased \$8.2 million to show additional activity in FY 2003, 2004, and the addition of FY 2008 funding. A portion (\$.4 million) of the FY 2004 activity has been deferred to FY 2006 due to the national economic slowdown.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	37,161	7,845	4,816	4,650	4,500	5,350	5,000	5,000	29,316	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	37,161	7,845	4,816	4,650	4,500	5,350	5,000	5,000	29,316	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction complete.

PROJECT: Concourse B Terminal Extension at BWI Airport

DESCRIPTION: This project provides for a 10-gate expansion of Concourse B, including new aircraft ramps, taxiway modifications, passenger holdrooms and services, and airline operations space.

JUSTIFICATION: Expansion of Concourse B is necessary to accommodate expansion of domestic flight operations and the resultant facility demands.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Concourse A Terminal Expansion at BWI Airport -- Line 5

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost decreased \$1.2 million to adjust for final costs of project close out.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,967	5,967	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	41,375	41,261	114	0	0	0	0	0	114	0
Total	47,342	47,228	114	0	0	0	0	0	114	0
Federal-Aid	2,384	2,384	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 51% increase in passenger levels by 2010.

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

* Project partially funded from Certificates of Participation bonds.

1008



STATUS: Construction to start in FY 2003. Concourse B renovations to be underway in FY 2005, following opening of new Concourse A.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project delayed from FY 2002 to FY 2003 due to coordination with the airline. Project cost has increased by \$44.4 million and now includes the manufacture and installation of the moving walkways and escalators.

PROJECT: New Concourse A Terminal Expansion at BWI Airport

DESCRIPTION: This project provides for the construction of a new 11-gate Concourse A. Project includes demolition of the existing 3-gates on Concourse A, construction of a new ticketing concourse, security and concession area, 11 new passenger gates and holdrooms, moving walkways, baggage claim areas on the lower level, and airline operations and support areas. A portion of the existing Concourse B will also be reconstructed to include fire protection upgrades, expanded concessions, moving sidewalks, and other passenger amenities.

JUSTIFICATION: Expansion of Concourse A is necessary to accommodate the continued expansion of domestic air service.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Terminal Entrance Roadway Improvements, Phase I -- Line 7
 Terminal Entrance Roadway Improvements, Phase II -- Line 8
 15R Parallel Taxiway and Aircraft Parking Ramp at BWI Airport -- Line 6
 Central Utility Plant Expansion and Upgrade of Electrical Substations at BWI Airport -- Line 13

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

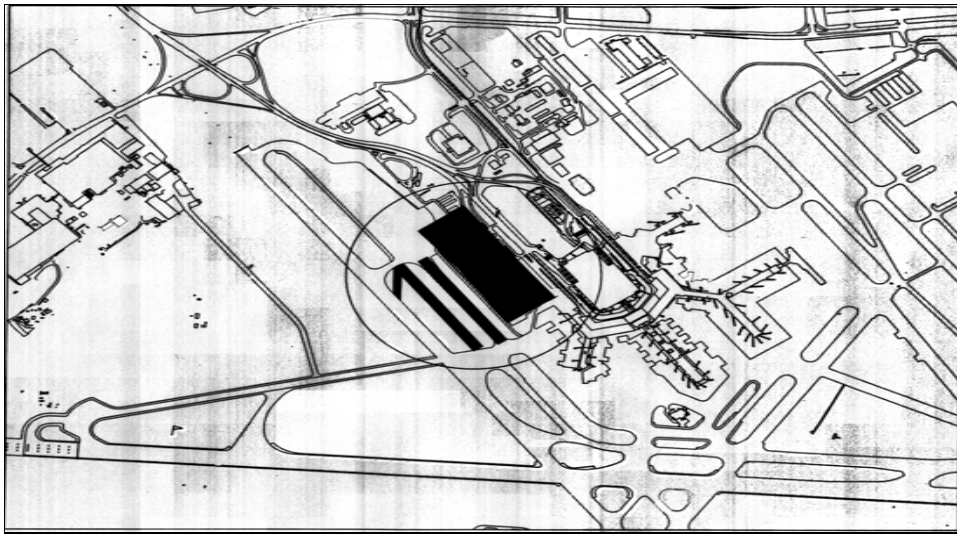
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	219,893	0	51,230	82,903	83,973	1,787	0	0	219,893	0
Total	219,893	0	51,230	82,903	83,973	1,787	0	0	219,893	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 160 daily flights.

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

* Other funding is Maryland Economic Development Corporation (MEDCO) and Revenue Bonds supported by Passenger Facility Charge (PFC).

1120



STATUS: Construction underway.

PROJECT: 15R Parallel Taxiway and Aircraft Parking Ramp at BWI Airport

DESCRIPTION: This project provides for the design of approximately 1,500 feet of taxiway parallel to Runway 15R. The project also provides for the new aircraft parking and deicing ramp adjacent to the new taxiway and immediately north of Concourse A. The new ramp will be able to accommodate the new Concourse A and will be fitted with a gate deicing collection system.

JUSTIFICATION: Passenger levels are projected to increase approximately 50% between 2000 and 2010 with aircraft flights and movements to also increase proportionately. This project is the final segment to complete a two-way taxiway to the Runway 15R holdblock and threshold. This will improve airport capacity by providing dual aircraft flow to the runway threshold, thereby allowing alternative routing and sorting of departing aircraft. The new ramp will provide sufficient aircraft ramp and parking positions to facilitate the Concourse A terminal expansion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

New Concourse A Terminal Expansion at BWI Airport -- Line 5

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: This project will be reimbursed with PFC revenue. Funds are currently being shown as state dollars for all fiscal years except 2004.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,145	1,852	293	0	0	0	0	0	293	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,108	15,824	16,505	15,888	10,891	0	0	0	43,284	0
Total	61,253	17,676	16,798	15,888	10,891	0	0	0	43,577	0
Federal-Aid	40,591	8,191	9,449	13,630	9,321	0	0	0	32,400	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

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

* Other Funding is Revenue Bonds supported by a Passenger Facility Charge (PFC).



STATUS: Construction underway. Access/Return Roadway opened in November, 2002 with other work complete in Spring 2003.

PROJECT: Terminal Entrance Roadway Improvements, Phase I-- Upper Level Roadway Extension and Terminal Access/Return Roadway at BWI Airport

DESCRIPTION: This project provides for the construction of a 700 foot extension of the upper level curbside and roadway at Concourse A. The project also involves construction of a new terminal access/return roadway and reconfiguration of the access roadway traffic markings/signalling.

JUSTIFICATION: To address projected upper level roadway capacity and curbside space requirements at the terminal as well as provide more direct access between the terminal and new parking facilities. The project will also relieve traffic congestion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

New Concourse A Terminal Expansion at BWI Airport -- Line 5
 Terminal Entrance Roadway Improvements, Phase II -- Line 8

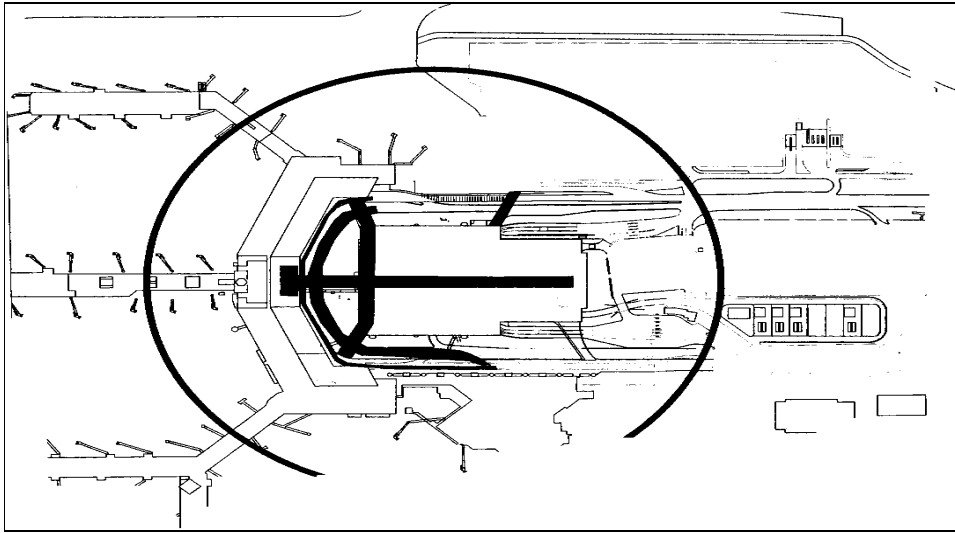
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,047	4,341	706	0	0	0	0	0	706	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,361	41,224	9,137	0	0	0	0	0	9,137	0
Total	55,408	45,565	9,843	0	0	0	0	0	9,843	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

OPERATING COST IMPACT: None.

* Other funding is Revenue bonds supported by a Passenger Facility Charge (PFC) and Airport Parking Revenues.



STATUS: Construction underway.

PROJECT: Terminal Entrance Roadway Improvements - Phase II- Upper Level Roadway Widening and Pedestrian Overpasses at BWI Airport

DESCRIPTION: The project includes new enclosed, elevated pedestrian bridge skywalks with moving walkways from the existing garage to the terminal building at Concourses A, B, and D over the upper level roadway, and moving walkways in the existing parking garage to enhance circulation. The project also widens the upper level roadway to add two new lanes for use by commercial and airport shuttle vehicles. Further, the project includes enhancements to the terminal by replacing the front window wall to improve circulation plus flooring and aesthetic improvements.

JUSTIFICATION: This project is necessary to address projected upper level roadway capacity requirements and terminal circulation. The project will also help relieve traffic congestion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

New Concourse A Terminal Expansion at BWI Airport -- Line 5
 Terminal Entrance Roadway Improvements, Phase I -- Line 7
 Central Utility Plant Expansion and Upgrade of Electrical Substation -- Line 13

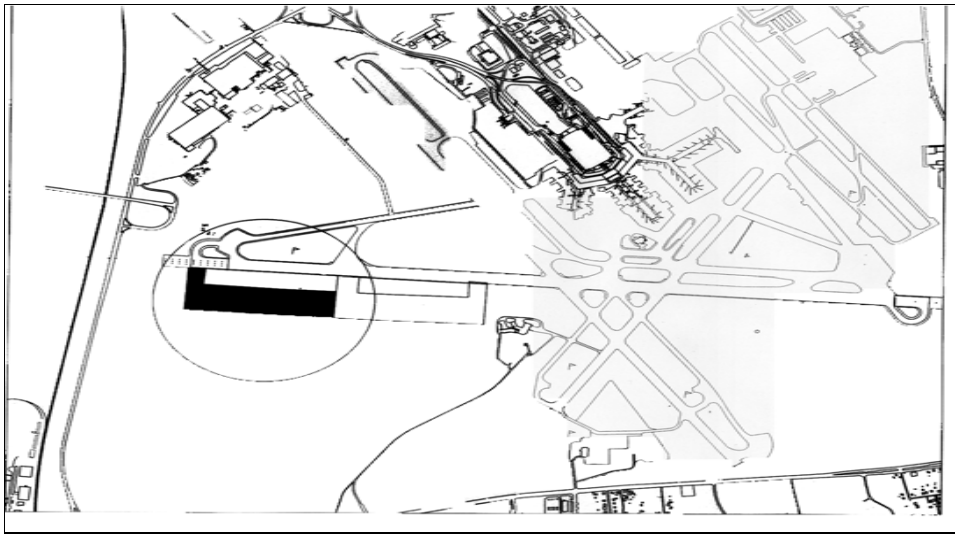
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project cost increased by \$9.2 million to address upgrade of front window wall and to include the manufacture and installation of the moving walkways and escalators. State funding will be reimbursed from PFC's.

<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 ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,874	7,792	2,082	0	0	0	0	0	2,082	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	171,392	4,819	39,984	54,769	35,510	32,486	3,824	0	166,573	0
Total	181,266	12,611	42,066	54,769	35,510	32,486	3,824	0	168,655	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

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

* Other funding is Revenue Bonds supported by a Passenger Facility Charge (PFC) and Airport Parking Revenue.



STATUS: Further development on hold.

PROJECT: Midfield Cargo Complex, Phase II - Cargo Support Area & Airfield Improvements at BWI Airport

DESCRIPTION: This project provides for the design and construction for the airfield improvements and cargo support areas to support the Phase II development of the air cargo complex south of Runway 10/28. The project includes the paving, and installation of airfield lighting, markings, and signing for the taxiways to access the final two building sites in the complex. The building will be developed by a private developer. The project also includes the construction of designated cargo support areas in the midfield complex.

JUSTIFICATION: Consistent with the need identified in the Airport Master Plan for additional air cargo capacity, this project will allow for the phased development of the Midfield Cargo Complex. This project will provide for the continued expansion of BWI's domestic and international air cargo services, and contribute to the State's economic and business development.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Phase II development dependent on results of further planning studies.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	165	106	59	0	0	0	0	0	59	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,746	8,746	0	0	0	0	0	0	0	0
Total	8,911	8,852	59	0	0	0	0	0	59	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Cargo support airfield access for up to 358,000 square feet of hangar/office space.

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



STATUS: Surface lot complete. Garage construction underway with the first 3,000 spaces opened in November, 2002.

PROJECT: New Daily Public Parking Garage and Surface Lot at BWI Airport

DESCRIPTION: This project provides for construction of an 8,400 space multi-level parking structure off the new Access/Return Roadway including entrance and exit ramps, revenue control plazas, elevators, and parking wayfinding technology. The location of the new parking garage will require the relocation of the MDOT Headquarters building. Funds are included for environmental permits, land acquisition, and roadway improvements for the MDOT building. This project also includes construction of a 1,400 space surface lot at Elm Road and Aviation Boulevard, including a revenue control plaza, access/egress provisions, and shelters.

JUSTIFICATION: Public parking demand at BWI is projected to increase 50 percent between the years 2000 and 2010. Provision of adequate parking near the terminal is critical for meeting business and other travelers' needs. This project will also provide needed capacity to replace parking capacity impacted by terminal expansion and airfield improvements.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Hourly Parking Garage Expansion Phase II at BWI Airport -- Line 21

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost decreased by \$5.8 million due to a transfer to the Secretary's Office for a grant payment to MEDCO for activities associated with the new MDOT headquarters property.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,236	5,603	1,189	444	0	0	0	0	1,633	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	162,447	52,616	83,779	26,052	0	0	0	0	109,831	0
Total	169,683	58,219	84,968	26,496	0	0	0	0	111,464	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

OPERATING COST IMPACT: Operating cost will be recovered thru airport parking fees.

* Other funding is Revenue Bonds supported by a Passenger Facility Charge (PFC) and Airport Parking Revenue.



STATUS: Construction underway with projected opening in Fall 2003.

PROJECT: Consolidated Rental Car Facility at BWI Airport

DESCRIPTION: This project provides for a new rental car facility located immediately west of the airport off Stoney Run Road. This site will consolidate rental car activities providing customer service facilities, an expanded area for vehicle ready/return, vehicle service and maintenance facilities, and vehicle storage areas. Shuttle bus service will be provided to the terminal. Project also includes purchase of 25 CNG buses and construction of a bus maintenance facility exclusively for the rental car shuttle bus service.

JUSTIFICATION: Rental car facilities at BWI have reached capacity and cannot accommodate projected passenger demand. The limited existing ready/return, maintenance and storage facilities are causing a high level of inefficient operations and customer delay. New consolidated facilities will provide adequate space for immediate and future growth.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

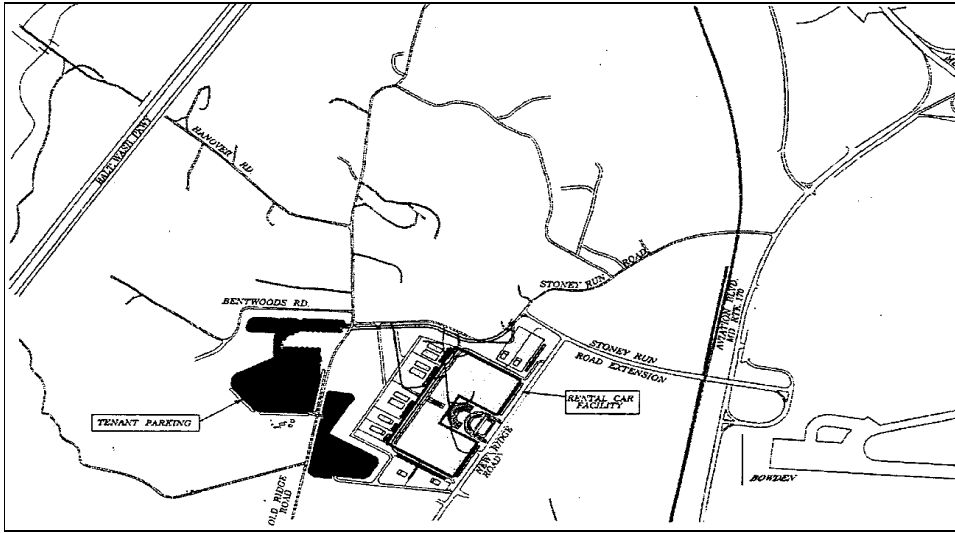
POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,484	5,598	886	0	0	0	0	0	886	0
Right-of-way	5,639	5,639	0	0	0	0	0	0	0	0
Construction	118,970	30,833	61,851	26,286	0	0	0	0	88,137	0
Total	131,093	42,070	62,737	26,286	0	0	0	0	89,023	0
Federal-Aid	496	0	0	496	0	0	0	0	496	0

USAGE: Accommodate projected 50% increase in passenger levels between 2000 & 2010.

OPERATING COST IMPACT: Operating cost will be recovered thru rental car user fee.

* Project funded by Revenue Bonds supported by a Customer Facility Charge (CFC).

1015



STATUS: Construction complete. Facility opened in September, 2002.

PROJECT: New Tenant Parking Facility

DESCRIPTION: This project provides for a 3,400 space tenant employee parking facility located off Stoney Run and Ridge Roads immediately west of BWI and adjacent to the new Consolidated Rental Car Facility (CRCF). This site allows for future expansion of tenant parking as needed. Shuttle bus service is provided to the terminal.

JUSTIFICATION: The project is required to accommodate the increase in parking for airline and tenant employees as a result of the introduction of new and expanded airline service at BWI.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

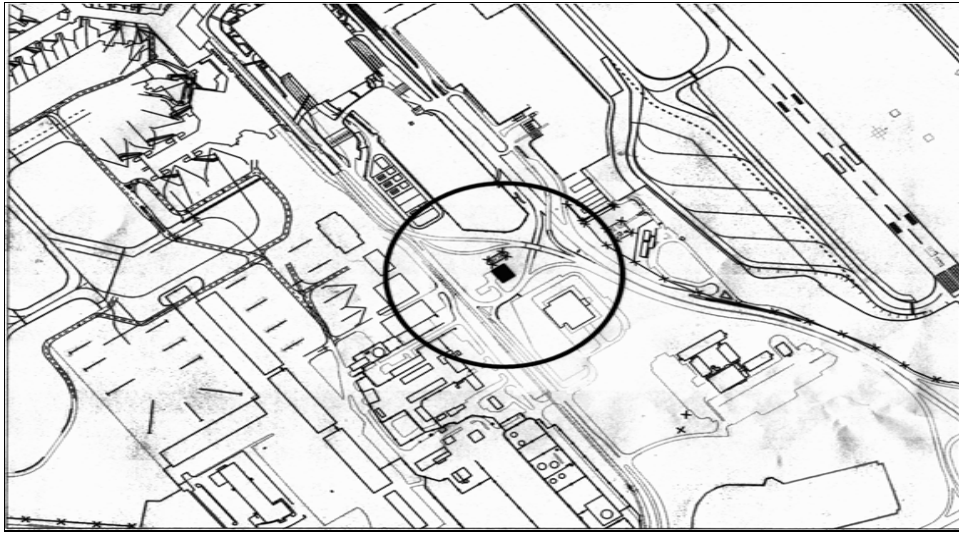
None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,200	1,200	0	0	0	0	0	0	0	0
Right-of-way	953	953	0	0	0	0	0	0	0	0
Construction	11,644	10,993	651	0	0	0	0	0	651	0
Total	13,797	13,146	651	0	0	0	0	0	651	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

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



STATUS: Construction underway.

PROJECT: Central Utility Plant Expansion and Upgrade of Electrical Substation at BWI Airport

DESCRIPTION: This project provides the further expansion of the Central Utility Plant cooling and heating capacity, and the upgrade of the north and south electrical substation, which are the two main electrical feeders for the airport.

JUSTIFICATION: Airport facility expansion requires additional heating/cooling and electrical capacity. Additional capacity is also required for the new conditioned pedestrian skywalks, terminal building expansion, and increased loads due to increasing facility demand resulting from growth.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Terminal Entrance Roadway Improvements, Phase II at BWI Airport -- Line 8
 New Concourse A Terminal Expansion at BWI Airport -- Line 4

SIGNIFICANT CHANGE FROM FY 2002 - 07 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 ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,580	1,048	469	63	0	0	0	0	532	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,037	604	12,537	11,896	0	0	0	0	24,433	0
Total	26,617	1,652	13,006	11,959	0	0	0	0	24,965	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected increase of over 50% in passenger levels by 2010.

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

Other funding is Revenue Bonds Supported by Airport Parking Revenues.

1128



STATUS: Open in Winter, 2003.

PROJECT: Remote Aircraft Parking at BWI Airport

DESCRIPTION: This project provides for the construction of a new remote aircraft parking ramp to accommodate up to 4 aircraft. The new ramp, easily accessible to the air cargo complex and the north terminal, will be located east of the International Terminal and west of Runway 15L.

JUSTIFICATION: Demand for overnight parking of aircraft has surpassed availability. All gates at the terminal are currently occupied overnight with increasing numbers of aircraft parking in more distant and inconvenient runway holdblocks which disrupts airfield operations. Overnight aircraft parking is critical for airline scheduling and securing new flights.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction delayed from FY 2002 to FY 2003 due to delay in Federal approval of pertinent documents. Funds are currently State dollars. This project will be reimbursed from Passenger Facility Charge (PFC).

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	234	196	38	0	0	0	0	0	38	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,318	10	2,308	0	0	0	0	0	2,308	0
Total	2,552	206	2,346	0	0	0	0	0	2,346	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

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



STATUS: System to be installed in FY 2003.

PROJECT: Full Buildout of Parking Guidance System in Hourly Parking Garage at BWI Airport

DESCRIPTION: This project will provide for the completion of the installation of the parking guidance system in the Hourly Parking Garage, immediately in front of the terminal. The electronic system consist of sensors above each parking space relaying real-time information concerning space availability upon approaching the garage, as well as the number of available spaces on each level and in individual rows. A pilot program installed this system on Level 2 of the Hourly Garage in 2002.

JUSTIFICATION: This system greatly enhances wayfinding for garage customers and allows for greater efficiency and higher capacity in the garage. Typically, parking facilities are closed when they reach 85 percent capacity to ensure availability in a reasonable search time. The precision and efficiency of the new system allows for 100 percent capacity before the facility is closed.

SMART GROWTH STATUS:

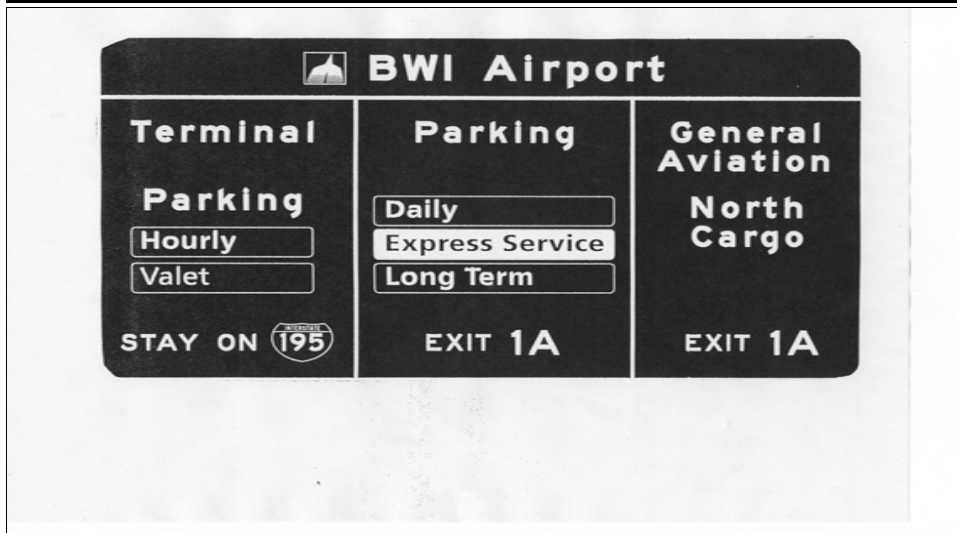
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction delayed from FY 2002 to FY 2003 due to Information Technology legislation.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,219	0	3,219	0	0	0	0	0	3,219	0
Total	3,219	0	3,219	0	0	0	0	0	3,219	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction underway.

PROJECT: Comprehensive Roadway Sign System at BWI Airport

DESCRIPTION: Installation of new standardized roadway guidance and parking signage system for BWI and airport related facilities on major airport entrance roadways.

JUSTIFICATION: The project will improve roadway guidance signage through incorporating Variable Message Signs (VMS) technologies and new graphic designs into Airport-area signage. This project will provide a method of informing patrons on parking lot availability in advance of key decision points and guiding them with VMS signs to alternate open parking facilities. This project will introduce a new graphic design for airport signage that will be unique and easily identified for airport wayfinding to parking and facilities. The project will also incorporate CHART II regional traffic messages for airport users.

SMART GROWTH STATUS:

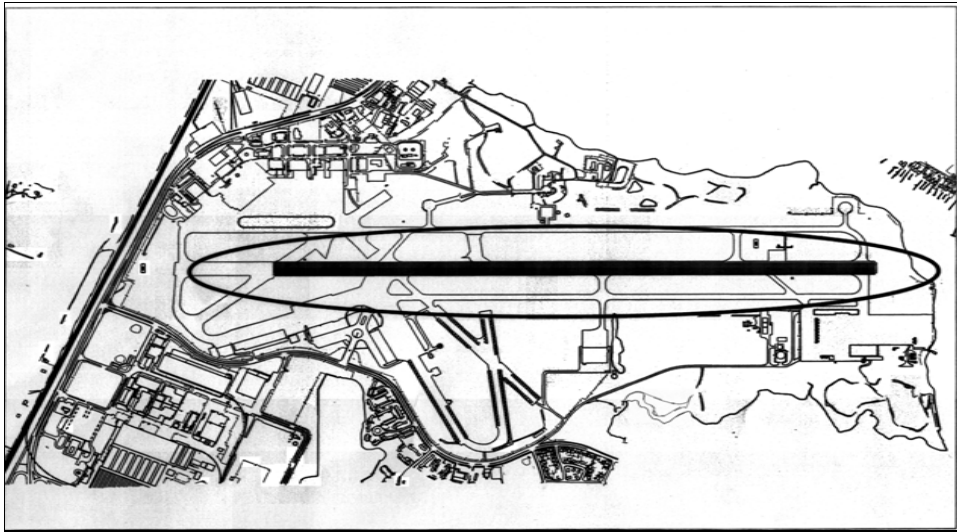
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2005.....	.....2006.....	.....2007.....	.....2008.....	0	0
Engineering	134	97	37	0	0	0	0	0	37	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,842	0	2,317	2,525	0	0	0	0	4,842	0
Total	4,976	97	2,354	2,525	0	0	0	0	4,879	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Final design to start in late FY 2003, following completion of ongoing environmental analysis.

PROJECT: Runway 15/33 Reconstruction at Martin State Airport

DESCRIPTION: This project provides for the reconstruction of the runway at Martin State Airport. Project also includes the construction of a bypass taxiway and exit taxiways.

JUSTIFICATION: Reconstruction of the 50 year-old runway is needed due to continued deterioration beyond normal repairs and maintenance. The parallel taxiway will provide safe and efficient flow of aircraft between the runway and terminal areas. The additional exit taxiways will allow aircraft to exit from the runway safely and efficiently, thus reducing delays.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

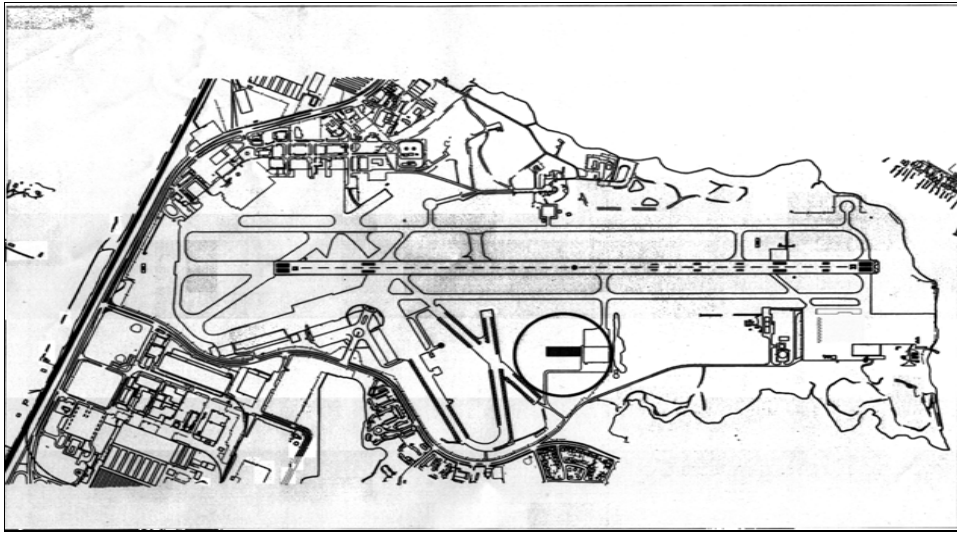
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction delayed from FY 2003 to FY 2005 due to resolution of planning and environmental components with Federal Aviation Administration.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST	THRU	YEAR	YEAR	.....2005.....	.....2006.....	.....2007.....	.....2008.....		
	(\$000)	2002	2003	2004						
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	660	160	0	261	239	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,114	0	0	0	1,626	5,706	1,782	0	9,114	0
Total	9,774	160	0	261	1,865	5,706	1,782	0	9,614	0
Federal-Aid	8,203	0	0	0	1,464	5,135	1,604	0	8,203	0

* Project schedule is contingent upon the availability of Federal Funds.



STATUS: Design to begin in FY 2003.

PROJECT: New Air Traffic Control Tower For Martin State Airport

DESCRIPTION: This project provides for the construction of a new Air Traffic Control Tower to be located in the midfield complex at Martin State Airport.

JUSTIFICATION: A new control tower will provide for greater visibility and more efficient aircraft control in and around Martin State Airport. The existing control tower is over 50 years old, and has exceeded its useful life.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Design delayed from FY 2002 to FY 2003 and construction delayed from FY 2003 to FY 2004 due to further coordination with FAA concerning site selection and environmental analysis.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	350	0	176	174	0	0	0	0	350	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	1,800	0	0	900	900	0	0	0	1,800	0
Total	2,150	0	176	1,074	900	0	0	0	2,150	0
Federal-Aid	950	0	0	475	475	0	0	0	950	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior</u>		
	<u>Baltimore/Washington</u>		
1	R/W 15L - 33R RPZ Obstruction Removal at BWI (1018)	869	Complete
2	Comprehensive Paving Improvements (1112)	4,221	Complete
3	Interim Police Facilities (1069)	1,495	Complete
4	Pilot Program for Common Use Terminal Equipment - Complete (1111)	1,000	Complete
5	Airfield Pavement Rehab.- FY2000 (1070)	9,266	Complete
6	Environmental Upgrade-BWI Tenant Vehicle Maint. (1144)	1,970	Complete
7	Exit Sign Replacement (1150)	139	Complete
8	Overhead Door Replacement - 10 Doors (1151)	388	Complete
9	Comprehensive A/E Design - AE 95-004 (1042)	630	Complete
10	800mHz Radio System, Ph. I (1154)	275	Complete
11	Ticketing Concourse Roof Replacement (1079)	90	Complete
12	Emergency Sewer Line Repair (1383)	26	Complete
13	TTS/Airport Safety (1155)	132	Complete
14	Comprehensive Acoustical Services (1038)	338	Complete
15	Satellite Parking Expansion (1114)	146	Complete
17	New Tenant Modifications (1157)	490	Underway
18	Airfield Lighting Imp. to R/W 10-28 (1177)	5,573	Underway
19	Terminal Bag Claim & Concourse Ltg Upgrade (1140)	4,036	Underway
20	Bridge Inspection (SHA Consultant) (1023)	176	Underway
21	Comprehensive A/E Design - AE96-005 (1044)	201	Underway
22	Comprehensive Planning - AE98-004 (1052)	49	Underway
23	Comprehensive Construction Mgmt & Inspection -AE98-007 (1048)	1,864	Underway
24	Comprehensive Design - AE 99-007 (1056)	115	Underway
25	Comprehensive Design - AE 99-008 (1057)	346	Underway
26	Comprehensive Design - AE99-006 (1055)	1,480	Underway
27	Comprehensive Design Services- AE99-005 (1054)	2,475	Underway
28	Comprehensive Planning - FY2000 (1067)	807	Underway
29	Comprehensive Commercial Facilities Planning (1085)	1,000	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Baltimore/Washington (cont'd)</u>		
30	MAC Building Renovations (1161)	5,326	Underway
31	MdTA Police OT-Movement of Traffic (1378)	500	Underway
32	Public Awareness Program (1254)	700	Underway
33	Sawmill Creek Watershed Enhancements (1087)	100	Underway
34	Comprehensive Construction Mangement & Inspection Services (1188)	2,940	Underway
35	Comprehensive Design Services - AE01-007-010 (1185)	1,717	Underway
36	Comprehensive Environmental Consultant Services (1071)	123	Underway
37	Comprehensive Paving, 2002 (1257)	2,300	Underway
38	Comprehensive Planning- AE-01-006/013 (1186)	2,746	Underway
39	Electrical Substation Feeder (1385)	1,867	Underway
40	Fire Protection Engineer Services (1173)	200	Underway
41	FY2002 Tenant Modifications (1179)	761	Underway
42	Security Initiatives (1298)	1,145	Underway
43	Surface Movement Guidance and Control Sys. (SMGCS) (1148)	3,808	Underway
44	Airfield Security Checkpoints (Sec. Booth) Impvmt. (1435)	246	Underway
45	BWI Landscaping (1377)	859	Underway
46	Commercial Management CADD (1043)	200	Underway
47	Comprehensive Planning - Runway Safety Areas Study (1123)	651	Underway
48	Comprehenisve Regional Air Passenger Survey (1182)	82	Underway
49	Comprehensive Acoustical Services- AE02-001 (1184)	400	Underway
50	Elevator Rehab. Program (1152)	896	Underway
51	Environment Consultant -AE02-003 (1183)	2,000	Underway
52	Landside Communication & Security Upgrade, Phase II (1380)	390	Underway
53	Landside Structures Program Management (1115)	1,483	Underway
54	Loading Bridge Replacement (1175)	2,562	Underway
55	Main Terminal HVAC Systems Upgrade (1076)	1,396	Underway
56	Parking License Plate Recognition (1307)	236	Underway
57	Maintenance Complex Rehabilitation (1086)	501	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Baltimore/Washington (cont'd)</u>		
58	Painting of Exterior Vertical Black Metal Siding, Phase I (1283)	944	Underway
59	Reforestation/Vegetation Mitigation (1063)	300	Underway
59	Security Contractors Temporary Relocation at BWI (TSA) (1437)	5	Underway
60	Tenant Mods (1277)	909	Underway
61	Terminal Bldg Interior Mods/Improvements (1255)	4,003	Underway
62	Wetland Reserve and Mitigation (1024)	950	Underway
63	Wildlife Management Plan (1181)	635	Underway
64	BWI Sewage System Upgrade (1025)	2,187	Underway
65	Domestic Baggage Belt - Fire Code Compliance (1073)	1,920	Underway
66	Pier D Security Checkpoints Modification (1434)	1,133	Spring, 2003
67	Airport Triturator Building Rehab (1317)	441	Spring, 2003
68	Electronic Document Mgmt System (EDMS) Implementation (1322)	550	Spring, 2003
69	Install Domestic Water Strainers on Incoming Water Supply (1190)	390	Spring, 2003
70	Installation of Cable/Conduit for Airfield Lighting (1180)	305	Spring, 2003
71	Lighting Cable Replacement in Satellite Blue Lot (1189)	260	Spring, 2003
72	New Tenant Office Space-North Terminal Upper Level (1159)	1,118	Spring, 2003
73	Passenger Lounge/Club Renovation (1193)	800	Spring, 2003
74	Pay-on-Foot Expansion (1299)	395	Spring, 2003
75	Redundant IT Facility/MIS Office Relocation (1222)	1,489	Spring, 2003
76	Taxiway D Rehab & Overlay (1296)	2,688	Spring, 2003
77	Terminal Glazing Gasket Replacement (1036)	1,658	Spring, 2003
	<u>Equipment</u>		
78	Additional Airfield Paint Truck (1206)	163	Complete
79	New Aerial Platform Ladder Truck (1207)	664	Complete
80	New Ambulance Vehicle (1205)	138	Complete
81	Emergency Phone Upgrade in Satellite Parking Lot (1167)	106	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Equipment (cont'd)</u>		
82	1985 Mack De-Icing Truck with Broom #9343 Snow Vehicle Replmt. (1345)	180	Underway
83	Domestic Terminal Public Address System Upgrade (1256)	1,250	Underway
84	MAA Airport Technology Master Plan & Strategic Plan (1330)	750	Underway
85	1989 Snow Blast #8906 Snow Vehicle Replacement (1343)	405	Underway
86	BWI Communication Closet Security Modification (1103)	1,643	Underway
87	New 4x4 Dump Truck w/ 22' Plow (1) (1203)	220	Underway
88	New 4,000 Gallon De-icer Truck w/ Broom (1201)	164	Underway
89	New 10cy Capacity Front-end Loader w/ 32' Plow (1202)	299	Underway
90	One Additional Snowblower (1204)	373	Underway
91	Snow Equipment Replacement - R/W Broom (1199)	407	Underway
92	Snow Equipment Replacement- Snowblower (1200)	372	Underway
93	Snowblower -1989 Idaho Norland #8904 Snow Vehicle Replacement (1341)	405	Underway
94	Two Additional Snow Plows-FY04 (1399)	470	Spring, 2003
	<u>Information Technology Projects</u>		
95	800 Mhz Emergency Digital Trunked Radio System (1334)	3,800	Spring, 2003
96	CUTE for International Terminal Buildout (1244)	2,500	Spring, 2003
	<u>Martin State</u>		
97	Replacement T-Hangars (19) (1093)	463	Complete
98	Rehab of Fire Sprinkler & Heating Sys- LL#1-3 (1091)	1,281	Complete
99	Environmental Protection Improvements (1088)	595	Underway
100	Electr. Renovation to Hangar Doors 1-6 @ MTN (1195)	666	Underway
101	Fiber Optic Installation for Security (1357)	350	Underway
102	Purchase of Hangar (1136)	500	Underway
103	Environmental Assessment (1411)	250	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Martin State (cont'd)</u>		
104	Comprehensive Paving Phase II (1092)	518	Spring, 2003
105	Direct Digital HVAC Control (1197)	520	Spring, 2003
106	Ramp Extension (1194)	395	Spring, 2003
107	Ramp Extension (1358)	1,054	Spring, 2003
108	Strawberry Point Lighting/Replmt. of Main High Voltage Switch Gear (1360)	1,037	Spring, 2003
	<u>Regional Aviation</u>		
109	St. Mary's County Airport (1108)	3,152	Complete
110	Pavement Management Analysis for Regional Airports (1236)	280	Complete
111	Montgomery County Airport (1384)	1,444	Complete
112	Cambridge/Dorchester County Airport Grant (1234)	977	Underway
113	State Public/Private Heliport-Vertiport System Plan Study (1235)	500	Underway
114	Aid to Public/Private Airports (MAPA-50%) (1106)	700	Underway
115	Kent County Assistance (1229)	1,464	Underway
116	Regional Aviation Program (1107)	361	Underway
117	Statewide Aviation Grants (AIP-5%) (1105)	1,150	Underway
	<u>FY 2004</u>		
	<u>Baltimore/Washington</u>		
118	Air Conditioning #2 at MER4 Replmt. (1391)	1,906	Summer, 2003
119	A/E Consultants for Building Permits (1390)	200	Summer, 2003
120	Canine Facility at BWI Airport (1386)	616	Summer, 2003
121	Commercial Facilities Planning Consultant (1416)	1,000	Summer, 2003
122	Comprehensive Planning - Runway Safety Areas Study (1123)	1,521	Summer, 2003
123	Comprehensive Paving at BWI & MTN FY04 (1392)	2,750	Summer, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

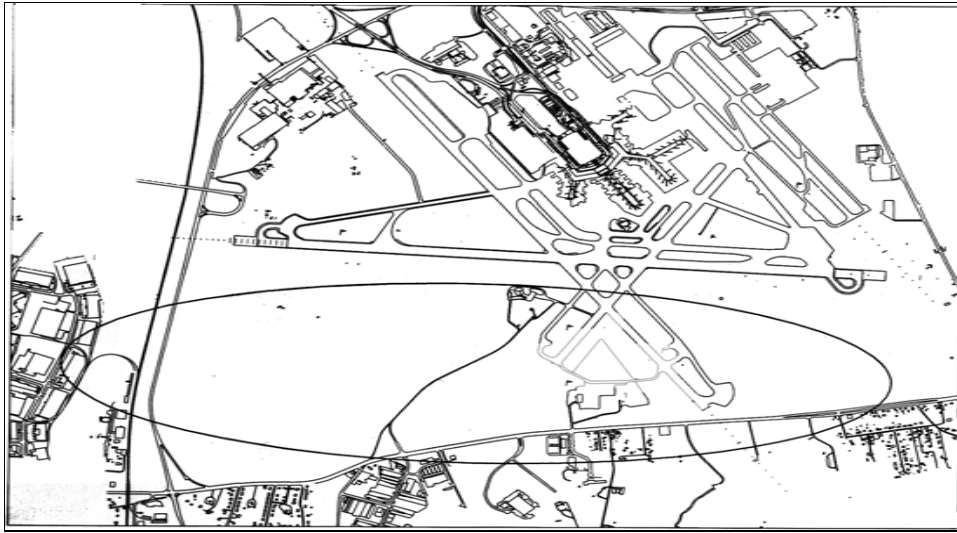
MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>Baltimore/Washington (cont'd)</u>		
124	Fire Training Pit Water Treatment System Study (1394)	100	Summer, 2003
125	Landside Structures Program Management (1115)	1,021	Summer, 2003
126	Loading Bridge Replacement (1175)	1,471	Summer, 2003
127	Lockout/Tagout for Airfield Lighting Regulators (1398)	175	Summer, 2003
128	Maintenance Complex Rehab (1086)	2,616	Summer, 2003
129	Air Conditioning #2 Replacement (1391)	1,906	Summer, 2003
130	Terminal Gazing Gasket Replacement (1036)	1,408	Summer, 2003
131	Comprehensive Environmental Consultant Services (1071)	142	Summer, 2003
	<u>Equipment</u>		
132	Additional Front-End Loader FY04 (1400)	642	Summer, 2003
133	Additional Liquid Chemical Tanker-FY04 (1401)	188	Summer, 2003
134	Crash Truck 434 - Replacement (1393)	600	Summer, 2003
135	Replace Crash Truck 433 (1333)	600	Summer, 2003
136	Street Sweeper Replacement - FY04 (1403)	125	Summer, 2003
137	Two Additional Snow Melters -FY04 (1402)	1,086	Summer, 2003
	<u>Information Technology Projects</u>		
138	MUFIDS/BIDS Upgrade, Phases I & II (1335)	2,584	Summer, 2003
	<u>Martin State</u>		
139	HVAC Upgrade-Maint. Shop, Admin. Bldg. & Hangers 4-6 (1432)	649	Summer, 2003
140	Rehabilitation of Plumbing System (1365)	620	Summer, 2003
141	New T-Hangar Ramp Extension at MTN (1196)	1,180	Spring, 2004
142	Purchase New T-Hangars (20) (1198)	500	Spring, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>Regional Aviation</u>		
143	Aid to Public/Private Airports (MAPA-50%) (1106)	1,000	Summer, 2003
144	Regional Airport Standardization Program (1227)	125	Summer, 2003
145	Regional Aviation Program (1107)	225	Summer, 2003
146	Statewide Aviation Grants (AIP-5%) (1105)	750	Summer, 2003



STATUS: Environmental inventories previously completed. MAA and FAA conducting a study of the airport capacity and future traffic requirements for the new parallel runway to establish the time frame for environmental studies and development. Preliminary alignment report due in FY 2003.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project increased by \$2.0 million to address expanded scope for environmental and planning activities.

PROJECT: BWI Environmental Analysis - Airport Land Use Plan

DESCRIPTION: Study of environmental impacts for the development of projects that include a parallel air carrier runway, air cargo development, an aircraft maintenance hangar, and associated infrastructure.

JUSTIFICATION: These projects were recommended as part of the BWI Airport Master Plan in order to accommodate increased demand for air services. This project will contribute to the State's economic and business development as well as identify areas to enhance the environment of neighboring communities.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

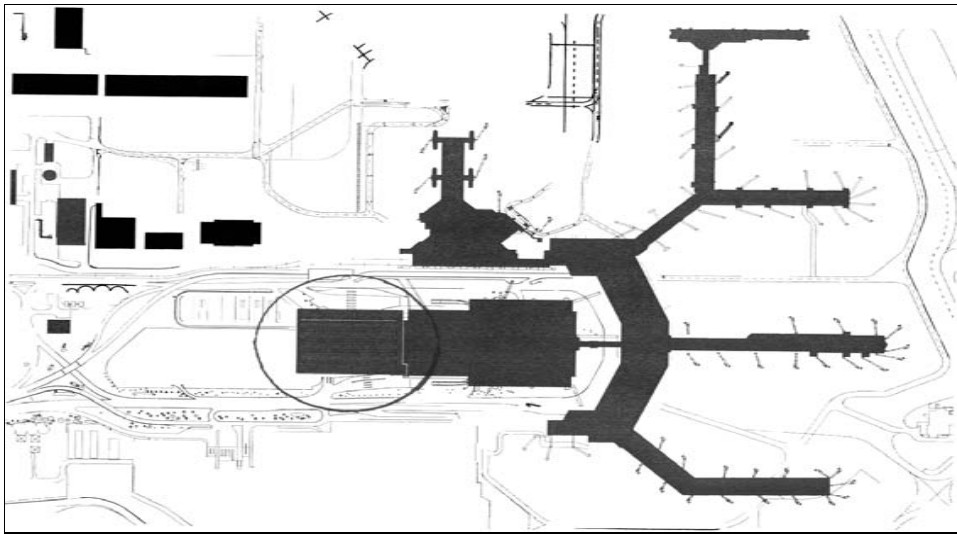
POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	4,451	451	24	1,994	1,982	0	0	0	4,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,451	451	24	1,994	1,982	0	0	0	4,000	0
Federal-Aid	3,600	0	21	1,795	1,784	0	0	0	3,600	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	2003	AIP	3,600



STATUS: Design to start in FY 2004.

PROJECT: Hourly Parking Garage Expansion - Phase II at BWI Airport

DESCRIPTION: This project provides for the design of a 3,000 space extension to the existing 5,600 space Hourly parking garage located in front of the main terminal building.

JUSTIFICATION: Public parking demand is projected to increase 50 percent by 2010. Provision of adequate close-in parking adjacent to the terminal is critical for meeting business and other traveler's needs.

SMART GROWTH STATUS:

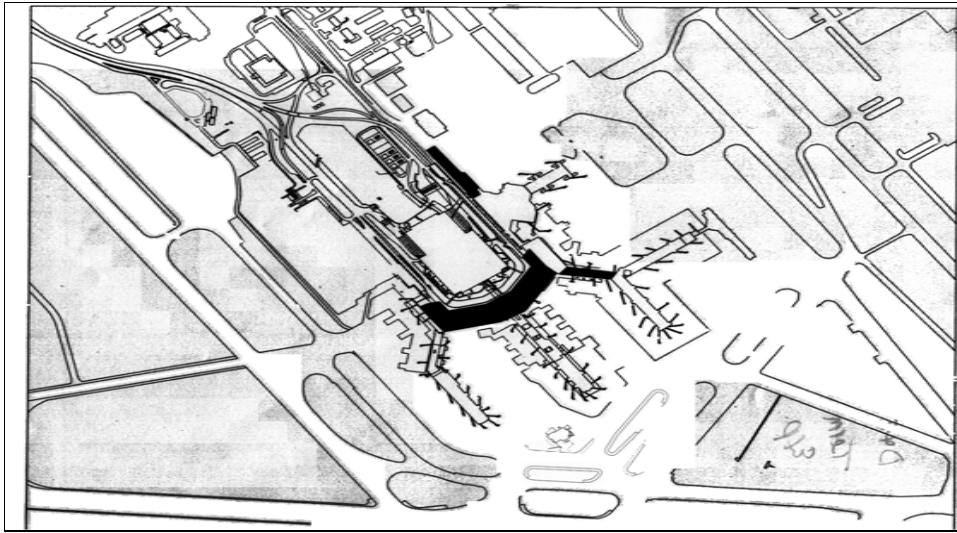
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

New Daily Parking Garage and Surface Lot at BWI Airport -- Line 10

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project start delayed from FY 2003 to FY 2004 to better coincide with parking demand projections.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,300	0	0	158	1,567	1,567	8	0	3,300	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	3,300	0	0	158	1,567	1,567	8	0	3,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Project planning is underway.

PROJECT: Terminal Building Expansion at BWI Airport

DESCRIPTION: This project will identify various expansion alternatives for the existing terminal building and address the feasibility and/or cost of each alternative, including potential impacts of new safety/security requirements and other facilities and/or services. Areas to be evaluated, along with preliminary design as warranted, include construction of a new Concourse F, widening of Concourse D, and the possible reconfiguration and expansion of the central terminal for security and circulation/services improvements.

JUSTIFICATION: BWI has experienced significant growth with passenger levels projected to increase approximately 50 percent between 2000 and 2010. New federally mandated security requirements are also expected to impact terminal space usage. Undertaking planning and preliminary design at this time will provide MAA with the necessary expansion options to be responsive to passenger, airline and air service needs.

SMART GROWTH STATUS:

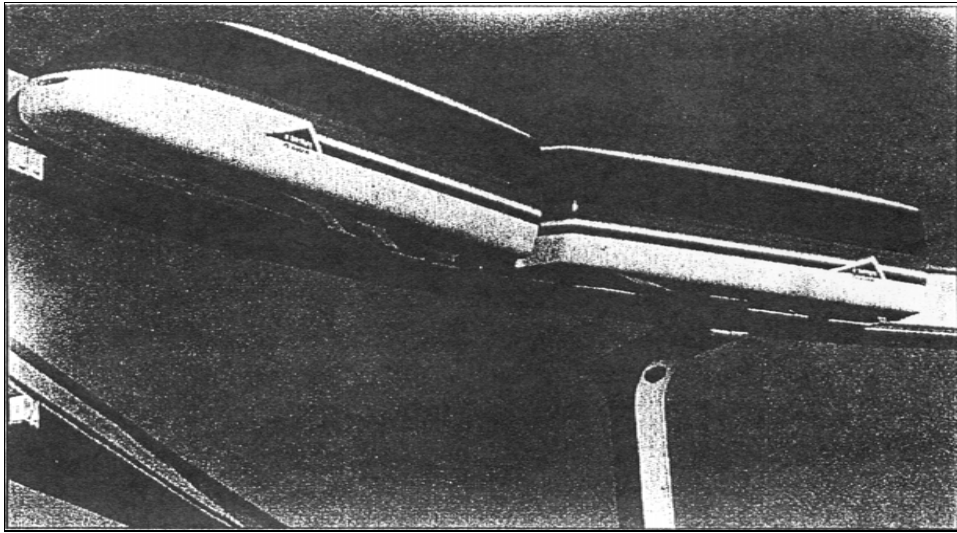
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project cost increase of \$2.5 million federal funding for security-related building modifications.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	16,700	2,515	500	4,343	7,964	1,378	0	0	14,185	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	16,700	2,515	500	4,343	7,964	1,378	0	0	14,185	0
Federal-Aid	2,500	0	500	2,000	0	0	0	0	2,500	0



STATUS: Preliminary planning and environmental analysis to begin in late FY 2003.

PROJECT: People Mover System - Phase I at BWI Airport

DESCRIPTION: The project involves environmental studies and conceptual design for a people mover system at BWI. The proposed Phase I system includes an alignment from the terminal building to the Consolidated Rental Car Facility including the BWI Rail Station and connections to the parking facilities. The analysis will include station sites, pedestrian and shuttle bus access, and a system maintenance facility.

JUSTIFICATION: The proposed people mover system will provide the necessary additional capacity to address the projected increase in passenger levels and resultant traffic congestion on the terminal roadway system at BWI. A people mover system will allow for better access and traffic management of the multiple modes of transportation serving the airport: private vehicles, shuttle buses, and commercial vehicles. The system will also improve air quality.

SMART GROWTH STATUS:

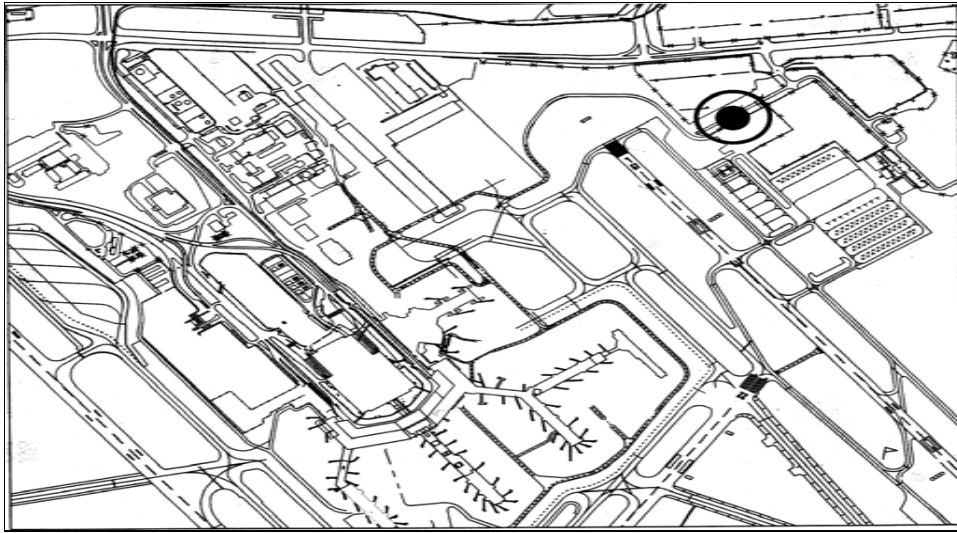
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project start delayed from FY 2003 to FY 2004 to address the scope rephasing.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	2,000	0	50	1,950	0	0	0	0	2,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	50	1,950	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Design to start in FY 2004.

PROJECT: New Terminal Area Fire Station at BWI Airport

DESCRIPTION: This project involves the construction of a second, limited function, fire station to be located in the terminal area. Work will include final site selection and design of the station facility with four vehicle bays and crew quarters.

JUSTIFICATION: The continuing increase in terminal related responses by the BWI Fire Rescue Department (FRD) necessitates the location of a station in the immediate vicinity of the terminal to improve response times. This facility would have a limited number of equipment and personnel and would compliment the existing, main FRD facility located adjacent to the main jet runways.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

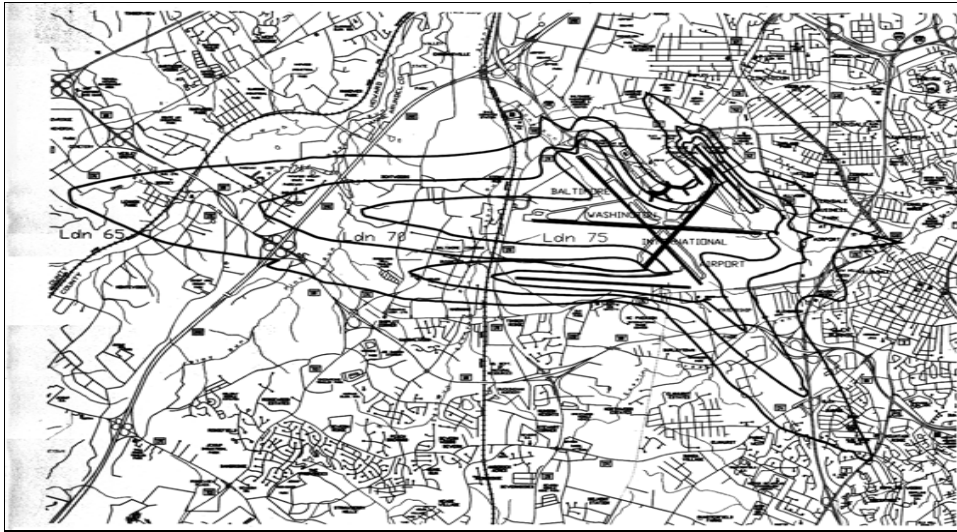
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	450	0	0	450	0	0	0	0	450	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	450	0	0	450	0	0	0	0	450	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	298.1	229.2	139.7	47.3	12.6	6.9	733.8
System Preservation Minor Projects	57.8	51.1	58.1	38.8	37.0	25.4	268.2
<u>Development & Evaluation Program</u>	<u>0.6</u>	<u>8.9</u>	<u>11.5</u>	<u>2.9</u>	<u>-</u>	<u>-</u>	<u>23.9</u>
SUBTOTAL	356.5	289.2	209.3	89.0	49.6	32.3	1,025.9
<u>Capital Salaries, Wages & Other Costs</u>	<u>5.6</u>	<u>5.9</u>	<u>6.0</u>	<u>6.2</u>	<u>6.4</u>	<u>6.6</u>	<u>36.7</u>
TOTAL	362.1	295.1	215.3	95.2	56.0	38.9	1,062.6
Special Funds	104.0	71.1	106.1	77.4	43.2	31.4	433.2
Federal Funds	21.9	23.7	25.2	16.0	12.8	7.5	107.1
Other Funding *	236.2	200.3	84.0	1.8	-	-	522.3

* Other funding includes Maryland Transportation Authority (MdTA) bond financing; Passenger Facility Charges (PFC's); Customer Facility Charges (CFC's); and Maryland Economic Development Corporation (MEDCO) funds. These funds are included in the total.



STATUS: MAA has acquired 246 properties through FY 2002, and land acquisition is continuing.

PROJECT: Noise Zone Land Acquisition Program

DESCRIPTION: This program promotes compatible land use around BWI, the State's only domestic and international air carrier facility, through purchase of residential properties offered voluntarily for sale by owners within designated high noise areas.

JUSTIFICATION: The Maryland Environmental Noise Act requires the MAA to minimize the impact of aircraft related noise on people living near BWI. The purpose of this program is to purchase, at fair market value, the most severely impacted residential properties within the BWI Airport Noise Zone, consistent with local zoning.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

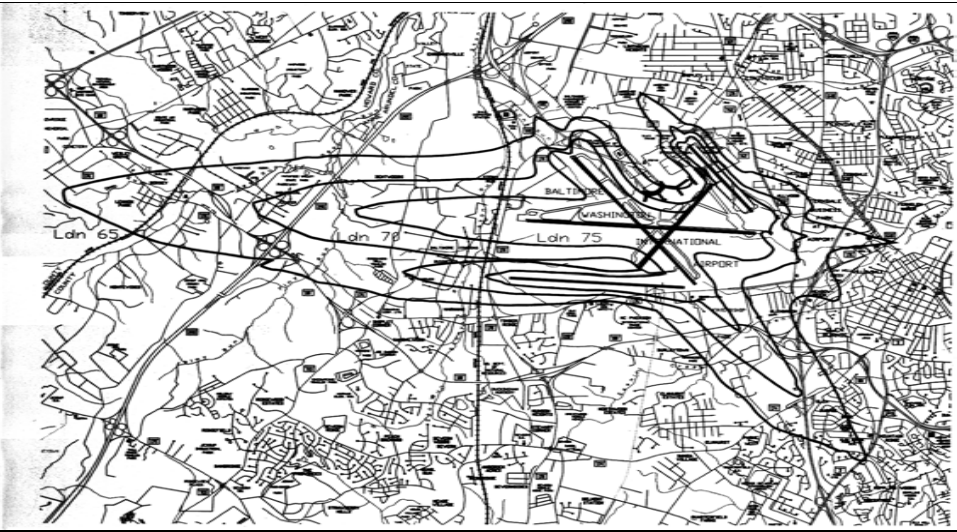
ASSOCIATED IMPROVEMENTS:

Homeowner Assistance Program - Line 2

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Greater than anticipated response from interested property owners in FY 2003.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	49	49	0	0	0	0	0	0	0	0
Right-of-way	33,624	31,518	1,731	375	0	0	0	0	2,106	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	33,673	31,567	1,731	375	0	0	0	0	2,106	0
Federal-Aid	25,372	23,687	1,385	300	0	0	0	0	1,685	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2003	AIP	1,385



STATUS: MAA has participated in the soundproofing of 578 properties and sales assistance for 113 homes.

PROJECT: Homeowner Assistance Program

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

JUSTIFICATION: This program enhances the environment of neighboring communities by providing noise mitigation for homeowners residing within the BWI Airport Noise Zone starting with the most severely impacted communities.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

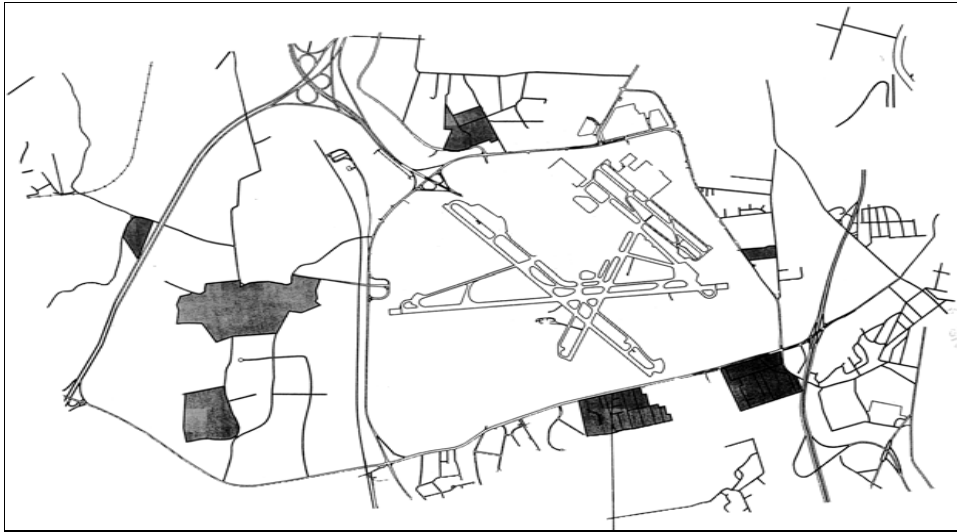
ASSOCIATED IMPROVEMENTS:

Noise Zone Land Acquisition Program - Line 1

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$1.9 million due to the addition of FY 2008 funding.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0
Engineering	431	231	22	89	89	0	0	0	200
Right-of-way	28,547	16,969	1,920	1,920	1,920	1,949	1,949	1,920	11,578
Construction	0	0	0	0	0	0	0	0	0
Total	28,978	17,200	1,942	2,009	2,009	1,949	1,949	1,920	11,778
Federal-Aid	19,472	11,038	1,394	1,447	1,447	1,385	1,385	1,376	8,434

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2003	AIP	1,376
PE	2003	AIP	160
RW	2004	AIP	1,376
RW	2005	AIP	1,376
RW	2006	AIP	2,770
RW	2007	AIP	1,376



STATUS: Acquisition underway.

PROJECT: Protective Land Acquisition Program

DESCRIPTION: This program provides for the purchase of property in the immediate vicinity of the BWI and/or Martin State (MTN) airports to ensure its availability in future years for potential aviation purposes.

JUSTIFICATION: This multi-year program would provide the opportunity to protect property under the threat of development for future airport-related facilities, environmental requirements, and to ensure compatible land-use around the airports.

SMART GROWTH STATUS:

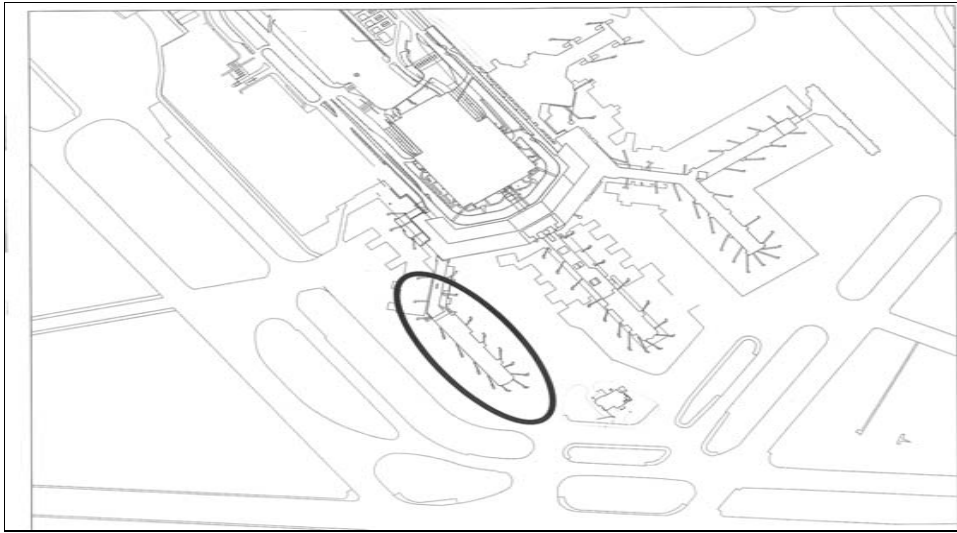
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Total cost increased \$8.2 million to show additional activity in FY 2003, 2004, and the addition of FY 2008 funding. A portion (\$.4 million) of the FY 2004 activity has been deferred to FY 2006 due to the national economic slowdown.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	37,161	7,845	4,816	4,650	4,500	5,350	5,000	5,000	29,316	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	37,161	7,845	4,816	4,650	4,500	5,350	5,000	5,000	29,316	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction complete.

PROJECT: Concourse B Terminal Extension at BWI Airport

DESCRIPTION: This project provides for a 10-gate expansion of Concourse B, including new aircraft ramps, taxiway modifications, passenger holdrooms and services, and airline operations space.

JUSTIFICATION: Expansion of Concourse B is necessary to accommodate expansion of domestic flight operations and the resultant facility demands.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Concourse A Terminal Expansion at BWI Airport -- Line 5

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost decreased \$1.2 million to adjust for final costs of project close out.

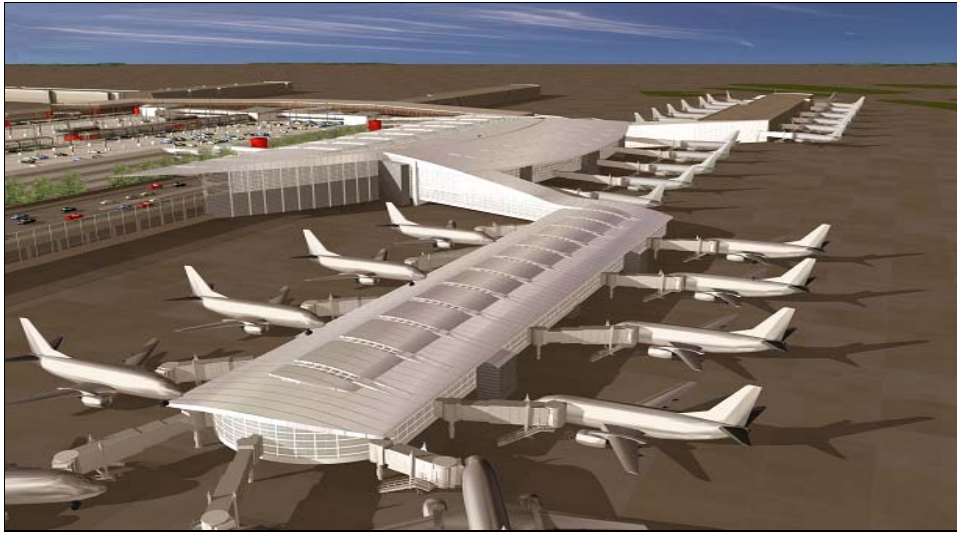
<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,967	5,967	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	41,375	41,261	114	0	0	0	0	0	114	0
Total	47,342	47,228	114	0	0	0	0	0	114	0
Federal-Aid	2,384	2,384	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 51% increase in passenger levels by 2010.

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

* Project partially funded from Certificates of Participation bonds.

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STATUS: Construction to start in FY 2003. Concourse B renovations to be underway in FY 2005, following opening of new Concourse A.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project delayed from FY 2002 to FY 2003 due to coordination with the airline. Project cost has increased by \$44.4 million and now includes the manufacture and installation of the moving walkways and escalators.

PROJECT: New Concourse A Terminal Expansion at BWI Airport

DESCRIPTION: This project provides for the construction of a new 11-gate Concourse A. Project includes demolition of the existing 3-gates on Concourse A, construction of a new ticketing concourse, security and concession area, 11 new passenger gates and holdrooms, moving walkways, baggage claim areas on the lower level, and airline operations and support areas. A portion of the existing Concourse B will also be reconstructed to include fire protection upgrades, expanded concessions, moving sidewalks, and other passenger amenities.

JUSTIFICATION: Expansion of Concourse A is necessary to accommodate the continued expansion of domestic air service.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

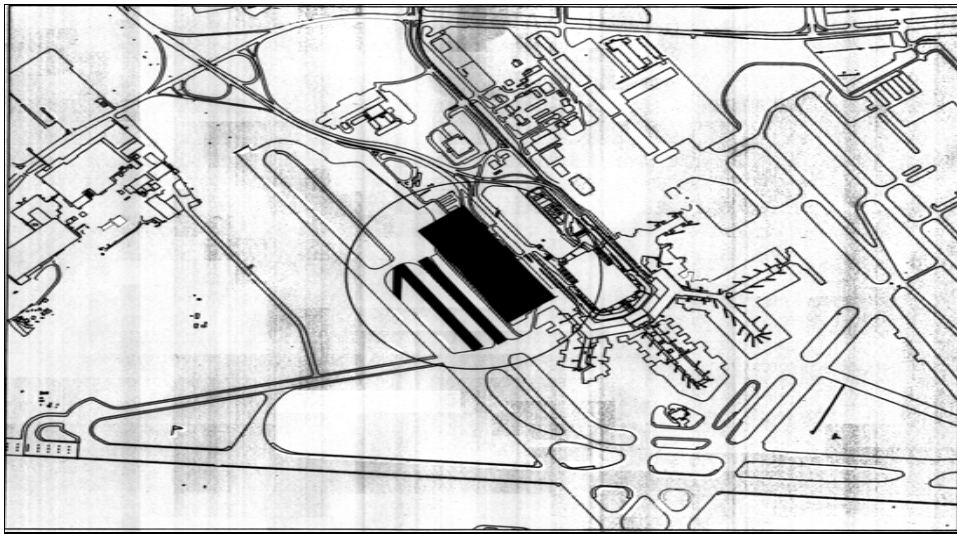
Terminal Entrance Roadway Improvements, Phase I -- Line 7
 Terminal Entrance Roadway Improvements, Phase II -- Line 8
 15R Parallel Taxiway and Aircraft Parking Ramp at BWI Airport -- Line 6
 Central Utility Plant Expansion and Upgrade of Electrical Substations at BWI Airport -- Line 13

<u>POTENTIAL FUNDING SOURCE:</u>				<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	219,893	0	51,230	82,903	83,973	1,787	0	0	219,893	0
Total	219,893	0	51,230	82,903	83,973	1,787	0	0	219,893	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 160 daily flights.

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

* Other funding is Maryland Economic Development Corporation (MEDCO) and Revenue Bonds supported by Passenger Facility Charge (PFC).



STATUS: Construction underway.

PROJECT: 15R Parallel Taxiway and Aircraft Parking Ramp at BWI Airport

DESCRIPTION: This project provides for the design of approximately 1,500 feet of taxiway parallel to Runway 15R. The project also provides for the new aircraft parking and deicing ramp adjacent to the new taxiway and immediately north of Concourse A. The new ramp will be able to accommodate the new Concourse A and will be fitted with a gate deicing collection system.

JUSTIFICATION: Passenger levels are projected to increase approximately 50% between 2000 and 2010 with aircraft flights and movements to also increase proportionately. This project is the final segment to complete a two-way taxiway to the Runway 15R holdblock and threshold. This will improve airport capacity by providing dual aircraft flow to the runway threshold, thereby allowing alternative routing and sorting of departing aircraft. The new ramp will provide sufficient aircraft ramp and parking positions to facilitate the Concourse A terminal expansion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

New Concourse A Terminal Expansion at BWI Airport -- Line 5

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: This project will be reimbursed with PFC revenue. Funds are currently being shown as state dollars for all fiscal years except 2004.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,145	1,852	293	0	0	0	0	0	293	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,108	15,824	16,505	15,888	10,891	0	0	0	43,284	0
Total	61,253	17,676	16,798	15,888	10,891	0	0	0	43,577	0
Federal-Aid	40,591	8,191	9,449	13,630	9,321	0	0	0	32,400	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

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

* Other Funding is Revenue Bonds supported by a Passenger Facility Charge (PFC).



STATUS: Construction underway. Access/Return Roadway opened in November, 2002 with other work complete in Spring 2003.

PROJECT: Terminal Entrance Roadway Improvements, Phase I-- Upper Level Roadway Extension and Terminal Access/Return Roadway at BWI Airport

DESCRIPTION: This project provides for the construction of a 700 foot extension of the upper level curbside and roadway at Concourse A. The project also involves construction of a new terminal access/return roadway and reconfiguration of the access roadway traffic markings/signalling.

JUSTIFICATION: To address projected upper level roadway capacity and curbside space requirements at the terminal as well as provide more direct access between the terminal and new parking facilities. The project will also relieve traffic congestion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

New Concourse A Terminal Expansion at BWI Airport -- Line 5
 Terminal Entrance Roadway Improvements, Phase II -- Line 8

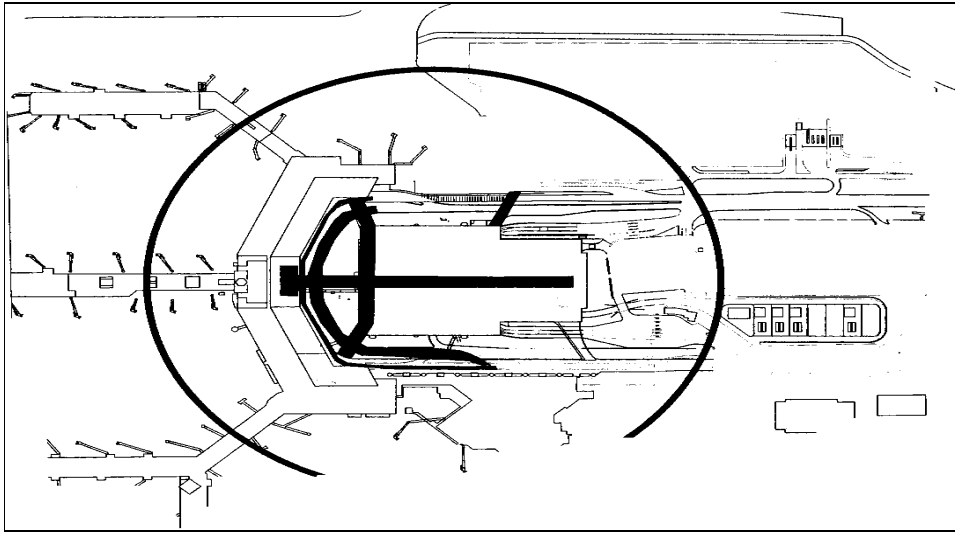
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,047	4,341	706	0	0	0	0	0	706	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,361	41,224	9,137	0	0	0	0	0	9,137	0
Total	55,408	45,565	9,843	0	0	0	0	0	9,843	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

OPERATING COST IMPACT: None.

* Other funding is Revenue bonds supported by a Passenger Facility Charge (PFC) and Airport Parking Revenues.



STATUS: Construction underway.

PROJECT: Terminal Entrance Roadway Improvements - Phase II- Upper Level Roadway Widening and Pedestrian Overpasses at BWI Airport

DESCRIPTION: The project includes new enclosed, elevated pedestrian bridge skywalks with moving walkways from the existing garage to the terminal building at Concourses A, B, and D over the upper level roadway, and moving walkways in the existing parking garage to enhance circulation. The project also widens the upper level roadway to add two new lanes for use by commercial and airport shuttle vehicles. Further, the project includes enhancements to the terminal by replacing the front window wall to improve circulation plus flooring and aesthetic improvements.

JUSTIFICATION: This project is necessary to address projected upper level roadway capacity requirements and terminal circulation. The project will also help relieve traffic congestion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

New Concourse A Terminal Expansion at BWI Airport -- Line 5
 Terminal Entrance Roadway Improvements, Phase I -- Line 7
 Central Utility Plant Expansion and Upgrade of Electrical Substation -- Line 13

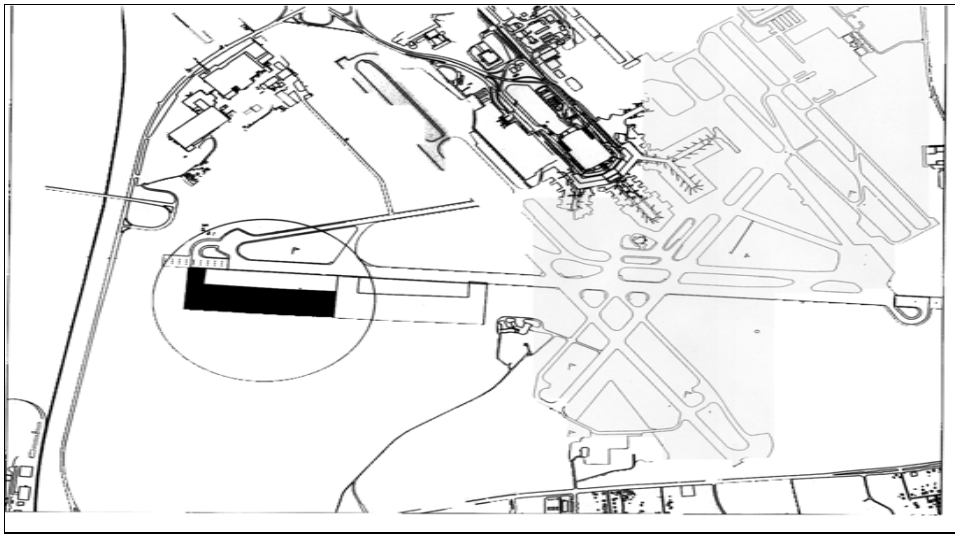
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project cost increased by \$9.2 million to address upgrade of front window wall and to include the manufacture and installation of the moving walkways and escalators. State funding will be reimbursed from PFC's.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,874	7,792	2,082	0	0	0	0	0	2,082	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	171,392	4,819	39,984	54,769	35,510	32,486	3,824	0	166,573	0
Total	181,266	12,611	42,066	54,769	35,510	32,486	3,824	0	168,655	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

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

* Other funding is Revenue Bonds supported by a Passenger Facility Charge (PFC) and Airport Parking Revenue.



STATUS: Further development on hold.

PROJECT: Midfield Cargo Complex, Phase II - Cargo Support Area & Airfield Improvements at BWI Airport

DESCRIPTION: This project provides for the design and construction for the airfield improvements and cargo support areas to support the Phase II development of the air cargo complex south of Runway 10/28. The project includes the paving, and installation of airfield lighting, markings, and signing for the taxiways to access the final two building sites in the complex. The building will be developed by a private developer. The project also includes the construction of designated cargo support areas in the midfield complex.

JUSTIFICATION: Consistent with the need identified in the Airport Master Plan for additional air cargo capacity, this project will allow for the phased development of the Midfield Cargo Complex. This project will provide for the continued expansion of BWI's domestic and international air cargo services, and contribute to the State's economic and business development.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Phase II development dependent on results of further planning studies.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	165	106	59	0	0	0	0	0	59	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,746	8,746	0	0	0	0	0	0	0	0
Total	8,911	8,852	59	0	0	0	0	0	59	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Cargo support airfield access for up to 358,000 square feet of hangar/office space.

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



STATUS: Surface lot complete. Garage construction underway with the first 3,000 spaces opened in November, 2002.

PROJECT: New Daily Public Parking Garage and Surface Lot at BWI Airport

DESCRIPTION: This project provides for construction of an 8,400 space multi-level parking structure off the new Access/Return Roadway including entrance and exit ramps, revenue control plazas, elevators, and parking wayfinding technology. The location of the new parking garage will require the relocation of the MDOT Headquarters building. Funds are included for environmental permits, land acquisition, and roadway improvements for the MDOT building. This project also includes construction of a 1,400 space surface lot at Elm Road and Aviation Boulevard, including a revenue control plaza, access/egress provisions, and shelters.

JUSTIFICATION: Public parking demand at BWI is projected to increase 50 percent between the years 2000 and 2010. Provision of adequate parking near the terminal is critical for meeting business and other travelers' needs. This project will also provide needed capacity to replace parking capacity impacted by terminal expansion and airfield improvements.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Hourly Parking Garage Expansion Phase II at BWI Airport -- Line 21

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost decreased by \$5.8 million due to a transfer to the Secretary's Office for a grant payment to MEDCO for activities associated with the new MDOT headquarters property.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,236	5,603	1,189	444	0	0	0	0	1,633	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	162,447	52,616	83,779	26,052	0	0	0	0	109,831	0
Total	169,683	58,219	84,968	26,496	0	0	0	0	111,464	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

OPERATING COST IMPACT: Operating cost will be recovered thru airport parking fees.

* Other funding is Revenue Bonds supported by a Passenger Facility Charge (PFC) and Airport Parking Revenue.



STATUS: Construction underway with projected opening in Fall 2003.

PROJECT: Consolidated Rental Car Facility at BWI Airport

DESCRIPTION: This project provides for a new rental car facility located immediately west of the airport off Stoney Run Road. This site will consolidate rental car activities providing customer service facilities, an expanded area for vehicle ready/return, vehicle service and maintenance facilities, and vehicle storage areas. Shuttle bus service will be provided to the terminal. Project also includes purchase of 25 CNG buses and construction of a bus maintenance facility exclusively for the rental car shuttle bus service.

JUSTIFICATION: Rental car facilities at BWI have reached capacity and cannot accommodate projected passenger demand. The limited existing ready/return, maintenance and storage facilities are causing a high level of inefficient operations and customer delay. New consolidated facilities will provide adequate space for immediate and future growth.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

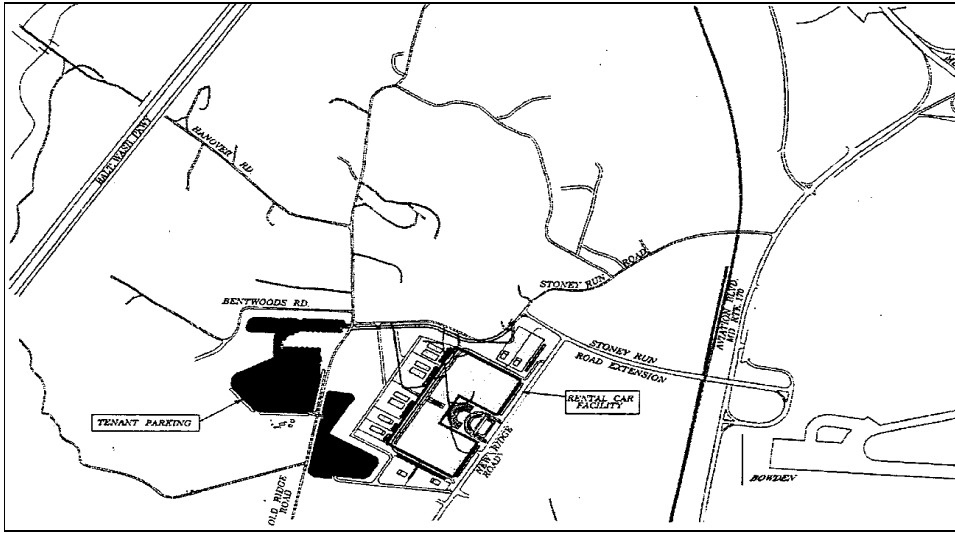
POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,484	5,598	886	0	0	0	0	0	886	0
Right-of-way	5,639	5,639	0	0	0	0	0	0	0	0
Construction	118,970	30,833	61,851	26,286	0	0	0	0	88,137	0
Total	131,093	42,070	62,737	26,286	0	0	0	0	89,023	0
Federal-Aid	496	0	0	496	0	0	0	0	496	0

USAGE: Accommodate projected 50% increase in passenger levels between 2000 & 2010.

OPERATING COST IMPACT: Operating cost will be recovered thru rental car user fee.

* Project funded by Revenue Bonds supported by a Customer Facility Charge (CFC).

1015



STATUS: Construction complete. Facility opened in September, 2002.

PROJECT: New Tenant Parking Facility

DESCRIPTION: This project provides for a 3,400 space tenant employee parking facility located off Stoney Run and Ridge Roads immediately west of BWI and adjacent to the new Consolidated Rental Car Facility (CRCF). This site allows for future expansion of tenant parking as needed. Shuttle bus service is provided to the terminal.

JUSTIFICATION: The project is required to accommodate the increase in parking for airline and tenant employees as a result of the introduction of new and expanded airline service at BWI.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

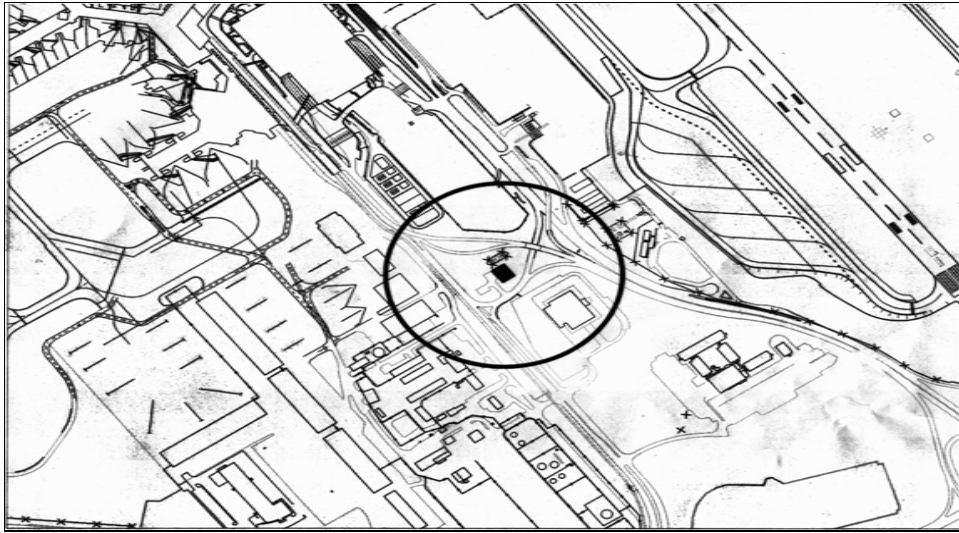
None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,200	1,200	0	0	0	0	0	0	0	0
Right-of-way	953	953	0	0	0	0	0	0	0	0
Construction	11,644	10,993	651	0	0	0	0	0	651	0
Total	13,797	13,146	651	0	0	0	0	0	651	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

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



STATUS: Construction underway.

PROJECT: Central Utility Plant Expansion and Upgrade of Electrical Substation at BWI Airport

DESCRIPTION: This project provides the further expansion of the Central Utility Plant cooling and heating capacity, and the upgrade of the north and south electrical substation, which are the two main electrical feeders for the airport.

JUSTIFICATION: Airport facility expansion requires additional heating/cooling and electrical capacity. Additional capacity is also required for the new conditioned pedestrian skywalks, terminal building expansion, and increased loads due to increasing facility demand resulting from growth.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Terminal Entrance Roadway Improvements, Phase II at BWI Airport -- Line 8
 New Concourse A Terminal Expansion at BWI Airport -- Line 4

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,580	1,048	469	63	0	0	0	0	532	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,037	604	12,537	11,896	0	0	0	0	24,433	0
Total	26,617	1,652	13,006	11,959	0	0	0	0	24,965	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected increase of over 50% in passenger levels by 2010.

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

Other funding is Revenue Bonds Supported by Airport Parking Revenues.

1128



STATUS: Open in Winter, 2003.

PROJECT: Remote Aircraft Parking at BWI Airport

DESCRIPTION: This project provides for the construction of a new remote aircraft parking ramp to accommodate up to 4 aircraft. The new ramp, easily accessible to the air cargo complex and the north terminal, will be located east of the International Terminal and west of Runway 15L.

JUSTIFICATION: Demand for overnight parking of aircraft has surpassed availability. All gates at the terminal are currently occupied overnight with increasing numbers of aircraft parking in more distant and inconvenient runway holdblocks which disrupts airfield operations. Overnight aircraft parking is critical for airline scheduling and securing new flights.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction delayed from FY 2002 to FY 2003 due to delay in Federal approval of pertinent documents. Funds are currently State dollars. This project will be reimbursed from Passenger Facility Charge (PFC).

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	234	196	38	0	0	0	0	0	38	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,318	10	2,308	0	0	0	0	0	2,308	0
Total	2,552	206	2,346	0	0	0	0	0	2,346	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 50% increase in passenger levels by 2010.

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



STATUS: System to be installed in FY 2003.

PROJECT: Full Buildout of Parking Guidance System in Hourly Parking Garage at BWI Airport

DESCRIPTION: This project will provide for the completion of the installation of the parking guidance system in the Hourly Parking Garage, immediately in front of the terminal. The electronic system consist of sensors above each parking space relaying real-time information concerning space availability upon approaching the garage, as well as the number of available spaces on each level and in individual rows. A pilot program installed this system on Level 2 of the Hourly Garage in 2002.

JUSTIFICATION: This system greatly enhances wayfinding for garage customers and allows for greater efficiency and higher capacity in the garage. Typically, parking facilities are closed when they reach 85 percent capacity to ensure availability in a reasonable search time. The precision and efficiency of the new system allows for 100 percent capacity before the facility is closed.

SMART GROWTH STATUS:

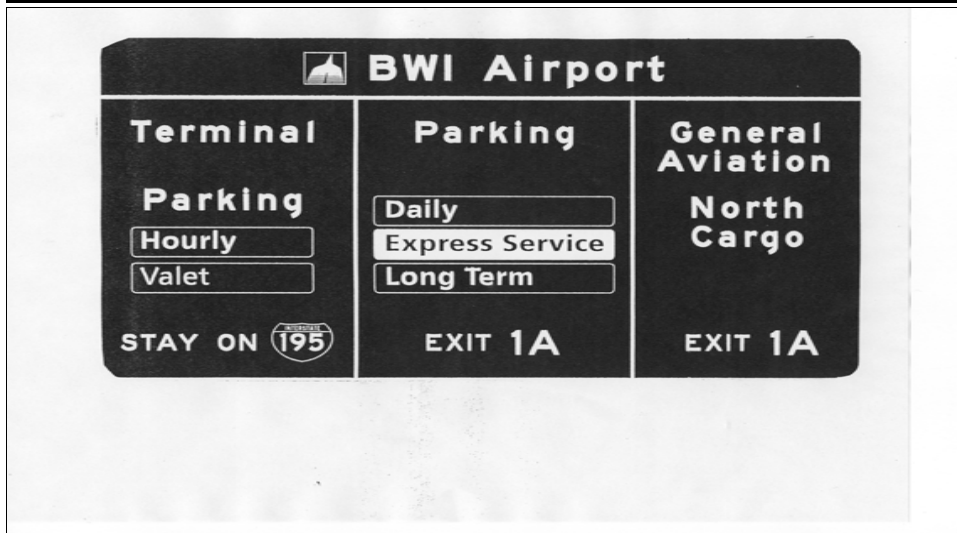
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction delayed from FY 2002 to FY 2003 due to Information Technology legislation.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,219	0	3,219	0	0	0	0	0	3,219	0
Total	3,219	0	3,219	0	0	0	0	0	3,219	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction underway.

PROJECT: Comprehensive Roadway Sign System at BWI Airport

DESCRIPTION: Installation of new standardized roadway guidance and parking signage system for BWI and airport related facilities on major airport entrance roadways.

JUSTIFICATION: The project will improve roadway guidance signage through incorporating Variable Message Signs (VMS) technologies and new graphic designs into Airport-area signage. This project will provide a method of informing patrons on parking lot availability in advance of key decision points and guiding them with VMS signs to alternate open parking facilities. This project will introduce a new graphic design for airport signage that will be unique and easily identified for airport wayfinding to parking and facilities. The project will also incorporate CHART II regional traffic messages for airport users.

SMART GROWTH STATUS:

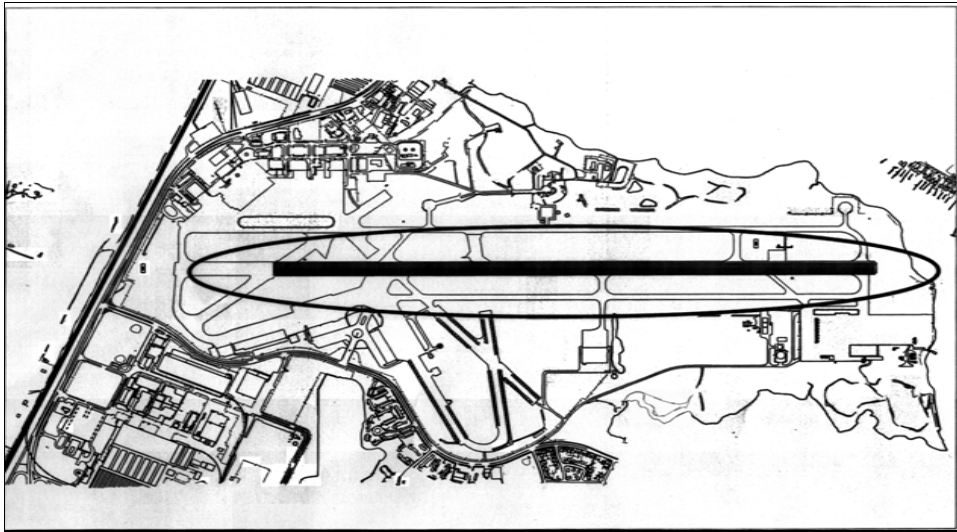
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2005.....	.....2006.....	.....2007.....	.....2008.....	0	0
Engineering	134	97	37	0	0	0	0	0	37	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,842	0	2,317	2,525	0	0	0	0	4,842	0
Total	4,976	97	2,354	2,525	0	0	0	0	4,879	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Final design to start in late FY 2003, following completion of ongoing environmental analysis.

PROJECT: Runway 15/33 Reconstruction at Martin State Airport

DESCRIPTION: This project provides for the reconstruction of the runway at Martin State Airport. Project also includes the construction of a bypass taxiway and exit taxiways.

JUSTIFICATION: Reconstruction of the 50 year-old runway is needed due to continued deterioration beyond normal repairs and maintenance. The parallel taxiway will provide safe and efficient flow of aircraft between the runway and terminal areas. The additional exit taxiways will allow aircraft to exit from the runway safely and efficiently, thus reducing delays.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

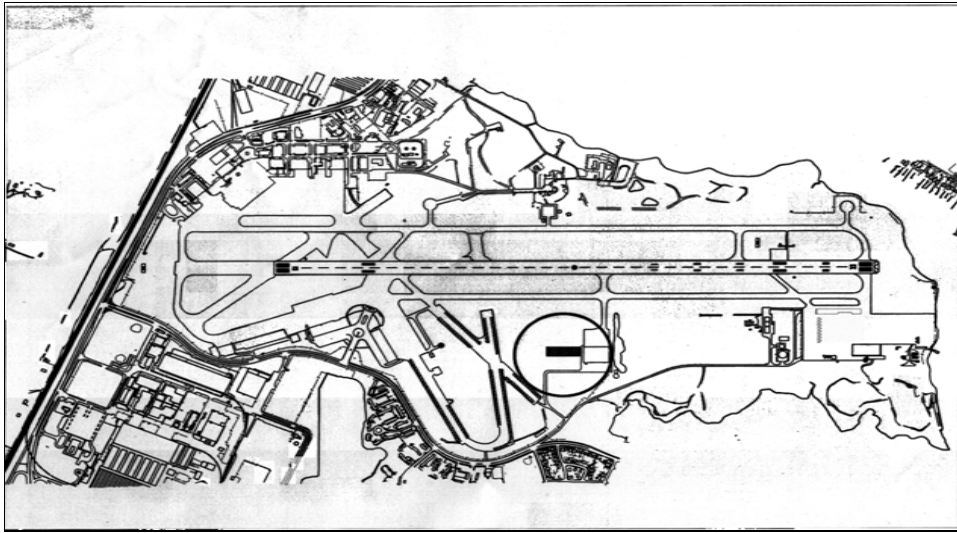
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction delayed from FY 2003 to FY 2005 due to resolution of planning and environmental components with Federal Aviation Administration.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	660	160	0	261	239	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,114	0	0	0	1,626	5,706	1,782	0	9,114	0
Total	9,774	160	0	261	1,865	5,706	1,782	0	9,614	0
Federal-Aid	8,203	0	0	0	1,464	5,135	1,604	0	8,203	0

* Project schedule is contingent upon the availability of Federal Funds.



STATUS: Design to begin in FY 2003.

PROJECT: New Air Traffic Control Tower For Martin State Airport

DESCRIPTION: This project provides for the construction of a new Air Traffic Control Tower to be located in the midfield complex at Martin State Airport.

JUSTIFICATION: A new control tower will provide for greater visibility and more efficient aircraft control in and around Martin State Airport. The existing control tower is over 50 years old, and has exceeded its useful life.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Design delayed from FY 2002 to FY 2003 and construction delayed from FY 2003 to FY 2004 due to further coordination with FAA concerning site selection and environmental analysis.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	350	0	176	174	0	0	0	0	350	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	1,800	0	0	900	900	0	0	0	1,800	0
Total	2,150	0	176	1,074	900	0	0	0	2,150	0
Federal-Aid	950	0	0	475	475	0	0	0	950	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior</u>		
	<u>Baltimore/Washington</u>		
1	R/W 15L - 33R RPZ Obstruction Removal at BWI (1018)	869	Complete
2	Comprehensive Paving Improvements (1112)	4,221	Complete
3	Interim Police Facilities (1069)	1,495	Complete
4	Pilot Program for Common Use Terminal Equipment - Complete (1111)	1,000	Complete
5	Airfield Pavement Rehab.- FY2000 (1070)	9,266	Complete
6	Environmental Upgrade-BWI Tenant Vehicle Maint. (1144)	1,970	Complete
7	Exit Sign Replacement (1150)	139	Complete
8	Overhead Door Replacement - 10 Doors (1151)	388	Complete
9	Comprehensive A/E Design - AE 95-004 (1042)	630	Complete
10	800mHz Radio System, Ph. I (1154)	275	Complete
11	Ticketing Concourse Roof Replacement (1079)	90	Complete
12	Emergency Sewer Line Repair (1383)	26	Complete
13	TTS/Airport Safety (1155)	132	Complete
14	Comprehensive Acoustical Services (1038)	338	Complete
15	Satellite Parking Expansion (1114)	146	Complete
17	New Tenant Modifications (1157)	490	Underway
18	Airfield Lighting Imp. to R/W 10-28 (1177)	5,573	Underway
19	Terminal Bag Claim & Concourse Ltg Upgrade (1140)	4,036	Underway
20	Bridge Inspection (SHA Consultant) (1023)	176	Underway
21	Comprehensive A/E Design - AE96-005 (1044)	201	Underway
22	Comprehensive Planning - AE98-004 (1052)	49	Underway
23	Comprehensive Construction Mgmt & Inspection -AE98-007 (1048)	1,864	Underway
24	Comprehensive Design - AE 99-007 (1056)	115	Underway
25	Comprehensive Design - AE 99-008 (1057)	346	Underway
26	Comprehensive Design - AE99-006 (1055)	1,480	Underway
27	Comprehensive Design Services- AE99-005 (1054)	2,475	Underway
28	Comprehensive Planning - FY2000 (1067)	807	Underway
29	Comprehensive Commercial Facilities Planning (1085)	1,000	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Baltimore/Washington (cont'd)</u>		
30	MAC Building Renovations (1161)	5,326	Underway
31	MdTA Police OT-Movement of Traffic (1378)	500	Underway
32	Public Awareness Program (1254)	700	Underway
33	Sawmill Creek Watershed Enhancements (1087)	100	Underway
34	Comprehensive Construction Mangement & Inspection Services (1188)	2,940	Underway
35	Comprehensive Design Services - AE01-007-010 (1185)	1,717	Underway
36	Comprehensive Environmental Consultant Services (1071)	123	Underway
37	Comprehensive Paving, 2002 (1257)	2,300	Underway
38	Comprehensive Planning- AE-01-006/013 (1186)	2,746	Underway
39	Electrical Substation Feeder (1385)	1,867	Underway
40	Fire Protection Engineer Services (1173)	200	Underway
41	FY2002 Tenant Modifications (1179)	761	Underway
42	Security Initiatives (1298)	1,145	Underway
43	Surface Movement Guidance and Control Sys. (SMGCS) (1148)	3,808	Underway
44	Airfield Security Checkpoints (Sec. Booth) Impvmt. (1435)	246	Underway
45	BWI Landscaping (1377)	859	Underway
46	Commercial Management CADD (1043)	200	Underway
47	Comprehensive Planning - Runway Safety Areas Study (1123)	651	Underway
48	Comprehenisve Regional Air Passenger Survey (1182)	82	Underway
49	Comprehensive Acoustical Services- AE02-001 (1184)	400	Underway
50	Elevator Rehab. Program (1152)	896	Underway
51	Environment Consultant -AE02-003 (1183)	2,000	Underway
52	Landside Communication & Security Upgrade, Phase II (1380)	390	Underway
53	Landside Structures Program Management (1115)	1,483	Underway
54	Loading Bridge Replacement (1175)	2,562	Underway
55	Main Terminal HVAC Systems Upgrade (1076)	1,396	Underway
56	Parking License Plate Recognition (1307)	236	Underway
57	Maintenance Complex Rehabilitation (1086)	501	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Baltimore/Washington (cont'd)</u>		
58	Painting of Exterior Vertical Black Metal Siding, Phase I (1283)	944	Underway
59	Reforestation/Vegetation Mitigation (1063)	300	Underway
59	Security Contractors Temporary Relocation at BWI (TSA) (1437)	5	Underway
60	Tenant Mods (1277)	909	Underway
61	Terminal Bldg Interior Mods/Improvements (1255)	4,003	Underway
62	Wetland Reserve and Mitigation (1024)	950	Underway
63	Wildlife Management Plan (1181)	635	Underway
64	BWI Sewage System Upgrade (1025)	2,187	Underway
65	Domestic Baggage Belt - Fire Code Compliance (1073)	1,920	Underway
66	Pier D Security Checkpoints Modification (1434)	1,133	Spring, 2003
67	Airport Triturator Building Rehab (1317)	441	Spring, 2003
68	Electronic Document Mgmt System (EDMS) Implementation (1322)	550	Spring, 2003
69	Install Domestic Water Strainers on Incoming Water Supply (1190)	390	Spring, 2003
70	Installation of Cable/Conduit for Airfield Lighting (1180)	305	Spring, 2003
71	Lighting Cable Replacement in Satellite Blue Lot (1189)	260	Spring, 2003
72	New Tenant Office Space-North Terminal Upper Level (1159)	1,118	Spring, 2003
73	Passenger Lounge/Club Renovation (1193)	800	Spring, 2003
74	Pay-on-Foot Expansion (1299)	395	Spring, 2003
75	Redundant IT Facility/MIS Office Relocation (1222)	1,489	Spring, 2003
76	Taxiway D Rehab & Overlay (1296)	2,688	Spring, 2003
77	Terminal Glazing Gasket Replacement (1036)	1,658	Spring, 2003
	<u>Equipment</u>		
78	Additional Airfield Paint Truck (1206)	163	Complete
79	New Aerial Platform Ladder Truck (1207)	664	Complete
80	New Ambulance Vehicle (1205)	138	Complete
81	Emergency Phone Upgrade in Satellite Parking Lot (1167)	106	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Equipment (cont'd)</u>		
82	1985 Mack De-Icing Truck with Broom #9343 Snow Vehicle Replmt. (1345)	180	Underway
83	Domestic Terminal Public Address System Upgrade (1256)	1,250	Underway
84	MAA Airport Technology Master Plan & Strategic Plan (1330)	750	Underway
85	1989 Snow Blast #8906 Snow Vehicle Replacement (1343)	405	Underway
86	BWI Communication Closet Security Modification (1103)	1,643	Underway
87	New 4x4 Dump Truck w/ 22' Plow (1) (1203)	220	Underway
88	New 4,000 Gallon De-icer Truck w/ Broom (1201)	164	Underway
89	New 10cy Capacity Front-end Loader w/ 32' Plow (1202)	299	Underway
90	One Additional Snowblower (1204)	373	Underway
91	Snow Equipment Replacement - R/W Broom (1199)	407	Underway
92	Snow Equipment Replacement- Snowblower (1200)	372	Underway
93	Snowblower -1989 Idaho Norland #8904 Snow Vehicle Replacement (1341)	405	Underway
94	Two Additional Snow Plows-FY04 (1399)	470	Spring, 2003
	<u>Information Technology Projects</u>		
95	800 Mhz Emergency Digital Trunked Radio System (1334)	3,800	Spring, 2003
96	CUTE for International Terminal Buildout (1244)	2,500	Spring, 2003
	<u>Martin State</u>		
97	Replacement T-Hangars (19) (1093)	463	Complete
98	Rehab of Fire Sprinkler & Heating Sys- LL#1-3 (1091)	1,281	Complete
99	Environmental Protection Improvements (1088)	595	Underway
100	Electr. Renovation to Hangar Doors 1-6 @ MTN (1195)	666	Underway
101	Fiber Optic Installation for Security (1357)	350	Underway
102	Purchase of Hangar (1136)	500	Underway
103	Environmental Assessment (1411)	250	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Martin State (cont'd)</u>		
104	Comprehensive Paving Phase II (1092)	518	Spring, 2003
105	Direct Digital HVAC Control (1197)	520	Spring, 2003
106	Ramp Extension (1194)	395	Spring, 2003
107	Ramp Extension (1358)	1,054	Spring, 2003
108	Strawberry Point Lighting/Replmt. of Main High Voltage Switch Gear (1360)	1,037	Spring, 2003
	<u>Regional Aviation</u>		
109	St. Mary's County Airport (1108)	3,152	Complete
110	Pavement Management Analysis for Regional Airports (1236)	280	Complete
111	Montgomery County Airport (1384)	1,444	Complete
112	Cambridge/Dorchester County Airport Grant (1234)	977	Underway
113	State Public/Private Heliport-Vertiport System Plan Study (1235)	500	Underway
114	Aid to Public/Private Airports (MAPA-50%) (1106)	700	Underway
115	Kent County Assistance (1229)	1,464	Underway
116	Regional Aviation Program (1107)	361	Underway
117	Statewide Aviation Grants (AIP-5%) (1105)	1,150	Underway
	<u>FY 2004</u>		
	<u>Baltimore/Washington</u>		
118	Air Conditioning #2 at MER4 Replmt. (1391)	1,906	Summer, 2003
119	A/E Consultants for Building Permits (1390)	200	Summer, 2003
120	Canine Facility at BWI Airport (1386)	616	Summer, 2003
121	Commercial Facilities Planning Consultant (1416)	1,000	Summer, 2003
122	Comprehensive Planning - Runway Safety Areas Study (1123)	1,521	Summer, 2003
123	Comprehensive Paving at BWI & MTN FY04 (1392)	2,750	Summer, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>Baltimore/Washington (cont'd)</u>		
124	Fire Training Pit Water Treatment System Study (1394)	100	Summer, 2003
125	Landside Structures Program Management (1115)	1,021	Summer, 2003
126	Loading Bridge Replacement (1175)	1,471	Summer, 2003
127	Lockout/Tagout for Airfield Lighting Regulators (1398)	175	Summer, 2003
128	Maintenance Complex Rehab (1086)	2,616	Summer, 2003
129	Air Conditioning #2 Replacement (1391)	1,906	Summer, 2003
130	Terminal Gazing Gasket Replacement (1036)	1,408	Summer, 2003
131	Comprehensive Environmental Consultant Services (1071)	142	Summer, 2003
	<u>Equipment</u>		
132	Additional Front-End Loader FY04 (1400)	642	Summer, 2003
133	Additional Liquid Chemical Tanker-FY04 (1401)	188	Summer, 2003
134	Crash Truck 434 - Replacement (1393)	600	Summer, 2003
135	Replace Crash Truck 433 (1333)	600	Summer, 2003
136	Street Sweeper Replacement - FY04 (1403)	125	Summer, 2003
137	Two Additional Snow Melters -FY04 (1402)	1,086	Summer, 2003
	<u>Information Technology Projects</u>		
138	MUFIDS/BIDS Upgrade, Phases I & II (1335)	2,584	Summer, 2003
	<u>Martin State</u>		
139	HVAC Upgrade-Maint. Shop, Admin. Bldg. & Hangers 4-6 (1432)	649	Summer, 2003
140	Rehabilitation of Plumbing System (1365)	620	Summer, 2003
141	New T-Hangar Ramp Extension at MTN (1196)	1,180	Spring, 2004
142	Purchase New T-Hangars (20) (1198)	500	Spring, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>Regional Aviation</u>		
143	Aid to Public/Private Airports (MAPA-50%) (1106)	1,000	Summer, 2003
144	Regional Airport Standardization Program (1227)	125	Summer, 2003
145	Regional Aviation Program (1107)	225	Summer, 2003
146	Statewide Aviation Grants (AIP-5%) (1105)	750	Summer, 2003

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

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	168.8	167.5	205.4	164.0	119.4	40.3	865.4
System Preservation Minor Projects	56.0	69.0	68.0	39.9	19.3	49.3	301.5
<u>Development & Evaluation Program</u>	<u>12.2</u>	<u>13.2</u>	<u>2.7</u>	<u>0.6</u>	<u>-</u>	<u>-</u>	<u>28.7</u>
SUBTOTAL	237.0	249.7	276.1	204.5	138.7	89.6	1,195.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>5.2</u>	<u>5.4</u>	<u>5.5</u>	<u>5.8</u>	<u>6.0</u>	<u>4.9</u>	<u>32.8</u>
TOTAL	242.2	255.1	281.6	210.3	144.7	94.5	1,228.4
Special Funds *	91.8	106.8	110.2	79.7	48.1	35.2	471.8
Federal Funds	147.3	147.7	170.8	130.1	96.0	58.5	750.4
Other Funding **	3.1	0.6	0.6	0.5	0.6	0.8	6.2

* Includes local share reimbursement to the State by non-profit organization grant recipients, and local jurisdiction contributions to the Central Line Light Rail System.

** Other funding includes Maryland Transportation Authority (MdTA) bond financing and local share of Maglev Rail System Study. These funds are included in the total.



STATUS: Placement operations and monitoring are underway and will continue for the life of the project.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost decrease of \$6.0 million is due to the completion of the \$9.6 million barge mooring dolphin removal project and the addition of FY 2008 funds.

PROJECT: Hart-Miller Island Related Projects

DESCRIPTION: Hart-Miller Island is an 1,140 acre, two cell containment island, off shore from Baltimore County. The island has been in continuous operation as a dredge disposal site since 1984. The southern part of the island is being prepared for recreational use. The dikes on the north cell were raised by 16 feet in FY 1997 to increase capacity by 30 million cubic yards, giving the site additional operational life. This project provides for operation of the site at Hart-Miller Island, and monitoring the quality of water released from the site.

JUSTIFICATION: The disposal capacity of the island is needed to allow maintenance dredging of the Port's harbor and shipping channels. The capacity is also needed for selected harbor and channel improvement projects planned for the Port. Continued use of Hart-Miller Island represents one of the most cost efficient dredge disposal options available. Use of the site for the maintenance of the Port's channel ensure the safe and efficient operation of approximately 2,000 ships calling the Port each year.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Dredge Placement and Monitoring -- Line 2

Dredge Material Disposal and Management Program -- Line 13

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	5	5	0	0	0	0	0	0	0	0
Engineering	4,655	2,425	379	593	150	358	370	380	2,230	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,687	32,052	3,437	3,978	3,162	3,399	3,769	3,890	21,635	0
Total	58,347	34,482	3,816	4,571	3,312	3,757	4,139	4,270	23,865	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5005, 5007, 5010, 5013



STATUS: Funds will be allocated as specific placement sites for dredged material are identified. The construction contract for Poplar Island Restoration - Phase I is complete and Phase II started in the Spring 2001. The Cox Creek Dike construction project should start in FY 2003.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increase of \$13.4 million due to changes in the Cox Creek dredging and recycling program.

PROJECT: Dredge Placement and Monitoring

DESCRIPTION: This project involves the placement and monitoring of dredge material for enhancement and maintenance dredging of Baltimore Port channels and beneficial use projects commencing within the six-year program schedule. Costs associated are for construction of containment sites, monitoring during placement, and for dredging of channel preservation and enhancement.

JUSTIFICATION: The 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 or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Hart-Miller Island Related Projects -- Line 1
Dredge Material Disposal and Management Program -- Line 13

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	391	391	0	0	0	0	0	0	0	0
Engineering	2,823	2,816	7	0	0	0	0	0	7	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	216,716	85,357	16,728	20,731	26,450	19,749	18,268	29,433	131,359	0
Total	219,930	88,564	16,735	20,731	26,450	19,749	18,268	29,433	131,366	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5104, 5206, 5207, 5208, 5209, 5211, 5213,
5214, 5215, 5218, 5221, 5300, 5301, 5304, 5305, 5306,
5307, 5308, 5309



STATUS: This project is complete and currently under lease.

PROJECT: Roll-On/Roll-Off (RORO) Hub Facility, Phase I - Dundalk Marine Terminal

DESCRIPTION: Two large Ro-Ro lines have recently merged and consolidated their North Atlantic cargo at Port of Baltimore. This requires a 50 acre facility with the potential to expand to 150 acres in the future. Phase I establishes a large Hub Facility for Ro-Ro cargo with proper pavement, fencing/security, gates, lighting, and rail access at Dundalk Marine Terminal. Phase II expands to 100 acres and provides additional covered storage and processing facilities.

JUSTIFICATION: Ro-Ro is a niche cargo identified in MPA's Strategic Plan, and the Port of Baltimore's inland location (near many manufacturers in the mid-west) makes continued growth for this commodity likely. The Port of Baltimore currently has more Ro-Ro market share than any other U.S. port. Both of the lines are familiar and pleased with Baltimore's transportation infrastructure. This project has very positive economic impact.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	13,464	13,439	25	0	0	0	0	0	25	0
Total	13,464	13,439	25	0	0	0	0	0	25	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction planned to begin in FY 2004 using the fill that stabilized the North American Paper Hub site.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Two million was reprogrammed from this project to the North American Paper Hub because the fill will first be used to stabilize the paper shed site, then it will be used to fill the Fruit Slip. The remaining \$7.6 million was deleted due to the national economic slowdown.

PROJECT: Fruit Pier Fill - South Locust Point Marine Terminal

DESCRIPTION: Prevent further deterioration of the bulkhead. Fill in the unused Fruit Pier Slip at South Locust Point and pave for cargo storage. The fill will come from the North American Paper Hub project once its site stabilization is complete.

JUSTIFICATION: The Fruit Slip is no longer used as a vessel berth. Its bulkheads are badly deteriorated, showing early signs of collapse and in need of complete reconstruction. However, reconstruction of existing bulkheads would be unwise since the Fruit Slip is obsolete and an obstacle to circulation and efficiency at the terminal. It should be filled and paved to improve circulation and make additional area for cargo storage.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
North American Paper Hub -- Line 8

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
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



STATUS: Construction of Berths 5 and 6 to start in FY 2003.

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 1920's. It was last rehabilitated during the 1960's. This project will plan and design the work needed (in a phased approach) to renew 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 funds reconstruction of Berths 5 and 6. Berths 3 and 4 are next.

JUSTIFICATION: Berths 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off, other breakbulk (van packs) and passengers from cruise vessels. 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 other cargo (containers and RoRo) and are too distant from the warehouses and automobile lots. Identified as the highest priority infrastructure needed by the MPA Facilities Plan.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$7.9 million based on actual bids. Construction delayed from FY 2002 to FY 2003 to allow thorough examination of bids.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,344	944	100	300	0	0	0	0	400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,597	10	5,000	14,000	5,587	0	0	0	24,587	0
Total	25,941	954	5,100	14,300	5,587	0	0	0	24,987	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Increase in vessel calls.



STATUS: Several business opportunities face the Port of Baltimore in the near future. This warehouse will accommodate those needs. Construction to start in FY 2004.

PROJECT: Niche Cargo Warehouse, Shed 6B at Dundalk Marine Terminal

DESCRIPTION: To provide covered storage of niche cargoes at MPA terminals, this versatile facility is to be approximately 108,000 square ft, with 30 foot eaves, 1,200 pounds/square ft floor load, and truck and rail access. Location near the berths is necessary to keep labor and operational costs low due to the very competitive nature of the East Coast markets. The warehouse will be located at Lot 600 at Dundalk Marine Terminal.

JUSTIFICATION: Only 29 percent of MPA warehouse area meets "industry standards". Many of the cargo commodities in the MPA's Strategic Plan require covered storage, i.e. breakbulk/machinery, forest products, and some steel and RoRo products. During FY 2002, MPA terminal's forest products increased 27 percent. Additional covered storage space is necessary for continued growth.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	7,600	0	0	1,500	6,100	0	0	0	7,600	0
Total	7,600	0	0	1,500	6,100	0	0	0	7,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: This project will remain in the program awaiting funding.

PROJECT: Protective Land Acquisition Program - Phase I

DESCRIPTION: This multi-year program provides for the purchase of property in the immediate vicinity of the port to ensure their availability in future years. It also protects property that might be in threat of development to ensure compatible land-use around the port. Highest priority are sites adjacent to MPA terminals.

JUSTIFICATION: Additional terminal space drives the need for these property acquisitions. Obtaining property adjacent to existing terminals is the most efficient way to expand, because existing berths, cranes, access channels, and other existing infrastructure can be used. The ability to buy land that is an income generating and adjacent to Port (MPA) owned land is rare. The Facilities Plan identifies the need for additional cargo storage space.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost decreased \$1.8 million due to the completion of the purchase of North Locust Point. This program remains \$3.3 million under-funded due to cuts made in January 2002 as part of the national economic slowdown.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	92	42	50	0	0	0	0	0	50	0
Total	92	42	50	0	0	0	0	0	50	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction to begin during FY 2003.

PROJECT: North American Paper Hub - South Locust Point Marine Terminal

DESCRIPTION: Construct two sheds near the berth with rail and truck loading access at South Locust Point Marine Terminal. The large 300,000 square ft warehouse is to have 30 ft eave height and 1,500 pound/square ft floor load. The 100,000 square ft facility is to be a "first point of rest" transit shed. This project will also improve rail capability at the terminal with construction of the additional storage tracks. This project is related to the Fruit Pier Fill which will be used as surcharge to compress and stabilize the subsoil.

JUSTIFICATION: A partnership of world-class northern European paper producers and shippers have consolidated their North American paper imports to one terminal complex. Paper volumes of 550,000 tons are forecast to arrive by both container and breakbulk vessels. During FY 2002, MPA imported more paper than any other port in the north Atlantic region.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Fruit Pier Fill - South Locust Point Marine Terminal -- Line 4

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$9.6 million as funding was restored to original level for the 300,000 square ft shed construction project to move forward. Additional funds were added for site stabilization and to cover the cost of the construction of the "first point of rest" shed.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
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	25,306	9	8,250	11,047	6,000	0	0	0	25,297	0	0
Total	25,306	9	8,250	11,047	6,000	0	0	0	25,297	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



STATUS: Construction is underway.

PROJECT: Forest Products Warehouse - Lot 5B at Dundalk Marine Terminal

DESCRIPTION: Construct a 108,000 square ft warehouse with truck and rail loading docks, near berth 5 at Dundalk Marine Terminal for Forest Products. This project follows a minor project, which includes utility relocation and surcharge to stabilize the site. The surcharge stays in place for a period of time to compress the subsoil.

JUSTIFICATION: Forest Products have continued to be a success story at the Port of Baltimore. Our customer is eager to get additional covered storage for wood pulp. Forest product tonnage grew 27 percent at MPA terminals in FY 2002. Site stabilization is necessary for the warehouse to support heavy rail cars and large warehouses with floor load ratings of 1,200 pounds per square foot.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	9,769	860	6,464	2,445	0	0	0	0	8,909	0
Total	9,769	860	6,464	2,445	0	0	0	0	8,909	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

OPERATING COST IMPACT: Operating cost recovered through tenant lease agreement.



STATUS: Construction to begin in FY 2004.

PROJECT: Terminal Access Security - Dundalk Marine Terminal Gate

DESCRIPTION: Build a new state-of-the-art cargo gate that manages and controls all incoming and outgoing trucks and cargo traffic. The gate will consolidate security, container processing, and inspection functions at a single point. When a truck enters and leaves the terminal, the driver will be identified, the container will be checked for damage and tampering, and manifest numbers will be verified. In addition, surveillance cameras will take a picture of every driver and truck (including license plate) entering and exiting the checkpoint.

JUSTIFICATION: There is not a centralized security checkpoint for truckers entering or exiting the Dundalk terminal. The inbound gate is manned by a clerk whose primary function is to provide directions to truckers not familiar with the facility. When exiting the terminal, the gate clerk confirms that the truck is hauling the container stated on the trailer interchange report or pass and that the documents have the appropriate authorizing signatures. Unsecured access to the terminal area increases the possibility of illegal and hazardous goods being exchanged.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Dundalk Marine Terminal Truck and Rail Circulation Improvement -- Line 14

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Construction Program. Federal funding provided by the U.S. Department of Transportation Port Security Grant for critical national seaports.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	4,863	0	0	1,981	2,882	0	0	0	4,863	0
Total	4,863	0	0	1,981	2,882	0	0	0	4,863	0
Federal-Aid	3,263	0	0	1,325	1,938	0	0	0	3,263	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	Federal	3,263

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior</u>		
	<u>All Terminals</u>		
1	Pavement Marking (1705)	58	Complete
2	Emergency Preparedness (1734)	35	Complete
3	Portwide Paving (1704)	3,005	Complete
4	Berth Substructure Repairs All Terminal (1716)	1,667	Underway
5	Agency Wide Tenant Alteration II (1728)	201	Underway
6	Agency Wide Tenant Alteration - III (1731)	3,043	Underway
7	Crane Painting and Repair (1732)	401	Underway
8	Underwater Structure Inspection (1722)	295	Underway
9	Cargo Handling Equipment - RTG (3003)	3,500	Underway
10	Paving Repairs (1703)	1,410	Underway
11	Marylynn Electrical (1727)	110	Spring, 2003
	<u>Dundalk Marine Terminal</u>		
12	Perimeter Security System (1031)	586	Complete
13	Retrofit M&R Building (1038)	372	Complete
14	Shed 11 and 12 Roofs (1012)	1,315	Complete
15	Shed 6 Lighting (1021)	100	Complete
16	Emergency Crane Repair - #9 (1060)	22	Complete
17	Communication Replacement (1034)	1,021	Underway
18	Slope Protection Colgate Creek (1023)	327	Underway
19	Operations and Maintenance (1011)	464	Underway
20	Demolition of Airport Tower and B1 (1035)	700	Spring, 2003
21	Building 7/Paint Maintenance Building (1022)	1,700	Spring, 2003
22	High Mast Lighting - Phase II (1051)	1,200	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Environmental</u>		
23	Leachate Management - Hawkins Point (1105)	1,404	Underway
24	15th St Storm Drain Cleaning (1103)	245	Underway
25	Chrome Ore Removal (1102)	600	Underway
26	Ground Water Treatment (1104)	250	Underway
27	Hawkins Point Operations and Maintenance (1707)	250	Underway
	<u>Facilities and Equipment</u>		
28	Crane Elevator Rehabilitation (3012)	39	Complete
29	Diesel Fuel Monitoring System (3014)	23	Complete
30	Emergency Crane Repair (3018)	52	Complete
31	Emergency Door Repair - Shed 201A (3021)	13	Complete
32	Truck Scale Repair - Seagirt Marine Terminal (3016)	40	Complete
33	Crane Maintenace Building Refurbishing (3011)	71	Complete
34	Boom Truck (3009)	172	Complete
35	Crane Electrical Rehabilitation - Cranes 5 & 11 (3013)	400	Underway
36	Snow Removal Equipment (3010)	85	Underway
37	Vacum Sweeper Truck (3200)	326	Underway
38	Crane Service Equipment Truck (3017)	120	Underway
39	Railroad Crane Inspection and Construction (3106)	121	Underway
40	Crane Dept Fork Lift (3026)	125	Spring, 2003
41	Fenders (3020)	180	Spring, 2003
42	Rehabilitation of Trolley Rails - Seagirt Marine Terminal Cranes (3025)	60	Spring, 2003
43	Replacement Festons - Dundalk Marine Terminal Cranes (3024)	120	Spring, 2003
44	RTG Spreader Trailers (3023)	150	Spring, 2003
45	Rubber Tire Front End Loaders (3022)	130	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Masonville Auto Terminal</u>		
46	Fairfield Pier Strengthening (1718)	1,794	Underway
47	Fairfield Mooring Dolphin (1720)	652	Underway
48	Kurt Iron Environmental Phase I (Formerly Fairfield Auto) (1210)	3,218	Underway
49	Kurt Iron Clean-up and Capping (1719)	5,377	Spring, 2003
	<u>North Locust Point</u>		
50	Pier 3 Shed Lighting Upgrade (1804)	125	Complete
51	Record Rention Building (formerly Shed 4/5 Re-roof) (1806)	193	Spring, 2003
	<u>Open-Ended Consulting</u>		
52	Open Ended Consultant - Facility Survey (1214)	91	Complete
53	Open Ended Consulting Crane Building - JMT (1209)	167	Complete
54	STV Moffatt and Nichol Design (1217)	2,848	Complete
55	Open Ended Misc Engineeing Services (1218)	794	Complete
56	Claims Analysis (1213)	55	Underway
57	Open Ended Consulting - Facilities (1219)	2,129	Underway
58	Portwide Engineering I (1220)	2,165	Underway
59	Portwide Engineering II (1221)	2,000	Underway
60	Miscellaneous Survey I (1224)	200	Underway
61	Miscellaneous Survey II (1225)	200	Underway
62	Portwide Engineering III (1222)	1,000	Spring, 2003
63	Portwide Engineering IV (1223)	1,000	Spring, 2003
64	Open Ended Engingeering - Small Procurement (1227)	600	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Port - Wide</u>		
65	Anne Arundel County Fireboat Grant (3123)	100	Complete
66	Purchase of Ground Rents (3121)	126	Complete
67	TOW Construction grant (3120)	120	Complete
68	Cruise Analysis (3118)	104	Underway
69	Open Ended Studies - Planning (3112)	805	Underway
	<u>Seagirt Marine Terminal</u>		
70	Seagirt Paving (1300)	288	Complete
71	Signage DMT/SMT (1301)	285	Complete
72	Crane 3 Trolley Rails (1317)	199	Underway
73	Canopy (1312)	320	Spring, 2003
	<u>South Locust Point</u>		
74	Shed - New Ventilation and Lighting (1604)	951	Underway
	<u>World Trade Center</u>		
75	Agency Wide Tenant Alternations (1517)	197	Complete
76	ADA Improvements (1510)	1	Complete
77	Emergency Power and Fire Alarm (1505)	1,537	Complete
78	Expansion Joints (1519)	400	Complete
79	Fire/Life Safety Code - Elevator Enhancements (1514)	4,282	Underway
80	Capital Improvements (1520)	92	Underway
81	Building Security (1524)	1,303	Underway
82	HVAC (1511)	3,549	Underway
83	Tenant Renovation - Meridian (3107)	2,812	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

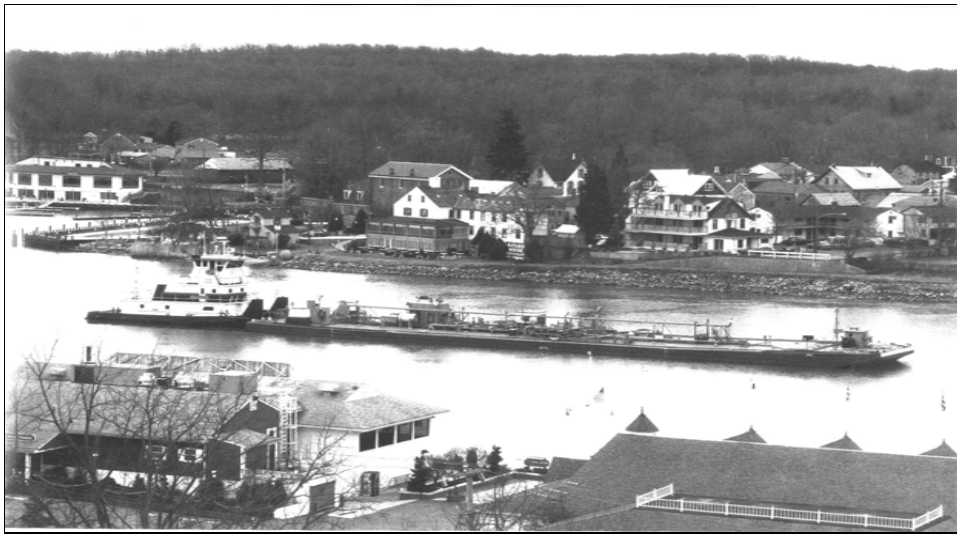
MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004</u>		
	<u>All Terminals</u>		
84	Berth Substructure Repair (1730)	200	Summer, 2003
85	Cargo Handling Equipment - RTG (3003)	509	Summer, 2003
86	Comprehensive Facility Inspection (1724)	500	Summer, 2003
87	Paving Repair (1706)	2,740	Summer, 2003
	<u>Dundalk Marine Terminal</u>		
88	Operations and Maintenance (1011)	500	Summer, 2003
89	Demolition - Sheds 3A and 3B (1032)	2,800	Fall, 2003
90	Salt Dome Lot 99 (1050)	215	Fall, 2003
91	Water Tower Demolition (1048)	250	Spring, 2004
	<u>Environmental</u>		
92	15th St Storm Drain Cleaning (1103)	145	Summer, 2003
93	Chrome Ore Removal (1102)	400	Summer, 2003
94	Ground Water Treatment (1104)	500	Summer, 2003
95	Hawkins Point Operations and Maintenance (1707)	250	Summer, 2003
	<u>Facilities and Equipment</u>		
96	Railroad Crane Inspection and Construction (3106)	141	Summer, 2003
	<u>Masonville Auto Terminal</u>		
97	Fairfield Sheet Piling Repair (1741)	1,200	Summer, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>Open-Ended Consulting</u>		
98	Job Order Contracting (1215)	250	Summer, 2003
99	Construction Management Inspection (1226)	2,000	Spring, 2004
	<u>World Trade Center</u>		
100	Fire Pumps and Domestic Water Systems (1509)	2,608	Summer, 2003
101	Miscellaneous Tenant Renovation (1529)	300	Summer, 2003
102	Plaza Security (1521)	110	Summer, 2003
103	Traffic Barrier (1528)	400	Fall, 2003
104	Waterside Security (1526)	950	Spring, 2004



STATUS: The Army Corp of Engineers deferred making a decision until FY 2004.

PROJECT: C&D Canal Deepening

DESCRIPTION: Detailed planning by the USACE has been deferred until at least FY 2004. The MPA and Corp of Engineers will continually monitor vessel traffic and Canal usage patterns. Existing funding is for ongoing analysis and studies.

JUSTIFICATION: Modifications to the C&D Canal are necessary to allow passage of larger vessels requiring deeper drafts. The C&D Canal is the shortest route with fastest transit times to Baltimore for vessels coming from or going north.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☒ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: \$265,000 removed from the six year program pending Army Corp of Engineers decision.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2002	2003	2004	.....2005.....	.....2006.....	.....2007.....	.....2008.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,983	1,772	57	154	0	0	0	0	211	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	1,983	1,772	57	154	0	0	0	0	211	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5500, 5501



STATUS: Feasibility studies are underway.

PROJECT: Dredge Material Disposal and Management Program

DESCRIPTION: Conduct 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 sand and 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 or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

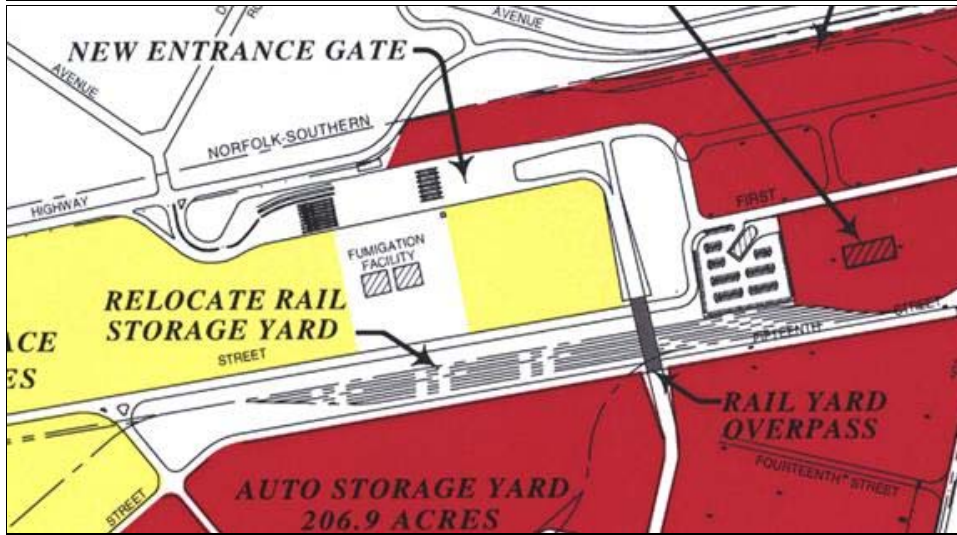
ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The Dredge Material Management Act of 2001 phases out open water placement of dredge material and establishes a preference for beneficial and innovative uses. This shift in emphasis required additional dredged material placement feasibility studies.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	23,865	10,442	5,578	4,773	1,784	413	430	445	13,423	0
Engineering	18,432	7,641	1,945	2,880	2,021	1,985	970	990	10,791	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	42,297	18,083	7,523	7,653	3,805	2,398	1,400	1,435	24,214	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5100, 5200, 5216, 5217, 5219, 5220, 5223, 5224, 5225,
5226, 5227, 5400, 5401, 5402, 5404



STATUS: Project design will begin in FY 2003.

PROJECT: Dundalk Marine Terminal Truck & Rail Circulation Improvements

DESCRIPTION: Facility Plan project to improve the truck and rail circulation at Dundalk Marine Terminal. The project has many phases: Rail Overpass Construction will provide grade separation to reduce congestion and to improved efficiency and safety; new truck entrance gate to combine three separate gates for more efficient use of space for cargo storage; relocate the rail storage yard and improves rail turn radii to prevent derailling of modern (longer) rail cars. Provide Auto railroad siding in Lot 1800 and demolish the outdated 6th Street rail yard.

JUSTIFICATION: DMT's truck and rail patterns have evolved and grown over the years and have become outdated, ineffective, and obstructive and limit cargo growth. Circulation (auto, truck and rail) needs to be overhauled to meet the needs of today's larger rail cars and to align with new and future warehouses. Existing rail turns are too tight and restrictive; the 6th Street rail storage yard and the other smaller railroad yards are too short and obstruct circulation and cargo storage. We can not create more land at Dundalk Marine Terminal, but by reducing the number of roads, gates and inefficient rail lines we can make much better use of existing acreage.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☒ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Terminal Access Security - Dundalk Marine Terminal Gate -- Line 10

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	0	50	50	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	100	0	50	50	0	0	0	0	100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	168.8	167.5	205.4	164.0	119.4	40.3	865.4
System Preservation Minor Projects	56.0	69.0	68.0	39.9	19.3	49.3	301.5
<u>Development & Evaluation Program</u>	<u>12.2</u>	<u>13.2</u>	<u>2.7</u>	<u>0.6</u>	<u>-</u>	<u>-</u>	<u>28.7</u>
SUBTOTAL	237.0	249.7	276.1	204.5	138.7	89.6	1,195.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>5.2</u>	<u>5.4</u>	<u>5.5</u>	<u>5.8</u>	<u>6.0</u>	<u>4.9</u>	<u>32.8</u>
TOTAL	242.2	255.1	281.6	210.3	144.7	94.5	1,228.4
Special Funds *	91.8	106.8	110.2	79.7	48.1	35.2	471.8
Federal Funds	147.3	147.7	170.8	130.1	96.0	58.5	750.4
Other Funding **	3.1	0.6	0.6	0.5	0.6	0.8	6.2

* Includes local share reimbursement to the State by non-profit organization grant recipients, and local jurisdiction contributions to the Central Line Light Rail System.

** Other funding includes Maryland Transportation Authority (MdTA) bond financing and local share of Maglev Rail System Study. These funds are included in the total.



STATUS: Placement operations and monitoring are underway and will continue for the life of the project.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost decrease of \$6.0 million is due to the completion of the \$9.6 million barge mooring dolphin removal project and the addition of FY 2008 funds.

PROJECT: Hart-Miller Island Related Projects

DESCRIPTION: Hart-Miller Island is an 1,140 acre, two cell containment island, off shore from Baltimore County. The island has been in continuous operation as a dredge disposal site since 1984. The southern part of the island is being prepared for recreational use. The dikes on the north cell were raised by 16 feet in FY 1997 to increase capacity by 30 million cubic yards, giving the site additional operational life. This project provides for operation of the site at Hart-Miller Island, and monitoring the quality of water released from the site.

JUSTIFICATION: The disposal capacity of the island is needed to allow maintenance dredging of the Port's harbor and shipping channels. The capacity is also needed for selected harbor and channel improvement projects planned for the Port. Continued use of Hart-Miller Island represents one of the most cost efficient dredge disposal options available. Use of the site for the maintenance of the Port's channel ensure the safe and efficient operation of approximately 2,000 ships calling the Port each year.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Dredge Placement and Monitoring -- Line 2

Dredge Material Disposal and Management Program -- Line 13

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	5	5	0	0	0	0	0	0	0	0
Engineering	4,655	2,425	379	593	150	358	370	380	2,230	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,687	32,052	3,437	3,978	3,162	3,399	3,769	3,890	21,635	0
Total	58,347	34,482	3,816	4,571	3,312	3,757	4,139	4,270	23,865	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5005, 5007, 5010, 5013



STATUS: Funds will be allocated as specific placement sites for dredged material are identified. The construction contract for Poplar Island Restoration - Phase I is complete and Phase II started in the Spring 2001. The Cox Creek Dike construction project should start in FY 2003.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increase of \$13.4 million due to changes in the Cox Creek dredging and recycling program.

PROJECT: Dredge Placement and Monitoring

DESCRIPTION: This project involves the placement and monitoring of dredge material for enhancement and maintenance dredging of Baltimore Port channels and beneficial use projects commencing within the six-year program schedule. Costs associated are for construction of containment sites, monitoring during placement, and for dredging of channel preservation and enhancement.

JUSTIFICATION: The 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 or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Hart-Miller Island Related Projects -- Line 1
Dredge Material Disposal and Management Program -- Line 13

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	391	391	0	0	0	0	0	0	0	0
Engineering	2,823	2,816	7	0	0	0	0	0	7	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	216,716	85,357	16,728	20,731	26,450	19,749	18,268	29,433	131,359	0
Total	219,930	88,564	16,735	20,731	26,450	19,749	18,268	29,433	131,366	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5104, 5206, 5207, 5208, 5209, 5211, 5213,
5214, 5215, 5218, 5221, 5300, 5301, 5304, 5305, 5306,
5307, 5308, 5309



STATUS: This project is complete and currently under lease.

PROJECT: Roll-On/Roll-Off (RORO) Hub Facility, Phase I - Dundalk Marine Terminal

DESCRIPTION: Two large Ro-Ro lines have recently merged and consolidated their North Atlantic cargo at Port of Baltimore. This requires a 50 acre facility with the potential to expand to 150 acres in the future. Phase I establishes a large Hub Facility for Ro-Ro cargo with proper pavement, fencing/security, gates, lighting, and rail access at Dundalk Marine Terminal. Phase II expands to 100 acres and provides additional covered storage and processing facilities.

JUSTIFICATION: Ro-Ro is a niche cargo identified in MPA's Strategic Plan, and the Port of Baltimore's inland location (near many manufacturers in the mid-west) makes continued growth for this commodity likely. The Port of Baltimore currently has more Ro-Ro market share than any other U.S. port. Both of the lines are familiar and pleased with Baltimore's transportation infrastructure. This project has very positive economic impact.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2005.....	.....2006.....	.....2007.....	.....2008.....	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	13,464	13,439	25	0	0	0	0	0	25	0
Total	13,464	13,439	25	0	0	0	0	0	25	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction planned to begin in FY 2004 using the fill that stabilized the North American Paper Hub site.

PROJECT: Fruit Pier Fill - South Locust Point Marine Terminal

DESCRIPTION: Prevent further deterioration of the bulkhead. Fill in the unused Fruit Pier Slip at South Locust Point and pave for cargo storage. The fill will come from the North American Paper Hub project once its site stabilization is complete.

JUSTIFICATION: The Fruit Slip is no longer used as a vessel berth. Its bulkheads are badly deteriorated, showing early signs of collapse and in need of complete reconstruction. However, reconstruction of existing bulkheads would be unwise since the Fruit Slip is obsolete and an obstacle to circulation and efficiency at the terminal. It should be filled and paved to improve circulation and make additional area for cargo storage.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
North American Paper Hub -- Line 8

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Two million was reprogrammed from this project to the North American Paper Hub because the fill will first be used to stabilize the paper shed site, then it will be used to fill the Fruit Slip. The remaining \$7.6 million was deleted due to the national economic slowdown.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
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



STATUS: Construction of Berths 5 and 6 to start in FY 2003.

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 1920's. It was last rehabilitated during the 1960's. This project will plan and design the work needed (in a phased approach) to renew 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 funds reconstruction of Berths 5 and 6. Berths 3 and 4 are next.

JUSTIFICATION: Berths 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off, other breakbulk (van packs) and passengers from cruise vessels. 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 other cargo (containers and RoRo) and are too distant from the warehouses and automobile lots. Identified as the highest priority infrastructure needed by the MPA Facilities Plan.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$7.9 million based on actual bids. Construction delayed from FY 2002 to FY 2003 to allow thorough examination of bids.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,344	944	100	300	0	0	0	0	400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,597	10	5,000	14,000	5,587	0	0	0	24,587	0
Total	25,941	954	5,100	14,300	5,587	0	0	0	24,987	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Increase in vessel calls.



STATUS: Several business opportunities face the Port of Baltimore in the near future. This warehouse will accommodate those needs. Construction to start in FY 2004.

PROJECT: Niche Cargo Warehouse, Shed 6B at Dundalk Marine Terminal

DESCRIPTION: To provide covered storage of niche cargoes at MPA terminals, this versatile facility is to be approximately 108,000 square ft, with 30 foot eaves, 1,200 pounds/square ft floor load, and truck and rail access. Location near the berths is necessary to keep labor and operational costs low due to the very competitive nature of the East Coast markets. The warehouse will be located at Lot 600 at Dundalk Marine Terminal.

JUSTIFICATION: Only 29 percent of MPA warehouse area meets "industry standards". Many of the cargo commodities in the MPA's Strategic Plan require covered storage, i.e. breakbulk/machinery, forest products, and some steel and RoRo products. During FY 2002, MPA terminal's forest products increased 27 percent. Additional covered storage space is necessary for continued growth.

SMART GROWTH STATUS:

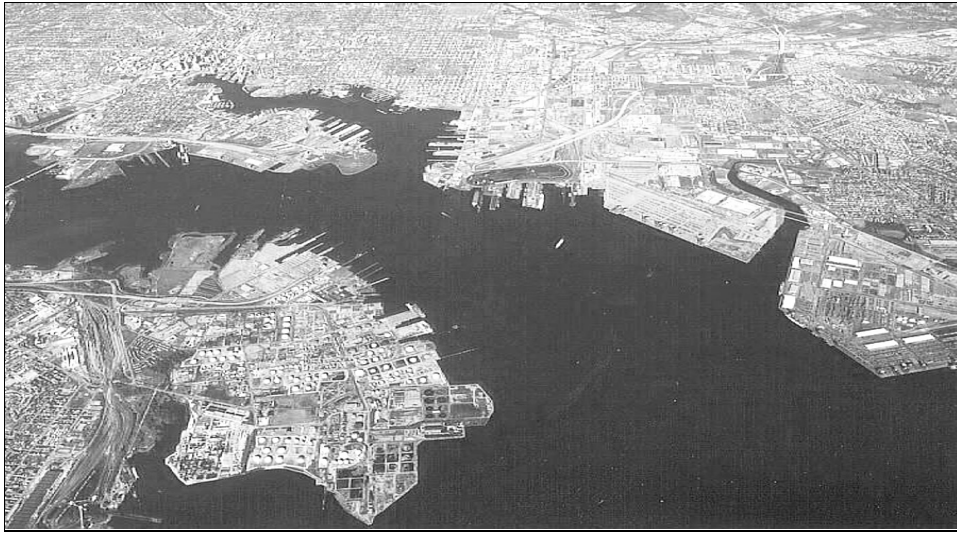
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	7,600	0	0	1,500	6,100	0	0	0	7,600	0
Total	7,600	0	0	1,500	6,100	0	0	0	7,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: This project will remain in the program awaiting funding.

PROJECT: Protective Land Acquisition Program - Phase I

DESCRIPTION: This multi-year program provides for the purchase of property in the immediate vicinity of the port to ensure their availability in future years. It also protects property that might be in threat of development to ensure compatible land-use around the port. Highest priority are sites adjacent to MPA terminals.

JUSTIFICATION: Additional terminal space drives the need for these property acquisitions. Obtaining property adjacent to existing terminals is the most efficient way to expand, because existing berths, cranes, access channels, and other existing infrastructure can be used. The ability to buy land that is an income generating and adjacent to Port (MPA) owned land is rare. The Facilities Plan identifies the need for additional cargo storage space.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost decreased \$1.8 million due to the completion of the purchase of North Locust Point. This program remains \$3.3 million under-funded due to cuts made in January 2002 as part of the national economic slowdown.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	92	42	50	0	0	0	0	0	50	0
Total	92	42	50	0	0	0	0	0	50	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction to begin during FY 2003.

PROJECT: North American Paper Hub - South Locust Point Marine Terminal

DESCRIPTION: Construct two sheds near the berth with rail and truck loading access at South Locust Point Marine Terminal. The large 300,000 square ft warehouse is to have 30 ft eave height and 1,500 pound/square ft floor load. The 100,000 square ft facility is to be a "first point of rest" transit shed. This project will also improve rail capability at the terminal with construction of the additional storage tracks. This project is related to the Fruit Pier Fill which will be used as surcharge to compress and stabilize the subsoil.

JUSTIFICATION: A partnership of world-class northern European paper producers and shippers have consolidated their North American paper imports to one terminal complex. Paper volumes of 550,000 tons are forecast to arrive by both container and breakbulk vessels. During FY 2002, MPA imported more paper than any other port in the north Atlantic region.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Fruit Pier Fill - South Locust Point Marine Terminal -- Line 4

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$9.6 million as funding was restored to original level for the 300,000 square ft shed construction project to move forward. Additional funds were added for site stabilization and to cover the cost of the construction of the "first point of rest" shed.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE 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	25,306	9	8,250	11,047	6,000	0	0	0	25,297	0	0
Total	25,306	9	8,250	11,047	6,000	0	0	0	25,297	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



STATUS: Construction is underway.

PROJECT: Forest Products Warehouse - Lot 5B at Dundalk Marine Terminal

DESCRIPTION: Construct a 108,000 square ft warehouse with truck and rail loading docks, near berth 5 at Dundalk Marine Terminal for Forest Products. This project follows a minor project, which includes utility relocation and surcharge to stabilize the site. The surcharge stays in place for a period of time to compress the subsoil.

JUSTIFICATION: Forest Products have continued to be a success story at the Port of Baltimore. Our customer is eager to get additional covered storage for wood pulp. Forest product tonnage grew 27 percent at MPA terminals in FY 2002. Site stabilization is necessary for the warehouse to support heavy rail cars and large warehouses with floor load ratings of 1,200 pounds per square foot.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	9,769	860	6,464	2,445	0	0	0	0	8,909	0
Total	9,769	860	6,464	2,445	0	0	0	0	8,909	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

OPERATING COST IMPACT: Operating cost recovered through tenant lease agreement.



STATUS: Construction to begin in FY 2004.

PROJECT: Terminal Access Security - Dundalk Marine Terminal Gate

DESCRIPTION: Build a new state-of-the-art cargo gate that manages and controls all incoming and outgoing trucks and cargo traffic. The gate will consolidate security, container processing, and inspection functions at a single point. When a truck enters and leaves the terminal, the driver will be identified, the container will be checked for damage and tampering, and manifest numbers will be verified. In addition, surveillance cameras will take a picture of every driver and truck (including license plate) entering and exiting the checkpoint.

JUSTIFICATION: There is not a centralized security checkpoint for truckers entering or exiting the Dundalk terminal. The inbound gate is manned by a clerk whose primary function is to provide directions to truckers not familiar with the facility. When exiting the terminal, the gate clerk confirms that the truck is hauling the container stated on the trailer interchange report or pass and that the documents have the appropriate authorizing signatures. Unsecured access to the terminal area increases the possibility of illegal and hazardous goods being exchanged.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Dundalk Marine Terminal Truck and Rail Circulation Improvement -- Line 14

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Construction Program. Federal funding provided by the U.S. Department of Transportation Port Security Grant for critical national seaports.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	4,863	0	0	1,981	2,882	0	0	0	4,863	0
Total	4,863	0	0	1,981	2,882	0	0	0	4,863	0
Federal-Aid	3,263	0	0	1,325	1,938	0	0	0	3,263	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	Federal	3,263

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior</u>		
	<u>All Terminals</u>		
1	Pavement Marking (1705)	58	Complete
2	Emergency Preparedness (1734)	35	Complete
3	Portwide Paving (1704)	3,005	Complete
4	Berth Substructure Repairs All Terminal (1716)	1,667	Underway
5	Agency Wide Tenant Alteration II (1728)	201	Underway
6	Agency Wide Tenant Alteration - III (1731)	3,043	Underway
7	Crane Painting and Repair (1732)	401	Underway
8	Underwater Structure Inspection (1722)	295	Underway
9	Cargo Handling Equipment - RTG (3003)	3,500	Underway
10	Paving Repairs (1703)	1,410	Underway
11	Marylynn Electrical (1727)	110	Spring, 2003
	<u>Dundalk Marine Terminal</u>		
12	Perimeter Security System (1031)	586	Complete
13	Retrofit M&R Building (1038)	372	Complete
14	Shed 11 and 12 Roofs (1012)	1,315	Complete
15	Shed 6 Lighting (1021)	100	Complete
16	Emergency Crane Repair - #9 (1060)	22	Complete
17	Communication Replacement (1034)	1,021	Underway
18	Slope Protection Colgate Creek (1023)	327	Underway
19	Operations and Maintenance (1011)	464	Underway
20	Demolition of Airport Tower and B1 (1035)	700	Spring, 2003
21	Building 7/Paint Maintenance Building (1022)	1,700	Spring, 2003
22	High Mast Lighting - Phase II (1051)	1,200	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Environmental</u>		
23	Leachate Management - Hawkins Point (1105)	1,404	Underway
24	15th St Storm Drain Cleaning (1103)	245	Underway
25	Chrome Ore Removal (1102)	600	Underway
26	Ground Water Treatment (1104)	250	Underway
27	Hawkins Point Operations and Maintenance (1707)	250	Underway
	<u>Facilities and Equipment</u>		
28	Crane Elevator Rehabilitation (3012)	39	Complete
29	Diesel Fuel Monitoring System (3014)	23	Complete
30	Emergency Crane Repair (3018)	52	Complete
31	Emergency Door Repair - Shed 201A (3021)	13	Complete
32	Truck Scale Repair - Seagirt Marine Terminal (3016)	40	Complete
33	Crane Maintenance Building Refurbishing (3011)	71	Complete
34	Boom Truck (3009)	172	Complete
35	Crane Electrical Rehabilitation - Cranes 5 & 11 (3013)	400	Underway
36	Snow Removal Equipment (3010)	85	Underway
37	Vacum Sweeper Truck (3200)	326	Underway
38	Crane Service Equipment Truck (3017)	120	Underway
39	Railroad Crane Inspection and Construction (3106)	121	Underway
40	Crane Dept Fork Lift (3026)	125	Spring, 2003
41	Fenders (3020)	180	Spring, 2003
42	Rehabilitation of Trolley Rails - Seagirt Marine Terminal Cranes (3025)	60	Spring, 2003
43	Replacement Festons - Dundalk Marine Terminal Cranes (3024)	120	Spring, 2003
44	RTG Spreader Trailers (3023)	150	Spring, 2003
45	Rubber Tire Front End Loaders (3022)	130	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Masonville Auto Terminal</u>		
46	Fairfield Pier Strengthening (1718)	1,794	Underway
47	Fairfield Mooring Dolphin (1720)	652	Underway
48	Kurt Iron Environmental Phase I (Formerly Fairfield Auto) (1210)	3,218	Underway
49	Kurt Iron Clean-up and Capping (1719)	5,377	Spring, 2003
	<u>North Locust Point</u>		
50	Pier 3 Shed Lighting Upgrade (1804)	125	Complete
51	Record Rention Building (formerly Shed 4/5 Re-roof) (1806)	193	Spring, 2003
	<u>Open-Ended Consulting</u>		
52	Open Ended Consultant - Facility Survey (1214)	91	Complete
53	Open Ended Consulting Crane Building - JMT (1209)	167	Complete
54	STV Moffatt and Nichol Design (1217)	2,848	Complete
55	Open Ended Misc Engineeing Services (1218)	794	Complete
56	Claims Analysis (1213)	55	Underway
57	Open Ended Consulting - Facilities (1219)	2,129	Underway
58	Portwide Engineering I (1220)	2,165	Underway
59	Portwide Engineering II (1221)	2,000	Underway
60	Miscellaneous Survey I (1224)	200	Underway
61	Miscellaneous Survey II (1225)	200	Underway
62	Portwide Engineering III (1222)	1,000	Spring, 2003
63	Portwide Engineering IV (1223)	1,000	Spring, 2003
64	Open Ended Engingeering - Small Procurement (1227)	600	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>Port - Wide</u>		
65	Anne Arundel County Fireboat Grant (3123)	100	Complete
66	Purchase of Ground Rents (3121)	126	Complete
67	TOW Construction grant (3120)	120	Complete
68	Cruise Analysis (3118)	104	Underway
69	Open Ended Studies - Planning (3112)	805	Underway
	<u>Seagirt Marine Terminal</u>		
70	Seagirt Paving (1300)	288	Complete
71	Signage DMT/SMT (1301)	285	Complete
72	Crane 3 Trolley Rails (1317)	199	Underway
73	Canopy (1312)	320	Spring, 2003
	<u>South Locust Point</u>		
74	Shed - New Ventilation and Lighting (1604)	951	Underway
	<u>World Trade Center</u>		
75	Agency Wide Tenant Alternations (1517)	197	Complete
76	ADA Improvements (1510)	1	Complete
77	Emergency Power and Fire Alarm (1505)	1,537	Complete
78	Expansion Joints (1519)	400	Complete
79	Fire/Life Safety Code - Elevator Enhancements (1514)	4,282	Underway
80	Capital Improvements (1520)	92	Underway
81	Building Security (1524)	1,303	Underway
82	HVAC (1511)	3,549	Underway
83	Tenant Renovation - Meridian (3107)	2,812	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004</u>		
	<u>All Terminals</u>		
84	Berth Substructure Repair (1730)	200	Summer, 2003
85	Cargo Handling Equipment - RTG (3003)	509	Summer, 2003
86	Comprehensive Facility Inspection (1724)	500	Summer, 2003
87	Paving Repair (1706)	2,740	Summer, 2003
	<u>Dundalk Marine Terminal</u>		
88	Operations and Maintenance (1011)	500	Summer, 2003
89	Demolition - Sheds 3A and 3B (1032)	2,800	Fall, 2003
90	Salt Dome Lot 99 (1050)	215	Fall, 2003
91	Water Tower Demolition (1048)	250	Spring, 2004
	<u>Environmental</u>		
92	15th St Storm Drain Cleaning (1103)	145	Summer, 2003
93	Chrome Ore Removal (1102)	400	Summer, 2003
94	Ground Water Treatment (1104)	500	Summer, 2003
95	Hawkins Point Operations and Maintenance (1707)	250	Summer, 2003
	<u>Facilities and Equipment</u>		
96	Railroad Crane Inspection and Construction (3106)	141	Summer, 2003
	<u>Masonville Auto Terminal</u>		
97	Fairfield Sheet Piling Repair (1741)	1,200	Summer, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>Open-Ended Consulting</u>		
98	Job Order Contracting (1215)	250	Summer, 2003
99	Construction Management Inspection (1226)	2,000	Spring, 2004
	<u>World Trade Center</u>		
100	Fire Pumps and Domestic Water Systems (1509)	2,608	Summer, 2003
101	Miscellaneous Tenant Renovation (1529)	300	Summer, 2003
102	Plaza Security (1521)	110	Summer, 2003
103	Traffic Barrier (1528)	400	Fall, 2003
104	Waterside Security (1526)	950	Spring, 2004



STATUS: The Army Corp of Engineers deferred making a decision until FY 2004.

PROJECT: C&D Canal Deepening

DESCRIPTION: Detailed planning by the USACE has been deferred until at least FY 2004. The MPA and Corp of Engineers will continually monitor vessel traffic and Canal usage patterns. Existing funding is for ongoing analysis and studies.

JUSTIFICATION: Modifications to the C&D Canal are necessary to allow passage of larger vessels requiring deeper drafts. The C&D Canal is the shortest route with fastest transit times to Baltimore for vessels coming from or going north.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☒ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: \$265,000 removed from the six year program pending Army Corp of Engineers decision.

<u>POTENTIAL FUNDING SOURCE:</u>					<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2002	2003	2004	.....2005.....	.....2006.....	.....2007.....	.....2008.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,983	1,772	57	154	0	0	0	0	211	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	1,983	1,772	57	154	0	0	0	0	211	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5500, 5501



STATUS: Feasibility studies are underway.

PROJECT: Dredge Material Disposal and Management Program

DESCRIPTION: Conduct 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 sand and 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 or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

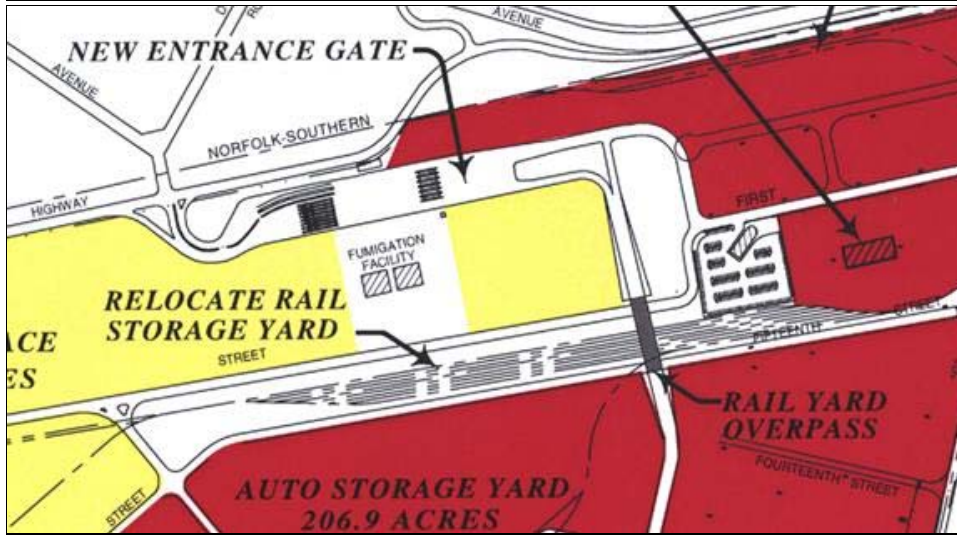
ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The Dredge Material Management Act of 2001 phases out open water placement of dredge material and establishes a preference for beneficial and innovative uses. This shift in emphasis required additional dredged material placement feasibility studies.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	23,865	10,442	5,578	4,773	1,784	413	430	445	13,423	0
Engineering	18,432	7,641	1,945	2,880	2,021	1,985	970	990	10,791	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	42,297	18,083	7,523	7,653	3,805	2,398	1,400	1,435	24,214	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5100, 5200, 5216, 5217, 5219, 5220, 5223, 5224, 5225,
5226, 5227, 5400, 5401, 5402, 5404



STATUS: Project design will begin in FY 2003.

PROJECT: Dundalk Marine Terminal Truck & Rail Circulation Improvements

DESCRIPTION: Facility Plan project to improve the truck and rail circulation at Dundalk Marine Terminal. The project has many phases: Rail Overpass Construction will provide grade separation to reduce congestion and to improved efficiency and safety; new truck entrance gate to combine three separate gates for more efficient use of space for cargo storage; relocate the rail storage yard and improves rail turn radii to prevent derailling of modern (longer) rail cars. Provide Auto railroad siding in Lot 1800 and demolish the outdated 6th Street rail yard.

JUSTIFICATION: DMT's truck and rail patterns have evolved and grown over the years and have become outdated, ineffective, and obstructive and limit cargo growth. Circulation (auto, truck and rail) needs to be overhauled to meet the needs of today's larger rail cars and to align with new and future warehouses. Existing rail turns are too tight and restrictive; the 6th Street rail storage yard and the other smaller railroad yards are too short and obstruct circulation and cargo storage. We can not create more land at Dundalk Marine Terminal, but by reducing the number of roads, gates and inefficient rail lines we can make much better use of existing acreage.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☒ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Terminal Access Security - Dundalk Marine Terminal Gate -- Line 10

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	0	50	50	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	100	0	50	50	0	0	0	0	100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	168.8	167.5	205.4	164.0	119.4	40.3	865.4
System Preservation Minor Projects	56.0	69.0	68.0	39.9	19.3	49.3	301.5
<u>Development & Evaluation Program</u>	<u>12.2</u>	<u>13.2</u>	<u>2.7</u>	<u>0.6</u>	<u>-</u>	<u>-</u>	<u>28.7</u>
SUBTOTAL	237.0	249.7	276.1	204.5	138.7	89.6	1,195.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>5.2</u>	<u>5.4</u>	<u>5.5</u>	<u>5.8</u>	<u>6.0</u>	<u>4.9</u>	<u>32.8</u>
TOTAL	242.2	255.1	281.6	210.3	144.7	94.5	1,228.4
Special Funds *	91.8	106.8	110.2	79.7	48.1	35.2	471.8
Federal Funds	147.3	147.7	170.8	130.1	96.0	58.5	750.4
Other Funding **	3.1	0.6	0.6	0.5	0.6	0.8	6.2

* Includes local share reimbursement to the State by non-profit organization grant recipients, and local jurisdiction contributions to the Central Line Light Rail System.

** Other funding includes Maryland Transportation Authority (MdTA) bond financing and local share of Maglev Rail System Study. These funds are included in the total.



STATUS: Revenue service began December 2001. Close out tasks underway.

PROJECT: MARC Frederick Extension

DESCRIPTION: Newly constructed 13.5 mile service from Point of Rocks to City of Frederick, including downtown Frederick and suburban stations. This service extension connects to the Brunswick Line providing access to Washington, D.C.

JUSTIFICATION: This extension helps to meet travel demands in 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. The Monocacy station provides free parking and highway access.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Point of Rocks MARC Station Parking Expansion -- Line 10

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Remaining tasks scheduled to avoid any disruption to revenue service.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	4,050	2,920	500	630	0	0	0	0	1,130	0
Right-of-way	6,216	6,016	0	200	0	0	0	0	200	0
Construction	45,148	38,136	400	706	3,630	2,276	0	0	7,012	0
Total	56,090	47,748	900	1,536	3,630	2,276	0	0	8,342	0
Federal-Aid	44,815	37,949	816	1,241	2,957	1,852	0	0	6,866	0

USAGE: Approximately 300 patrons per day use the MARC Frederick Extension.

OPERATING COST IMPACT: Approximately \$2.3 million per year.



STATUS: All 50 cars have been conditionally accepted and are in revenue service. Final acceptance testing anticipated during FY 2003. Project complete.

PROJECT: MARC Bi-Level Coach Purchase

DESCRIPTION: Purchase 50 bi-level coaches to replace existing vehicles and to expand service.

JUSTIFICATION: Additional coaches are necessary to meet ridership growth and service expansion as well as to increase reliability and safety.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MARC Electric Locomotive Purchase -- Line 3

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Negotiated project close-out resulted in budget savings of approximately \$1.0 million.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	862	862	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	90,567	87,929	1,638	1,000	0	0	0	0	2,638	0
Total	91,429	88,791	1,638	1,000	0	0	0	0	2,638	0
Federal-Aid	71,854	68,813	1,859	1,182	0	0	0	0	3,041	0

USAGE: In FY 2002, MARC experienced 24,000 daily boardings. A 3% average annual growth is estimated.

OPERATING COST IMPACT: Approximately \$1.0 million per year.



STATUS: Revenue service anticipated to begin during budget year. Close-out tasks underway.

PROJECT: MARC Electric Locomotive Purchase

DESCRIPTION: Purchase six new electric locomotives for operation on the Penn Line.

JUSTIFICATION: Electric locomotives will provide faster acceleration to be compatible with Amtrak Northeast Corridor operation.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MARC Bi-Level Coach Purchase -- Line 2

SIGNIFICANT CHANGE FROM FY 2002 - 07 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		
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2002	2003	2004	.....2005.....	.....2006.....	.....2007.....	.....2008.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	113	113	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,867	39,082	2,991	1,000	794	500	500	0	5,785	0
Total	44,980	39,195	2,991	1,000	794	500	500	0	5,785	0
Federal-Aid	35,827	31,327	2,327	778	617	389	389	0	4,500	0

USAGE: In FY 2002, MARC experienced 24,000 daily boardings. A 3% average annual growth is estimated.

OPERATING COST IMPACT: Approximately \$2.0 million per year.



STATUS: Planning and engineering underway for MARC Maintenance Facility and Washington Mid-Day Storage. Estimates do not include costs for construction of the MARC Maintenance Facility.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$1.5 million due to ongoing discussion with Amtrak for the Washington Mid-Day Storage.

PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Current funding supports planning, environmental documentation, design and property acquisition of major maintenance, layover, and storage facilities, a Penn-Camden Connection and a mid-day storage facility near Washington Union Station.

JUSTIFICATION: This project will provide critically needed storage and maintenance facilities for the MARC fleet. The connection via the Camden Line will provide access to a new maintenance and storage facility in Southwestern Baltimore City. The Washington mid-day storage facility will reduce interference with Amtrak operations in Washington.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	BALANCE TO COMPLETE
Planning	4,133	4,060	73	0	0	0	0	0	73
Engineering	6,025	2,355	424	500	1,100	800	846	0	3,670
Right-of-way	12,850	6,848	1,470	0	1,511	1,511	1,510	0	6,002
Construction	30,971	37	0	2,202	10,000	9,000	9,732	0	30,934
Total	53,979	13,300	1,967	2,702	12,611	11,311	12,088	0	40,679
Federal-Aid	39,155	4,985	2,157	2,229	10,438	9,358	9,988	0	34,170



STATUS: Retrofit and testing of vehicles complete. Installation of safety brochure seat pouches underway.

PROJECT: MARC Coach Modifications

DESCRIPTION: Retrofit the vestibule area of MARC II cars, adding a door release handle. Convert all accessible windows into emergency exits. Improve signs for emergency exits and procedures.

JUSTIFICATION: MTA is implementing several safety initiatives to modify MARC coaches to improve the ability of passengers and crew to exit coaches in the event of an accident.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	6,596	6,051	201	344	0	0	0	0	545	0
Total	6,596	6,051	201	344	0	0	0	0	545	0
Federal-Aid	5,354	5,354	0	0	0	0	0	0	0	0



STATUS: Phase I Construction for station relocation to be completed during FY 2003. Preliminary Engineering and environmental work for the Transit Center (Phase II) is underway. Phase II is being managed by Montgomery County for MTA, with final design and construction to be completed by a joint developer through WMATA.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Phase II delayed due to design issues under discussion between Montgomery County and WMATA developer.

PROJECT: Silver Spring Transit Center and MARC Station Relocation

DESCRIPTION: This is a two-phase project to provide a fully integrated transit center at the Silver Spring Metrorail Station. The first phase involved relocation of the MARC Station, and included new platforms, a pedestrian bridge over the tracks and a temporary building for the ticket agent. Phase II includes the construction of a facility to house bus bays for Metrobus and Ride On, an intercity bus facility, a taxi queue area, kiss and ride parking and a MARC ticketing office. Provision is also made for a future Purple Line Station and hiker/bike trail.

JUSTIFICATION: Consolidating transit services at a single location in Silver Spring will increase their efficiency and ease of use. The project will support the ongoing revitalization of downtown Silver Spring.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Purple Line Study -- Line 46

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	997	997	0	0	0	0	0	0	0	0
Engineering	4,613	1,871	500	1,000	1,242	0	0	0	2,742	0
Right-of-way	2,094	590	4	0	1,500	0	0	0	1,504	0
Construction	34,083	3,324	3,453	0	2,069	10,000	15,237	0	30,759	0
Total	41,787	6,782	3,957	1,000	4,811	10,000	15,237	0	35,005	0
Federal-Aid	27,535	5,315	3,140	801	3,137	6,000	9,142	0	22,220	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S3-NS	3,470



STATUS: Construction of surface parking (Phase I) is underway. Preliminary engineering for Phase II is underway.

PROJECT: Halethorpe MARC Station Parking Improvements

DESCRIPTION: Phase I of the project will provide an additional 428 surface parking spaces at the Halethorpe MARC Station. Phase II includes installation of high level platforms, a pedestrian bridge, new shelters, improved handicapped accessibility, lighting and streetscaping.

JUSTIFICATION: Insufficient parking at this station results in commuters parking along US 1 and within adjacent residential communities. Platform and access improvements will improve service for riders and reduce boarding times.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 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 ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	289	289	0	0	0	0	0	0	0	0
Engineering	991	124	444	423	0	0	0	0	867	0
Right-of-way	1,318	1,318	0	0	0	0	0	0	0	0
Construction	5,700	304	1,951	1,327	2,118	0	0	0	5,396	0
Total	8,298	2,035	2,395	1,750	2,118	0	0	0	6,263	0
Federal-Aid	5,584	569	1,919	1,402	1,694	0	0	0	5,015	0

USAGE: An average of 797 patrons used the Halethorpe MARC Station in FY 2002.



STATUS: Project is complete.

PROJECT: Laurel MARC Station Improvements

DESCRIPTION: Construct an additional 200 parking spaces at the Laurel MARC Station.

JUSTIFICATION: Additional spaces are needed for parking expansion to accommodate increasing ridership. This project supports community revitalization due to the station's proximity to the downtown area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

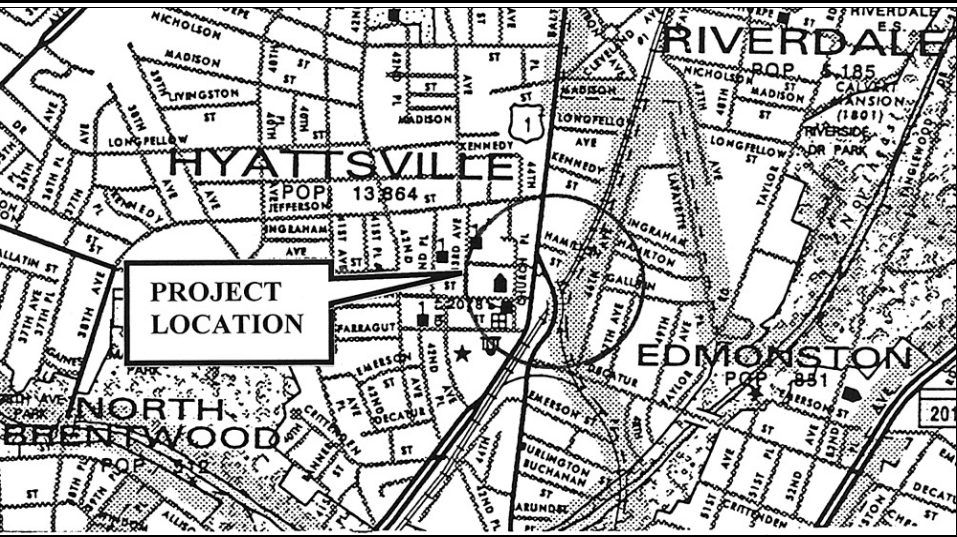
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Savings of \$2.5 million due to favorable bids and reduction in 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 ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	191	191	0	0	0	0	0	0	0	0
Engineering	310	310	0	0	0	0	0	0	0	0
Right-of-way	1,850	1,786	64	0	0	0	0	0	64	0
Construction	1,506	110	1,396	0	0	0	0	0	1,396	0
Total	3,857	2,397	1,460	0	0	0	0	0	1,460	0
Federal-Aid	3,086	1,868	1,218	0	0	0	0	0	1,218	0

USAGE: In FY 2002, Laurel experienced 453 daily boardings. A 3% average annual growth is estimated.

OPERATING COST IMPACT: No additional cost to the MTA's operating budget.



STATUS: Design on hold.

PROJECT: Hyattsville MARC Station - New Station Site

DESCRIPTION: Design and construct new MARC station in Hyattsville on the Camden Line.

JUSTIFICATION: New Station will improve access to the MARC Camden Line service from Hyattsville and Edmonston.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Delayed from FY 2003 to FY 2005 as design is on hold due to CSX concerns about impacts on freight railroad operations.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	128	128	0	0	0	0	0	0	0	0
Engineering	165	6	0	0	159	0	0	0	159	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,792	0	0	0	526	633	633	0	1,792	0
Total	2,085	134	0	0	685	633	633	0	1,951	0
Federal-Aid	1,662	97	0	0	553	506	506	0	1,565	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2005	S9-MRC	1,565

USAGE: In FY 2002, MARC experienced 24,000 daily boardings. A 3% average annual growth is estimated.

OPERATING COST IMPACT: Approximately \$1,000 per year.



STATUS: Project Planning underway. Final Engineering to begin during FY 2004. Construction to begin during FY 2005.

PROJECT: Point of Rocks MARC Station Parking Expansion

DESCRIPTION: Construct 150 - 250 additional parking spaces at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.

JUSTIFICATION: Parking demand regularly exceeds the existing 276 space lot. Currently, patrons are parking in the adjacent community.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
 MARC Frederick Extension -- Line 1

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction delayed from FY 2003 to FY 2005 to address environmental issues.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	448	438	10	0	0	0	0	0	10	0
Engineering	169	89	0	80	0	0	0	0	80	0
Right-of-way	502	2	0	500	0	0	0	0	500	0
Construction	2,240	0	0	0	1,120	1,120	0	0	2,240	0
Total	3,359	529	10	580	1,120	1,120	0	0	2,830	0
Federal-Aid	2,605	418	8	449	868	862	0	0	2,187	0



STATUS: Construction underway and will be completed by the end of FY 2003.

PROJECT: Maryland-Delaware Railroad Rehabilitation & Improvements

DESCRIPTION: Improve drainage, install ties, replace and tamp ballast subgrade on the 9.3 mile segment between Massey and Townsend and the 16 mile segment between Hurlock and Seaford to enable the rail infrastructure to support new 315,000 lb freight cars.

JUSTIFICATION: Will restore the integrity of the track bed and ensure safe passage of trains with anticipated heavier freight cars.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Anticipate completion of construction work in FY 2003.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24	24	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,146	1,347	5,799	0	0	0	0	0	5,799	0
Total	7,170	1,371	5,799	0	0	0	0	0	5,799	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Ongoing evaluation of bridges in conformance with State of Maryland Rail Policy. Construction on 21 bridges underway.

PROJECT: Freight Bridge Rehabilitation

DESCRIPTION: Funding source for the rehabilitation of freight bridges throughout the State for FY 03 through FY 08. The bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific axle load requirements and economic need and necessity.

JUSTIFICATION: A structural inspection of freight bridges throughout the State indicates a need for rehabilitation to maintain 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 or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$2.3 million based on most recent recommendations from ongoing inspections and the addition of FY 2008.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	328	328	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,129	870	2,900	859	750	750	500	500	6,259	0
Total	7,457	1,198	2,900	859	750	750	500	500	6,259	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: The operating railroads, under the project management of SHA, will complete two crossings on the Maryland & Delaware Railroad and one on the Western Maryland Scenic Railroad during FY 2003.

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State. Funding is provided for FY 2004 through FY 2008 for crossings to be identified on a priority basis. Three crossings are slated to be rehabilitated in FY 2003. The first is MD 313 at Barclay in Queen Anne's County; the second is the solo crossing at Federalsburg in Caroline County; and the third is Cash Valley Road on the Western Maryland Scenic Railroad in Allegany County.

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

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,178	443	450	450	450	450	450	485	2,735	0
Total	3,178	443	450	450	450	450	450	485	2,735	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Negotiations for right of entry agreement and property acquisition are underway.

PROJECT: Cold Spring Light Rail Station Park and Ride

DESCRIPTION: Construct a new 300-space park and ride facility at the existing Cold Spring Light Rail Station. The station currently has no parking.

JUSTIFICATION: New parking will increase ridership by providing convenient access to the system.

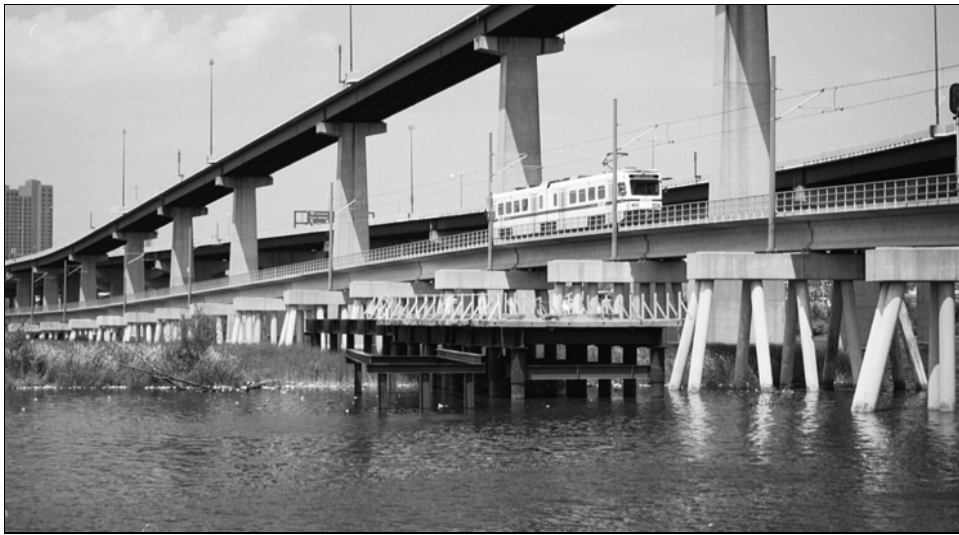
SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction funding delayed from FY 2004 to FY 2005 until right-of-way negotiations are completed.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	BALANCE TO COMPLETE
Planning	541	402	0	139	0	0	0	0	139 0
Engineering	550	449	59	42	0	0	0	0	101 0
Right-of-way	1,000	21	0	979	0	0	0	0	979 0
Construction	5,000	0	0	0	996	1,500	1,004	1,500	5,000 0
Total	7,091	872	59	1,160	996	1,500	1,004	1,500	6,219 0
Federal-Aid	533	486	47	0	0	0	0	0	47 0



STATUS: Construction of Kroman Street and Middle Branch bridges underway. Procurement contracts underway. Other civil and systems contracts are scheduled to begin construction during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

PROJECT: Light Rail Double Track

DESCRIPTION: Project will add a second track to the existing single track sections between Warren Road Station and Cromwell Station. Approximately 9.4 miles will be upgraded to two tracks. Add new boarding platforms for the second track at Mt. Washington, Baltimore Highlands, Linthicum and Cromwell stations.

JUSTIFICATION: Installation of double track on eight sections will enhance operations flexibility for improved service by eliminating train meets and delays at single track sections. The double track will also allow the opportunity to perform maintenance during revenue hours. The result of the double tracking will be improved service and increased ridership.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Cab Code Signaling for Phase II Extensions -- Line 16
 Light Rail Cromwell Maintenance and Layover Facility -- Line 17
 Light Rail Safety Upgrades -- Line 18
 Light Rail Control -- Line 19

<u>POTENTIAL FUNDING SOURCE:</u>					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	7,833	7,820	13	0	0	0	0	0	13	0
Engineering	12,045	11,462	583	0	0	0	0	0	583	0
Right-of-way	1,370	143	988	239	0	0	0	0	1,227	0
Construction	132,412	2,064	26,416	31,761	33,205	23,612	15,354	0	130,348	0
Total	153,660	21,489	28,000	32,000	33,205	23,612	15,354	0	132,171	0
Federal-Aid	122,928	14,090	24,138	26,241	26,893	19,129	12,437	0	108,838	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S3-NS-LR	18,000
CO	2004	S3-NS-LR	40,000
CO	2005	S3-NS-LR	40,507



STATUS: Final Engineering complete. Construction underway.

PROJECT: Light Rail Cab Code Signaling for Phase II Extensions

DESCRIPTION: Install a cab code signal system in the Light Rail Line's Phase II Extensions.

JUSTIFICATION: The Light Rail Double Track project includes replacement of the signal system from a two block system to a cab code operation. This project extends the cab code system to Hunt Valley, Penn Station and BWI Airport. Overall system safety is dependent on the signal system. Having a single system for the entire line will provide consistency and increase safety.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track -- Line 15
 Light Rail Cromwell Maintenance and Layover Facility, Phase II -- Line 17
 Light Rail Control -- Line 19

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	225	175	50	0	0	0	0	0	50	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,875	132	650	4,093	3,000	2,000	0	0	9,743	0
Total	10,100	307	700	4,093	3,000	2,000	0	0	9,793	0
Federal-Aid	1,828	227	0	0	0	1,601	0	0	1,601	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2006	S9-MTA	1,601



STATUS: Project completion underway. Construction in final stages and occupancy is scheduled for FY 2003.

PROJECT: Light Rail Cromwell Maintenance and Layover Facility, Phase II

DESCRIPTION: Construct a Light Rail storage, maintenance, repair and vehicle washing facility adjacent to the Cromwell Light Rail Station.

JUSTIFICATION: Scheduled five and ten-year major vehicle overhauls exceed the capacity of the North Avenue Light Rail Facility. An additional facility is being built to ensure adequate maintenance for safe and reliable service. The facility is also needed to maintain operation during the Double Track Project.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: Light Rail Double Track -- Line 15
 Light Rail Cab Code Signaling for Phase II Extensions -- Line 16

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Due to favorable conditions more construction was completed in FY 2002 than previously estimated.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,405	1,312	93	0	0	0	0	0	93	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,433	25,132	1,994	1,307	0	0	0	0	3,301	0
Total	29,838	26,444	2,087	1,307	0	0	0	0	3,394	0
Federal-Aid	22,137	20,721	833	583	0	0	0	0	1,416	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MTA	323
CO	2004	S9-MTA	246



STATUS: Construction of recommended improvements for bridge safety walk and railings for Kroman Street and Middle Branch bridges underway.

PROJECT: Light Rail Safety Upgrades

DESCRIPTION: Various upgrades for safety, communications and track operations including safety walks, railings, and guardrails on bridges; electrical substation enhancements; display information on status of overhead wires and fiber optic network; fiber optic drops at stations and minor flash modifications.

JUSTIFICATION: Improve safety, communications, operations and system reliability of the Light Rail line.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track-- Line 15

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Advance cash flows from FY 2006 and FY 2007 to reflect on-going construction.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	22	300	278	0	0	0	0	578	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	150	1,722	2,125	1,003	0	0	5,000	0
Total	5,600	22	450	2,000	2,125	1,003	0	0	5,578	0
Federal-Aid	2,908	0	240	68	1,700	900	0	0	2,908	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2005	S9-MTA	2,600



STATUS: Modifications to control center underway.

PROJECT: Light Rail Control

DESCRIPTION: Purchase and install computerized communications, train control and locator system at North Avenue Light Rail Facility.

JUSTIFICATION: This facility improves overall vehicle control and provides optimum safe operation of trains. In addition, the computerized system provides the ability to manage trains on a consistent schedule and level of service during extreme weather, high volume and special events. The system also monitors grade crossings.

SMART GROWTH STATUS:

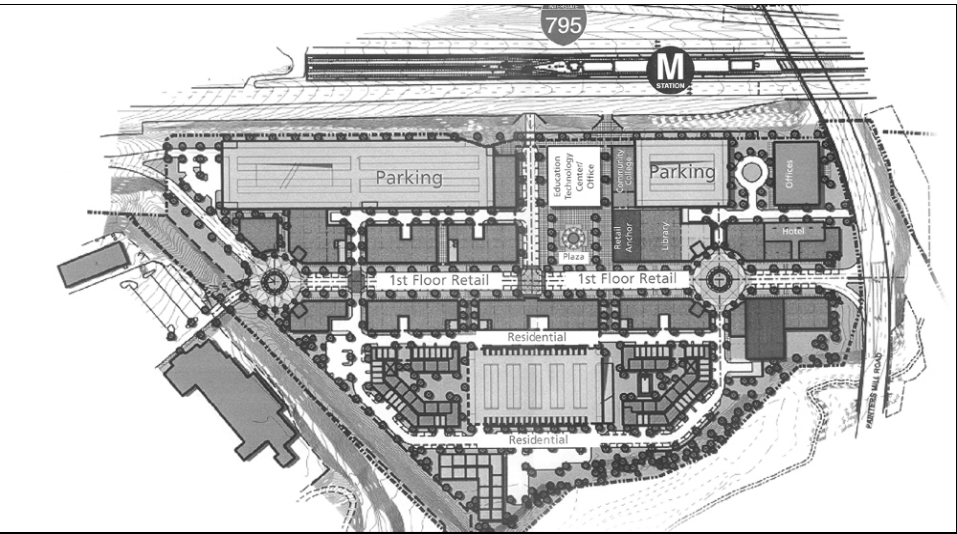
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track -- Line 15
 Light Rail Cab Control Signaling for Phase II Extensions -- Line 16

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	853	853	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,107	7,171	520	216	200	0	0	0	936	0
Total	8,960	8,024	520	216	200	0	0	0	936	0
Federal-Aid	6,300	5,467	463	185	185	0	0	0	833	0



STATUS: The Master Development Agreement has been drafted, and conceptual designs for the garage and infrastructure are underway.

PROJECT: Owings Mills Joint Development

DESCRIPTION: Master plan and site infrastructure for joint development of a 33 acre parking lot at Owings Mills Metro Station. Site infrastructure includes a replacement parking structure and utilities.

JUSTIFICATION: This project will provide 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 and will generate additional non-fare revenue.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Infrastructure construction anticipated to begin in FY 2004.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	826	226	500	100	0	0	0	0	600	0
Engineering	1,200	0	0	900	300	0	0	0	1,200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,400	0	0	3,500	6,450	3,450	0	0	13,400	0
Total	15,426	226	500	4,500	6,750	3,450	0	0	15,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

In addition to the above MTA funding, Baltimore County is contributing \$13.1 million for the parking structure and infrastructure capital costs.

0057



STATUS: Escalator work is proceeding.

PROJECT: Metro Escalator Rehabilitation

DESCRIPTION: The escalators (81) in the Metro system will be rehabilitated and upgraded. Station entrance canopies will be modified or new canopies will be installed. Additional enhancements include snowmelt equipment and a remote monitoring system.

JUSTIFICATION: Escalator components have deteriorated due to age and weather requiring rehabilitation for continued reliable and safe service.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Agencywide Elevator Rehabilitation -- Line 22

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cash flows adjusted to reflect on-going construction.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,595	1,595	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	52,749	15,900	11,840	8,306	7,266	6,120	3,317	0	36,849	0
Total	54,344	17,495	11,840	8,306	7,266	6,120	3,317	0	36,849	0
Federal-Aid	41,097	10,995	9,665	6,804	5,937	4,982	2,714	0	30,102	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MTA	2,820
CO	2003	S3-FG	2,773
CO	2004	S9-MTA	4,697
CO	2004	S3-FG	2,100
CO	2005	S9-MTA	5,832
CO	2006	S9-MTA	5,475
CO	2007	S3-FG	2,020



STATUS: Construction underway. Reisterstown Plaza elevators complete. Shot Tower elevators are underway.

PROJECT: Agencywide Elevator Rehabilitation

DESCRIPTION: Upgrade 33 elevators throughout MTA's facilities to meet current operating, safety and ADA standards. This rehabilitation will bring the units into compliance with various safety codes, improve the appearance of the equipment, stop water infiltration, and restore or upgrade machinery and controls.

JUSTIFICATION: Deterioration of these elevators has impacted reliability and patron service. The elevators are experiencing declining reliability and exhibit signs of wear and tear, corrosion, and water damage. In addition, certain items must be brought up to ADA compliance.

SMART GROWTH STATUS:

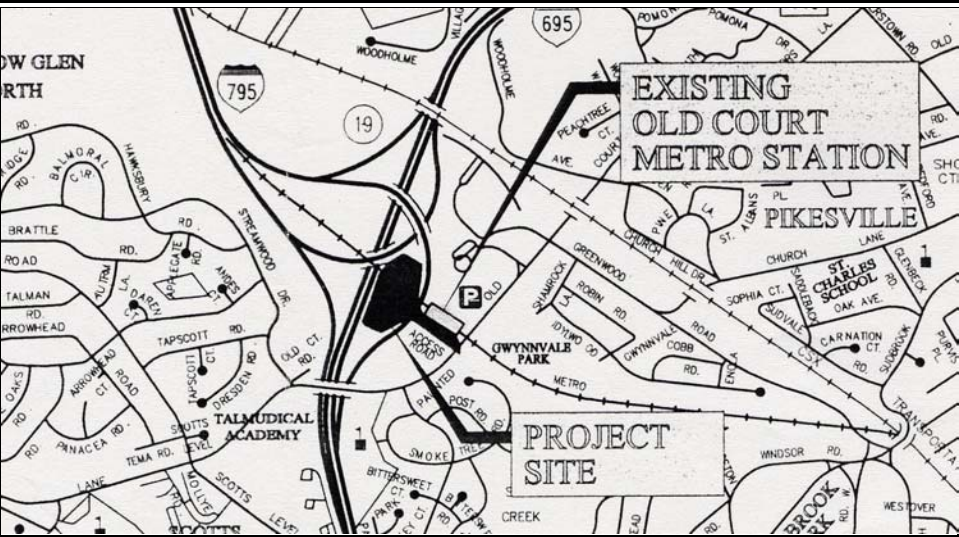
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metro Escalator Rehabilitation -- Line 21

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cash flows adjusted to reflect on-going construction.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	428	428	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,822	605	2,500	2,500	2,217	0	0	0	7,217	0
Total	8,250	1,033	2,500	2,500	2,217	0	0	0	7,217	0
Federal-Aid	6,600	639	2,065	2,056	1,840	0	0	0	5,961	0



STATUS: Final Engineering underway.

PROJECT: Metro Facilities Maintenance Building

DESCRIPTION: Construct a new Maintenance facility for Maintenance-of-Way (MOW) near the Old Court Metro Station. The primary building will house specialized equipment shops, a loading/storage area, and a track spur for rail vehicle maintenance. Two other one-story structures will be constructed for storage of large and seasonal equipment and heavy materials.

JUSTIFICATION: The Metro Facilities Maintenance Department is currently operating from a number of open air sites and substandard facilities along the Metro line. Greater efficiency, productivity and safety will result from having a centralized location.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project deferred one year due to national economic slowdown.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	129	129	0	0	0	0	0	0	0	0	
Engineering	1,101	1,071	30	0	0	0	0	0	30	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	11,789	0	0	0	10,150	1,639	0	0	11,789	0	
Total	13,019	1,200	30	0	10,150	1,639	0	0	11,819	0	
Federal-Aid	8,344	582	18	0	6,667	1,077	0	0	7,762	0	

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MTA	4,790
CO	2005	S9-MTA	2,735



STATUS: Eight married pairs (16 railcars) are currently turned over to the contractor, two pairs of which are undergoing acceptance testing and one pair is awaiting delivery to MTA.

PROJECT: Metro Railcar Mid-Life Overhaul

DESCRIPTION: Structural and systems overhaul of 100 Metro railcars. Scope of work includes floors, trucks, wheels and axles, brakes, couplers, HVAC, communications and interiors.

JUSTIFICATION: The Metro railcars are over 19 years old. Rehabilitation of major railcar systems and components is required to enable the railcars to reach their useful life of 30 years. Numerous components are seriously deteriorated and some of the technology is outdated.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cash flow adjusted to reflect vendor's revised production schedule.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	104	104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	95,814	18,297	10,500	18,000	20,000	19,126	9,891	0	77,517	0
Total	95,918	18,401	10,500	18,000	20,000	19,126	9,891	0	77,517	0
Federal-Aid	76,734	14,467	8,434	14,459	16,066	15,364	7,944	0	62,267	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S3-FG	3,884
CO	2004	S9-MTA	1,744
CO	2004	S3-FG	2,999
CO	2005	S9-MTA	9,123
CO	2005	S3-FG	7,218
CO	2006	S9-MTA	12,018
CO	2006	S3-FG	4,575



STATUS: MTA issued Notice to Proceed for 100 buses with an option to buy up to 125 buses annually for the next 4 years.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Revised production schedule and inclusion of FY 2008 has resulted in an \$11 million increase. This increase is not as high as the addition of the FY 2008 year due to cuts taken as part of the national economic slowdown.

PROJECT: Bus Procurement

DESCRIPTION: Purchase standard 40-foot buses to be used in an annual replacement program of buses in service 12 or more years.

JUSTIFICATION: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and excessive major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to reduce the average age of the bus fleet to six and one-half years.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Transit Vehicle Automated Stop Announcement -- Line 26
 Implementation of Smart Card and Bus Farebox Equipment -- 29

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	189	188	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	207,549	28,706	27,687	27,697	36,823	33,130	29,000	16,506	170,843	8,000
Total	207,738	28,894	27,688	27,697	36,823	33,130	29,000	16,506	170,844	8,000
Federal-Aid	164,389	21,793	21,899	21,894	29,490	26,508	23,200	13,205	136,196	6,400

0299, 0464, 0465, 0508, 0509, 0518, 0714, 0825

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S3-BUS, CMAQ	18,097
CO	2004	S3-BUS, CMAQ	11,666
CO	2005	S9-MTA	11,915
CO	2005	S3-BUS, CMAQ	9,433
CO	2006	S9-MTA	10,809
CO	2006	S3-BUS, CMAQ	8,713
CO	2007	S9-MTA	17,017
CO	2007	S3-BUS, CMAQ	6,287
CO	2008	S9-MTA	16,061
CO	2008	S3-BUS	3,118



STATUS: Implementation to begin during FY 2003.

PROJECT: Transit Vehicle Automated Stop Announcement

DESCRIPTION: Retrofit 250 buses with equipment to automatically announce stops using global positioning technology. In addition, an interior LED sign is provided to aid the hearing impaired.

JUSTIFICATION: Automated stop announcements will improve information available to bus riders who may be unfamiliar with the route or are sight impaired. New buses are purchased with this technology already installed.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Bus Procurement -- Line 25

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Reduced project cost by \$2.1 million due to favorable bids.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	50	34	16	0	0	0	0	0	16	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,226	169	533	1,524	0	0	0	0	2,057	0
Total	2,276	203	549	1,524	0	0	0	0	2,073	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Vehicle acquisition planned for FY 2005 and FY 2006.

PROJECT: Bus Procurement for Neighborhood Shuttle Services

DESCRIPTION: Procure 30-foot low floor buses for operation of neighborhood shuttle services.

JUSTIFICATION: Small buses enhance neighborhood-oriented services by offering a distinct appearance from standard MTA buses.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Delayed from FY 2003 to FY 2005 due to cost constraints in operating budget effecting implementation schedule.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	5,000	3,431	3	0	742	824	0	0	1,569	0
Total	5,000	3,431	3	0	742	824	0	0	1,569	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Five buses were purchased in FY 2002 and are in service. Anticipate buying 11 buses in FY 2003.

PROJECT: Mobility Bus Procurement

DESCRIPTION: Annual replacement program to maintain Mobility vehicle fleet.

JUSTIFICATION: Mobility buses are required to operate MTA's paratransit service. An increase to the normal acquisition of five vehicles per year will provide more capacity and flexibility in meeting peak demand, thereby improving reliability and on time performance.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	4,294	1,272	880	0	1,071	1,071	0	0	3,022	0
Total	4,294	1,272	880	0	1,071	1,071	0	0	3,022	0
Federal-Aid	1,712	1,008	704	0	0	0	0	0	704	0



STATUS: Bus farebox replacement underway.

PROJECT: Implementation of Smart Card and Bus Farebox Equipment

DESCRIPTION: Implementation of Smart Card technology and fare collection equipment for Baltimore Metro, Light Rail, MARC, Commuter Bus and Locally Operated Transit Systems. Includes establishment of a financial clearinghouse to process transactions. Sensors on the cash boxes will record pertinent revenue collection information. This information will improve revenue collection and the audit trail from point of deposit on the bus to the revenue collection room.

JUSTIFICATION: New fare collection equipment with Smart Card technology will provide seamless transportation among the transit providers in the Baltimore and Washington regions. The new fareboxes will be a recent design with locally available parts as well as being stronger and better able to withstand damage from normal operation.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

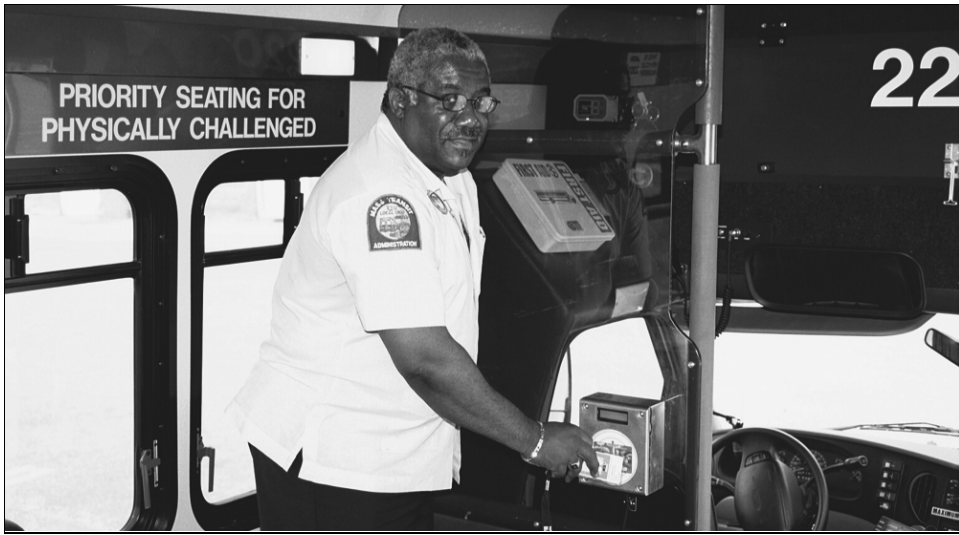
ASSOCIATED IMPROVEMENTS:

Bus Procurement -- Line 25

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$11 million due to inclusion of clearinghouse and regional call center.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	322	322	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	83,140	8,940	14,971	16,788	17,268	16,896	8,277	0	74,200	0
Total	83,462	9,262	14,971	16,788	17,268	16,896	8,277	0	74,200	0
Federal-Aid	26,249	3,260	7,918	7,614	5,175	2,282	0	0	22,989	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MTA	9,600
CO	2003	S9-MRC	1,232
CO	2004	S9-MTA	6,030
CO	2004	S9-MRC	2,201
CO	2005	S9-MTA	2,289
CO	2006	S9-MTA	1,036



STATUS: Project complete. Smart Cards in use.

PROJECT: Mobility Smart Card Implementation

DESCRIPTION: Implement Smart Card usage for Mobility paratransit services. The Smart Card will be used to monitor the performance of MTA provided service and contractor provided service.

JUSTIFICATION: In order to enhance the service provided to Mobility customers, Automatic Vehicle Location and Global Positioning System will be utilized with Smart Card technology to improve customer service.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	229	229	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,008	2,008	0	0	0	0	0	0	0	0
Total	2,237	2,237	0	0	0	0	0	0	0	0
Federal-Aid	1,660	1,660	0	0	0	0	0	0	0	0

0007



STATUS: Engineering underway for Metro tunnel communication system replacement.

PROJECT: Radio Communication Trunking

DESCRIPTION: Replace and upgrade mobile and portable radio equipment; complete the conversion of the communication system from a conventional to a trunked system; and add three frequencies to the radio system.

JUSTIFICATION: Radio communication is critical for safe and reliable operations. A trunked system enables many more voice and data transmissions than a conventional system over the same number of channels.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	599	490	109	0	0	0	0	0	109	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,969	3,514	350	980	2,750	1,750	1,625	0	7,455	0
Total	11,568	4,004	459	980	2,750	1,750	1,625	0	7,564	0
Federal-Aid	8,269	3,353	16	0	2,200	1,400	1,300	0	4,916	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2005	S9-MTA	546
CO	2006	S9-MTA	1,445
CO	2007	S9-MTA	1,169



STATUS: FY 2003 grant funds to be awarded include: Streetscaping, pedestrian access improvements to transit stops, and pedestrian bridges.

PROJECT: Transit Station Enhancements

DESCRIPTION: Funds will be made available for transportation projects in designated revitalization areas, where enhancement of existing infrastructure will promote economic revitalization and neighborhood conservation and where these improvements will contribute to on-going revitalization activities. Project types can include pedestrian connections, landscaping, lighting, bike racks and shelters.

JUSTIFICATION: 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 to these areas with the goal of increasing their attractiveness to private investment.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: FY 2008 funds added.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	137	26	111	0	0	0	0	0	111	0
Right-of-way	41	0	41	0	0	0	0	0	41	0
Construction	21,455	4,419	1,098	1,500	2,326	2,000	2,418	2,274	11,616	5,420
Total	21,633	4,445	1,250	1,500	2,326	2,000	2,418	2,274	11,768	5,420
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: This is a yearly funding program. Funding for FY 2004 through FY 2008 is shown as a statewide total.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Increase of \$9.0 million due to the addition of FY 2008 and the Central Maryland Transit and Operations/Maintenance Facility. This increase is not as significant as the addition of FY 2008 due to cuts taken as part of the national economic slowdown.

<u>POTENTIAL FUNDING SOURCE:</u>					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	13,479	5,600	1,025	1,460	1,850	1,000	1,300	1,244	7,879	0
Right-of-way	702	0	0	702	0	0	0	0	702	0
Construction	115,465	27,013	14,748	13,444	16,360	16,132	11,982	11,707	84,373	4,079
Total	129,646	32,613	15,773	15,606	18,210	17,132	13,282	12,951	92,954	4,079
Federal-Aid	94,265	20,817	12,250	11,192	11,197	11,381	12,066	11,832	69,918	3,530

0024, 0025, 0027, 0028, 0031, 0039, 0041, 0044, 0045,
0053, 0144, 0145, 0148, 0211, 0214, 0215, 0217, 0218,
0818, 0826, 0827, 0828, 0869, 0877, 0878, 0885, 1025,
1061

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

DESCRIPTION: The MTA provides funding to local jurisdictions in rural and small urban areas for transit vehicles, equipment and facilities. In addition, the MTA provides funding 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, vanpools and transit.

JUSTIFICATION: Intense use of equipment and increased demand for service requires regular vehicle replacement and expansion as well as adequate support facilities to provide reliable service and keep operating costs to a minimum. The ridesharing program provides citizens with information on expanded commute options and companies with technical expertise needed to meet Federal clean air requirements.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2003 and Prior -- Line 45

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	L-S3, L-S9, L-S18	6,210
CO	2003	L-S3MPG, CMAQ	2,843
CO	2003	L-S3, L-S9, L-18	6,210
CO	2004	L-S3MPG, CMAQ	3,975
CO	2004	L-S3, L-S9, L-S18	6,513
CO	2005	L-S3MPG, CMAQ	4,072
CO	2005	L-S3, L-S9, L-S18	5,721
CO	2006	L-S3MPG, CMAQ	3,500



STATUS: This is an annual funding program. A more detailed list of FY 2003 Non-Profit Agencies receiving vehicles is provided on Line 45. Funding for FY 2004 through FY 2008 is shown as a statewide total on this page only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$2.4 million due to the addition of FY 2008 funding.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Private Non-Profit Agencies)

DESCRIPTION: The MTA administers a grant program that provides 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 or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2003 and Prior -- Line 45

<u>POTENTIAL FUNDING SOURCE:</u>					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	18,425	5,210	1,010	2,207	2,207	2,207	2,207	2,427	12,265	950
Total	18,425	5,210	1,010	2,207	2,207	2,207	2,207	2,427	12,265	950
Federal-Aid	14,740	4,187	794	1,764	1,766	1,764	1,764	1,941	9,793	760

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	L-S16	1,525
CO	2004	L-S16	1,575
CO	2005	L-S16	1,625
CO	2006	L-S16	1,610
CO	2007	L-S16	2,030



STATUS: The FY 2003 grant for the County's capital bus program is currently under development.

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement and integrated fareboxes that support the regional Smart Card program. The current program includes 10 buses for replacement of existing Ride On vehicles. Sound System Annunciators that communicate next stop information and interactive kiosks are programmed for FY 2005.

JUSTIFICATION: These investments will make Ride On a more convenient and user-friendly system, while improving passenger access to a Metro system that is being challenged by a lack of available parking.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$3.4 million mainly due to the addition of FY 2008 funding.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	34,139	8,383	5,195	3,905	8,340	2,740	2,836	2,740	25,756	0
Total	34,139	8,383	5,195	3,905	8,340	2,740	2,836	2,740	25,756	0
Federal-Aid	3,464	0	932	932	1,600	0	0	0	3,464	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MRC	932
CO	2004	S9-MRC	2,532



STATUS: The FY 2003 grant for the County's capital bus program is currently under development.

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for approximately 5 buses to replace existing vehicles in the County's "The Bus" fleet.

JUSTIFICATION: Buses will support new routes and will provide much needed service in growing and underserved communities throughout Prince George's County.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Largo Garage -- Line 38

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Funding for the integrated farebox readers that support the regional Smart Card program has been included in MTA's Smart Card Implementation efforts.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	9,529	5,328	1,120	591	610	630	650	600	4,201	0
Total	9,529	5,328	1,120	591	610	630	650	600	4,201	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Delivery of 25 coaches complete. Another 25 coaches expected in FY 2004.

PROJECT: Procure Lift-Equipped Over-the-Road Coaches

DESCRIPTION: Initiate acquisition of 50 over-the-road lift-equipped coaches. These coaches will be utilized by private contractors to provide commuter bus service in the Baltimore and suburban Maryland regions.

JUSTIFICATION: Coaches are required to comply with the Americans with Disabilities Act.

SMART GROWTH STATUS:

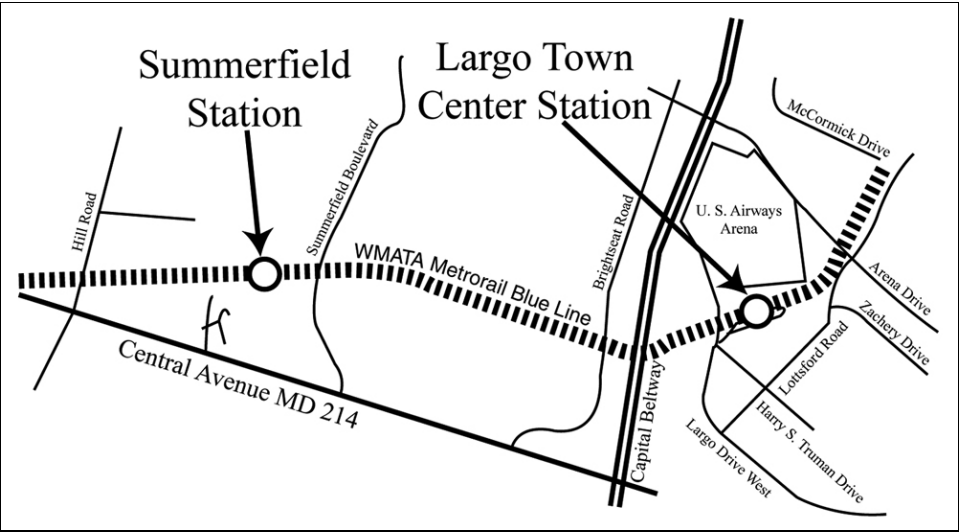
- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$9.0 million due to procurement increase from 33 to 50 buses.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	22,000	0	10,000	10,000	2,000	0	0	0	22,000	0
Total	22,000	0	10,000	10,000	2,000	0	0	0	22,000	0
Federal-Aid	17,600	0	8,000	8,000	1,600	0	0	0	17,600	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MRC	3,350



STATUS: Funding provided is MTA's share of the cost with the balance to be funded by Prince George's County.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Delayed from FY 2002 to FY 2003 due to the delay in execution of the Memorandum of Understanding with the County.

PROJECT: Largo Garage

DESCRIPTION: Construct a 1,200 space parking structure at the Largo Metrorail Station. Project will include bus bays and a "kiss and ride" passenger drop-off area.

JUSTIFICATION: Project is part of transit-oriented development that will promote economic growth and ridership at the new Metro station.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Prince George's County Local Bus Program -- Line 36

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	4,000	0	0	0	0	0	4,000	0	0
Total	4,000	0	4,000	0	0	0	0	0	4,000	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 39

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>MARC IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Ticketing System - CSX Agencies (0638)	801	Complete
2	East Baltimore Station Facility Planning (0155)	459	Complete
3	Design West Baltimore Station Improvement (0421)	113	Complete
4	Shelters (0583, 0584)	214	Complete
5	MARC Coach Bicycle Retrofit (1007)	1,448	Underway
6	MARC II Vehicle Mid-Life Overhaul (28) D&E (1054)	250	Underway
7	MARC AEM-7 Electric Locomotive Evaluation (4) D&E (1055)	35	Underway
8	Capacity Improvements on Camden and Brunswick Lines (0687)	3,500	Underway
9	MARC Edgewood Station Improvements (1059)	100	Underway
10	MARC Parking Lot Improvements (1006)	770	Underway
11	Capacity Improvements on Penn Line (0183)	5,000	Underway
12	MARC BWI Improvements (1063)	350	Underway
13	MARC Miscellaneous Station Improvements and Rehab (0199, 0423, 0634, 1008)	1,539	Underway
14	MARC Master Plan and Needs Study (0136, 0585)	2,155	Underway
15	MARC GP-40 Locomotive Overhaul(14) D&E (1053)	250	Underway
16	Connection Track at Brunswick (0419)	230	Underway
17	MARC Rolling Stock Maint. Tracking & Record Keep'g System (1052)	550	Underway
18	Design Passenger Warning System at 9 CSX Stations (0420)	2,269	Underway
19	Union Station High Level Platform D&E (0834)	125	Underway
20	MARC II Vehicle Overhaul (0181, 0271)	145	Underway
21	College Park Station Improvements (0182)	193	Underway
22	Rockville Station Improvements (0006, 0835)	96	Underway
23	Public Address System Replacement (0430)	1,040	Underway
24	Crosswalk Improvements (0102)	560	Underway
25	ADA Equipment (0684)	302	Underway
26	Odenton Station Parking Expansion D&E (0836)	2,298	Underway
27	Preservation Fund (0634)	100	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 39 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>MARC IMPROVEMENTS -- FY 2004</u>		
28	Capacity Improvements on Camden and Brunswick Lines (0687)	8,500	Fall, 2003
29	Capacity Improvements on Penn Line (0183)	6,000	Fall, 2003
30	MARC Miscellaneous Station Improvements and Rehab (0199, 0634)	1,250	Fall, 2003
31	MARC Parking Lot Improvements (1006)	1,147	Fall, 2003
32	MARC II Vehicle Overhaul (0181, 0271)	1,000	Fall, 2003
33	Preservation Fund (0634)	100	Fall, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 40

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LIGHT RAIL IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Emergency Repair at Lombard Street	36	Complete
2	Howard Street Safety Improvements	389	Complete
3	Vehicle Fault Reporting (0582)	75	Complete
4	Hunt Valley Station Park and Ride Expansion	470	Complete
5	Substation Installation (0341)	1,587	Underway
6	Fiber Backbone Backup (0581)	327	Underway
7	Electrical and Electronic System Rehab/Improvements (0790)	2,174	Underway
8	System Preservation Studies (0219, 0858)	925	Underway
9	5 Year Vehicle Overhaul (0116)	401	Underway
10	Conversion of Yard Switches (0451)	548	Underway
11	Safety Improvements (0860, 0870, 1011)	2,035	Underway
12	Vehicle Roof Repair (0570)	1,049	Underway
13	Vehicles and Equipment (0861)	200	Underway
14	Bridge Rehabilitation and Preservation (0248)	1,155	Underway
15	Rail Purchase and Installation (0660, 0797)	236	Underway
16	Facilities and Station Rehab/Improvements (0005)	513	Underway
17	Drainage Improvements (0449, 0856)	1,414	Underway
18	Power and Signal Improvements (0058, 1024)	625	Underway
19	Upgrade and Replace Electrical Connectors (0249)	500	Underway
20	Howard St. Embedded Track Rehabilitation Phase II (0857, 1049)	631	Underway
21	Localized Event Recording (0854)	75	Underway
22	Catenary Improvements (0247)	275	Underway
23	Ice Scraper Pantographs (0245)	690	Underway
24	System Preservation Fund	325	Underway
25	Operational Track Upgrades (1013)	1,334	Underway
26	Falls Road Parking Reconfiguration (0871)	472	Underway
27	Communications Upgrades (1015)	350	Spring, 2003
28	Grade Crossing Repair/Rehabilitation (1048)	1,750	Spring, 2003
29	UPS Signal Backup Power Replacement (1016)	1,000	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 40 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LIGHT RAIL IMPROVEMENTS -- FY 2004</u>		
30	Bridge Rehabilitation and Preservation (0248)	1,413	Summer, 2003
31	Facilities and Station Rehab/Improvements (0005)	513	Summer, 2003
32	Localized Event Recording (0854)	300	Summer, 2003
33	Rail Purchase and Installation (0660, 0797)	485	Summer, 2003
34	UPS Signal Backup Power Replacement (1016)	2,172	Summer, 2003
35	Operational Track Upgrades (1013)	2,364	Summer, 2003
36	Communications Upgrades (1015)	350	Summer, 2003
37	5 Year Vehicle Overhaul (0116)	558	Summer, 2003
38	Fiber Backbone Backup (0581)	363	Summer, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>METRO IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Replace Fire Suppressant Equipment in TC&C Rooms (0238)	234	Complete
2	UPS Battery Replacement (0310)	1,356	Complete
3	Vehicles and Equipment (0821)	289	Complete
4	Platform Replacement & Canopy Extensions (0237)	4,462	Complete
5	Tunnel Structural Repairs (0227, 0529)	1,312	Underway
6	Storm Drain Pump Rehabilitation - Phase II (0501)	2,580	Underway
7	Supervisory Control and Data Acquisition (SCADA) (0457)	660	Underway
8	Electrical and Electronic System Rehab/Improvements (0312, 0474, 0839)	970	Underway
9	Railcar Ongoing Overhaul Program (0091)	598	Underway
10	Railcar Brake Upgrade (0730)	1,101	Underway
11	Mainline & Yard Rehab/Improvements (0368, 0370)	1,380	Underway
12	Locomotive Replacement (1031)	1,420	Underway
13	Track Maintenance D & E (1033)	250	Underway
14	TPSS Switchgear Overhaul (0753)	2,295	Underway
15	Rail Inspection and Installation Program (0194, 0868)	316	Underway
16	Train Control Elements Program (0840)	200	Underway
17	Rail Shop Equipment Overhaul/Replacement (0838)	700	Underway
18	Miscellaneous System Preservation Improvements (0179)	1,065	Underway
19	Station Rehab/Improvements (0328, 0841, 0843)	1,999	Underway
20	Railcar Lift (0281)	3,212	Underway
21	Direct Fixation Fastener Replacement	50	Underway
22	Tunnel Lights and Fire Protection System (0454, 0521)	365	Spring, 2003
23	Bridge & Elevated Structures Rehab. Fund (0239)	125	Spring, 2003
24	Yard Renovation (0520)	1,289	Spring, 2003
25	Third Rail Insulators (1032)	390	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>METRO IMPROVEMENTS -- FY 2004</u>		
26	Direct Fixation Rail Fastener Replacement (0455)	798	Summer, 2003
27	Old Court Station Parking Expansion (1009)	2,492	Summer, 2003
28	Tunnel Structural Repairs (0529)	588	Summer, 2003
29	Supervisory Control and Data Acquisition (SCADA) (0457)	1,871	Summer, 2003
30	Bridge & Elevated Structures Rehab. Fund (0239)	925	Summer, 2003
31	Electrical and Electronic System Rehab/Improvements (0839)	1,100	Summer, 2003
32	Train Control Elements Program (0840)	300	Summer, 2003
33	Miscellaneous System Preservation Improvements (0179)	1,500	Fall, 2003
34	Station Rehab/Improvements (0328)	839	Fall, 2003
35	Railcar Ongoing Overhaul Program (0091)	399	Fall, 2003
36	Rail Inspection and Installation Program (0194, 0868)	203	Fall, 2003
37	Tunnel Lights and Fire Protection System	2,000	Fall, 2003
38	Rail Shop Equipment Overhead Replacement	373	Fall, 2003
39	Wabash Space Allocation D & E (1034)	300	Spring, 2004
40	Yard Renovation	8,022	Spring, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>BUS SYSTEM IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Bus Stop Shelters (0071)	789	Complete
2	Bush Division Building #2 Floor Coating (0852)	470	Complete
3	Fast Roll Doors - Bush Bldgs. 2 & 7 and NW Parking Building (0851)	365	Complete
4	Powertrain Protection Package (0624)	300	Complete
5	Transmission Dyno Upgrade (0564)	266	Complete
6	New Park and Ride Facilities (0715)	197	Complete
7	Rehab. Bus Washers NW Division (0768)	1,124	Complete
8	Renovation at 1331 S. Monroe Street (0589)	4,229	Complete
9	LED Rear Light Retrofit (0846)	329	Complete
10	Hoists Replacement (0774)	200	Underway
11	AC Compressor Replacement Program (0849)	176	Underway
12	Hybrid Electric Neighborhood Shuttles D&E (1026)	50	Underway
13	Bus Engine Upgrade - EPA (0716)	478	Underway
14	Acquisition and Rehab of 1300 Bush Street (0845)	4,315	Underway
15	Bus Needs Study (0853)	775	Underway
16	Bus Northeast Division D&E (0705)	1,200	Underway
17	Refrigerant Reclaim Unit (0547)	45	Underway
18	Bus Maintenance Support Improvement Fund (0554)	303	Underway
19	Bus Wheelchair Restraint System Retrofit/9700 Series (1057)	550	Underway
20	Systemwide Improvements and Rehabilitation (0193)	200	Underway
21	Main Shop Modernization (0562)	350	Underway
22	Fork Lift Replacement (0575)	648	Underway
23	Kirk/Eastern HVAC Improvements (0567)	757	Underway
24	AVL Phase V	1,219	Underway
25	Steam Cleaner Replacement (0781)	190	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>BUS SYSTEM IMPROVEMENTS -- FY 2004</u>		
26	Bus Maintenance Support Improvement Fund (0554)	157	Fall, 2003
27	Refrigerant Reclaim Unit (0547)	47	Fall, 2003
28	Systemwide Improvements and Rehabilitation (0193)	500	Fall, 2003
29	AC Compressor Replacement Program (0849)	176	Fall, 2003
30	Scissor Lift Replacement (0783)	85	Fall, 2003
31	Kirk Eastern HVAC Improvement (0567)	838	Fall, 2003
32	Hoists Replacement (0774)	250	Fall, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>AGENCYWIDE IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Third Trunked Radio Site (0812)	1,615	Underway
2	Roof Rehabilitation (0300, 1021)	2,802	Underway
3	Wash. Blvd. NPDES Compliance (0830)	1,260	Underway
4	Trapeze Equipment & Software Upgrade (0513)	635	Underway
5	Repave Parking Lots, Bus Loops and Park and Ride Lots (0177)	168	Underway
6	Systemwide Inspection Services (0470, 0608)	329	Underway
7	Corrosion Control Services (0752)	191	Underway
8	Document Control Imaging System (0184)	272	Underway
9	Miscellaneous Planning Studies (0510)	486	Underway
10	Strategic Planning and MCTP Implementation (1023, 1047)	249	Underway
11	Parking Lot Lighting Study (0519)	375	Underway
12	Rail Station and Rail Station Access Improvements (0391, 0461, 0555, 0560)	1,583	Underway
13	AGY Bush Division Sprinkler System Replacement (0844)	450	Underway
14	ADA Compliance - Cited Items (0266)	2,822	Underway
15	Telephone Communications System (0493)	2,105	Underway
16	Real Estate Development Services Contract (0323)	600	Underway
17	Owner-Controlled Insurance Program (0832)	1,106	Underway
18	Transit Station Development Incentive Program (0559)	100	Underway
19	Transit Operations Training Program/Facility (1020)	300	Underway
20	Revenue Room Security Rehab. D&E (1022)	350	Underway
21	Transit Police Office Space D&E (0222)	1,492	Underway
22	Standard Specifications and Details (0221)	950	Underway
23	Lexington Market Transit Improvements (1060)	250	Underway
24	MDOT Youth Corp Program (0824)	225	Underway
25	Washington Boulevard Short Term Parking (1050)	130	Underway
26	Mondawmin Transit Center (0447)	1,468	Underway
27	Safety Improvements (1045)	189	Underway
28	Automatic Passenger Counter Demo (1051)	125	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>AGENCYWIDE IMPROVEMENTS -- FY 2004</u>		
29	Owner Controlled Insurance Program (0832)	1,250	Summer, 2003
30	Bush Division Sprinkler System Replacement (0844)	454	Summer, 2003
31	Bus/Rail Simulators (1027)	589	Summer, 2003
32	Rail Station and Rail Station Access Improvements (0391, 0461, 0555, 0560)	338	Summer, 2003
33	Miscellaneous Planning Studies (0510)	491	Summer, 2003
34	Systemwide Inspection Services (0608)	380	Summer, 2003
35	Repave Parking Lots; Bus Loops; and Park 'n Ride Lots (0177)	477	Summer, 2003
36	Corrosion Control Services (0752)	261	Fall, 2003
37	Strategic Planning and MCTP Implementation (1023, 1047)	750	Fall, 2003
38	Transit Station Development Incentive Program (0559)	672	Fall, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FREIGHT IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Freight Relocation S. Terminus of Massey--Centreville Line (0873)	1,064	Complete
2	Western Maryland Scenic Railroad Brush Tunnel Rehabilitation (0823)	604	Complete
3	Freight Transloading Facility in Hurlock (0875)	330	Underway
4	Freight Line Stabilization and Improvement Program (0876)	350	Underway
5	Freight Capital Improvement Program (0590)	1,150	Underway
6	Freight Rail Safety Study (1056)	250	Underway
	<u>FREIGHT IMPROVEMENTS -- FY 2004</u>		
7	Freight Capital Improvement Program (0590)	1,600	Fall, 2003
8	Freight Line Stabilization and Improvement Program (0876)	362	Fall, 2003

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2003 AND PRIOR</u>		
	<u>ALLEGANY COUNTY</u>		
1	Equipment	55	Underway
2	Facility Renovations	21	Underway
3	Vehicles - Small Buses/Support Vehicles	135	Underway
4	Vehicles to Non-Profit Organizations - Allegany Co Human Resource Dev. Comm., Hagerstown Goodwill	60	Underway
	<u>ANNE ARUNDEL COUNTY</u>		
5	Ridesharing	110	Underway
	<u>CITY OF ANNAPOLIS</u>		
6	Equipment	51	Underway
7	Facility - Transit Center D&E	88	Underway
8	Smart Card Upgrade	28	Underway
9	Vehicles - Buses and Vehicle Rehabilitation	400	Underway
10	Preventive Maintenance	45	FY 2003
	<u>BALTIMORE COUNTY</u>		
11	Ridesharing (Program operated by BMC - for Baltimore & Carroll Counties)	105	Underway
12	Vehicles to Non-Profit Organizations - Dulaney Station	30	Underway
	<u>CALVERT COUNTY</u>		
13	Ridesharing	5	Underway
14	Vehicles - Small Buses	35	FY 2003
	<u>CAROLINE COUNTY</u>		
15	See Kent County		
	<u>CARROLL COUNTY</u>		
16	Ridesharing (Program Operated by BMC - See Baltimore County)		Underway
17	Vehicles - Small Buses	145	Underway
18	Vehicles to Non-Profit Organizations - Senior Overland Services Inc.	40	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2003 AND PRIOR (cont'd)</u>		
	<u>CECIL COUNTY</u>		
19	Vehicles - Small Bus	120	Underway
20	Vehicles to Non-Profit Organizations - Bayside Community Network, Chesapeake Care Resources, Upper Bay Counseling Service	120	Underway
	<u>CHARLES COUNTY</u>		
21	Equipment	50	Underway
22	Ridesharing (See St. Mary's County)		Underway
23	Vehicles - Small Bus	300	Underway
24	Vehicles to Non-Profit Organizations - Spring Dell Center, Charles County Adult Day Care, Melwood Hort. Training Ctr.	75	Underway
	<u>DORCHESTER COUNTY</u>		
25	Vehicles to Non-Profit Organizations - Dorchester Co Commission on Aging	30	Underway
26	Equipment	150	FY 2003
27	Governor's Transit Initiative - Facility Rehabilitation	30	FY 2003
	<u>FREDERICK COUNTY</u>		
28	Equipment	116	Underway
29	Facility	12	Underway
30	Ridesharing	65	Underway
31	Smart Card	28	Underway
32	Vehicles - Small Buses	400	Underway
33	Vehicles to Non-Profit Organizations - Daybreak Adult Day Services	30	Underway
34	Governor's Transit Initiative - 30 Ft. Buses	709	FY 2003
35	Preventive Maintenance	117	FY 2003
	<u>GARRETT COUNTY</u>		
36	Facility - Administration/Maintenance Facility D&E	63	Underway
37	Vehicles - Small Buses	40	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2003 AND PRIOR (cont'd)</u>		
	<u>HARFORD COUNTY</u>		
38	Equipment	13	Underway
39	Facility	400	Underway
40	Preventive Maintenance	74	Underway
41	Ridesharing	55	Underway
42	Smart Card	27	Underway
43	Vehicles - Small Buses	135	Underway
44	Vehicles to Non-Profit Organizations - ARC of Northern Chesapeake	40	Underway
	<u>HOWARD COUNTY</u>		
45	Automatic Vehicle Locator (AVL)	486	Underway
46	Equipment	75	Underway
47	Preventive Maintenance	121	Underway
48	Ridesharing	80	Underway
49	Smart Card - CTC	27	Underway
50	Smart Card - Howard Co	27	Underway
51	Vehicles - 35 ft & Small Buses	423	Underway
52	Vehicles to Non-Profit Organizations - Developmental Services Group, URTA	50	Underway
	<u>KENT COUNTY</u>		
53	Facility - Operation and Maintenance	170	Underway
54	Vehicles - Small Buses	200	Underway
55	Vehicles to Non-Profit Organizations - Upper Shore Aging	30	Underway
	<u>MONTGOMERY COUNTY</u>		
56	Bus Replacement	5,030	Underway
57	Ridesharing	270	Underway
58	Smart Card	27	Underway
59	Vehicles - 35 Ft. Buses	5,198	Underway
60	Vehicles to Non-Profit Organizations - ARC of Montgomery County, CHI Center	60	Underway
61	Farebox Readers	165	FY 2003

LOCALLY OPERATED TRANSIT SYSTEMS

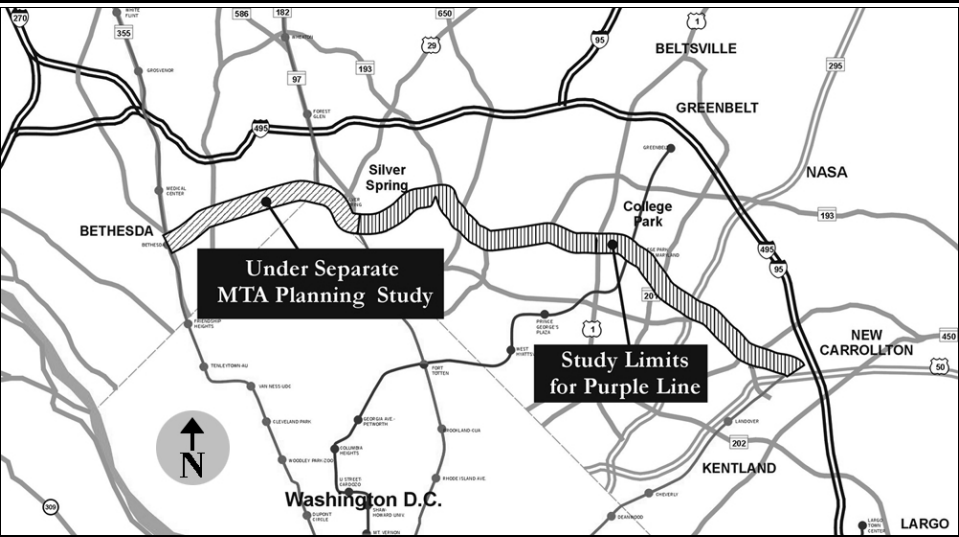
MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2003 AND PRIOR (cont'd)</u>		
	<u>PRINCE GEORGE'S COUNTY</u>		
62	Bus Replacement	1,120	Underway
63	Ridesharing	185	Underway
64	Smart Card	27	Underway
65	Vehicles - 32 Ft. Buses	719	Underway
66	Vehicles to Non-Profit Organizations - ARC of Prince George's County, Baptist Sr. Adult Ministries, Easter Seals Society, Rehabilitation Opportunities, Senior Network, Ardmore	160	Underway
67	Largo/New Carrollton/College Park Garage	4,000	FY 2003
	<u>QUEEN ANNE'S COUNTY</u>		
68	Equipment	44	Underway
69	Facility - Maintenance Bay Addition D&E	45	Underway
70	Vehicles - Small Buses and Van	105	Underway
71	Governor's Transit Initiative - Vehicle Retro Fit	14	FY 2003
	<u>ST. MARY'S COUNTY</u>		
72	Equipment	35	Underway
73	Ridesharing (Program operated by Tri-County Council for Calvert, Charles & St. Mary's Counties)	75	Underway
74	Vehicles to Non-Profit Organizations - Pathways, Inc., UCP of Southern MD	65	Underway
	<u>SOMERSET COUNTY</u>		
75	Vehicles - Small Buses	32	Underway
76	Vehicles to Non-Profit Organizations - Somerset Co. Commission on Aging	30	Underway
	<u>TALBOT COUNTY</u>		
77	See Kent County		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2003 AND PRIOR (cont'd)</u>		
	<u>WASHINGTON COUNTY</u>		
78	Equipment	20	Underway
79	Vehicles to Non-Profit Organizations - Washington Co Commission on Aging, Turning Point	50	Underway
80	Governor's Transit Initiative - Vehicle Rehab	38	FY 2003
81	Vehicles - Small Bus	41	FY 2003
	<u>WICOMICO COUNTY</u>		
82	Equipment	58	Underway
83	Vehicles - Small Buses	145	Underway
84	Vehicles to Non-Profit Organizations - Go-Getters	70	Underway
	<u>WORCESTER COUNTY</u>		
85	Equipment	28	Underway
86	Vehicles - Small Buses	135	Underway
87	Vehicles to Non-Profit Organizations - Worcester County Developmental Center	70	Underway
	<u>TOWN OF OCEAN CITY</u>		
88	Equipment	100	Underway
89	Facility Rehabilitation	201	Underway
90	Vehicles - 40ft Transit Buses	1,207	Underway
91	Governor's Transit Initiative - 40 Ft. transit Buses	709	FY 2003
	<u>BALTIMORE CITY</u>		
92	Vehicles to AdVANTage II	325	Underway
93	Ridesharing	50	FY 2003



STATUS: Final Environmental Impact Statement for Bethesda to Silver Spring segment underway. Alternatives analysis for Silver Spring to New Carrollton underway.

PROJECT: Purple Line Study

DESCRIPTION: Study of a 14 mile light rail transit line between New Carrollton to Bethesda Metrorail Stations.

JUSTIFICATION: This transit line would serve a highly congested corridor in Prince George's and Montgomery Counties, connecting Metrorail stations to significant employment, residential and institutional destinations.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Silver Spring Transit Center and MARC Station Relocation -- Line 6

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2002	2003	2004	.....2005.....	.....2006.....	.....2007.....	.....2008.....	TOTAL	COMPLETE
Planning	18,845	3,612	6,950	7,433	850	0	0	0	15,233	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	18,845	3,612	6,950	7,433	850	0	0	0	15,233	0
Federal-Aid	13,608	922	5,767	6,147	772	0	0	0	12,686	0



STATUS: Report of advisory committee complete. Engineering feasibility analysis of priority corridors underway. Preparation of Draft Environmental Impact Statement to begin during current fiscal year.

PROJECT: Baltimore Region Rail System Plan

DESCRIPTION: This study will identify and analyze one or more potential corridors that would extend the Baltimore transit system. It includes conducting corridor feasibility analyses, environmental screenings of potential alignments, and identification of right-of-way issues. Priority corridors are the Red Line from Social Security to Fells Point, a Green Line from Johns Hopkins Hospital Medical Campus to Morgan State University, and the Purple Line from Martin State Airport to Madison Square.

JUSTIFICATION: To meet mobility needs and address congestion. Baltimore region needs additional rail transit. Recommended system plan will expand network by 63 miles.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,762	875	601	1,161	635	490	0	0	2,887	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	3,762	875	601	1,161	635	490	0	0	2,887	0
Federal-Aid	2,248	624	401	621	340	262	0	0	1,624	0



STATUS: Development of a Draft Environmental Impact Statement (DEIS), Project Engineering (PE), private-public partnership plan and determination of approach to system ownership in progress.

PROJECT: Maglev System Study

DESCRIPTION: Study feasibility of operating magnetic levitation trains between Baltimore and Washington.

JUSTIFICATION: MTA has received special federal funding as part of a national demonstration of Maglev technology. If feasibility is demonstrated, Maglev could provide rapid and efficient transportation between Baltimore and Washington.

SMART GROWTH STATUS:

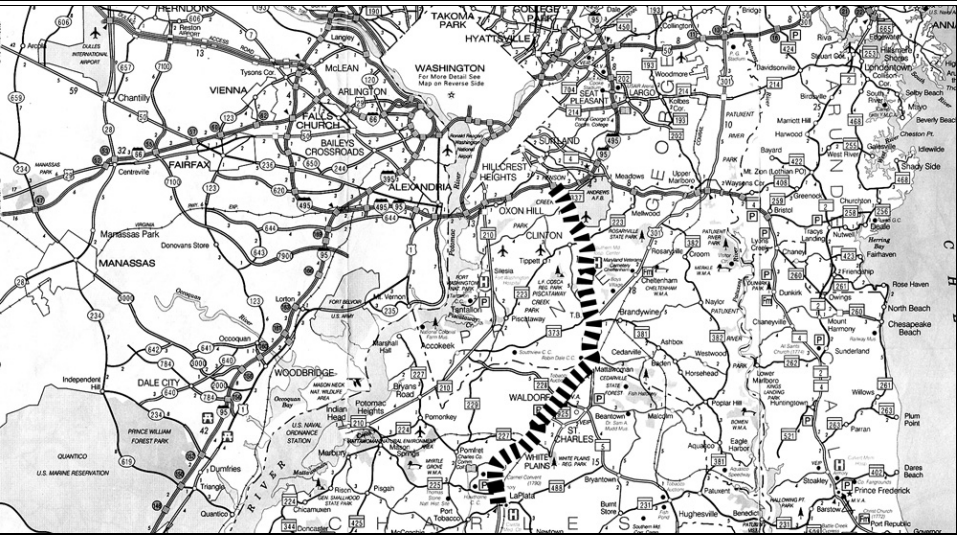
- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2002	2003	2004	.....2005.....	.....2006.....	.....2007.....	.....2008.....	TOTAL	COMPLETE
Planning	15,586	9,682	2,739	3,154	11	0	0	0	5,904	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	15,586	9,682	2,739	3,154	11	0	0	0	5,904	0
Federal-Aid	10,391	6,407	1,566	2,137	281	0	0	0	3,984	0

A portion of the federal-aid matching share will come from local jurisdictions.
0483, 0484



STATUS: Transit Service Staging Plan underway in current fiscal year. Studies of new commuter bus park and ride lots underway. Projected cost outlays of \$1.8 million deferred due to national economic slowdown.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Increase in cost of \$1.7 million related to right-of-way procurement for park and ride lots that will be used by MTA commuter bus operations.

PROJECT: Southern Maryland Mass Transportation Analysis

DESCRIPTION: Planning for preferred alternatives for mass transit improvements including light rail transit, preparation of a Corridor Transit Service Staging Plan, and advanced land acquisition to preserve a transitway in the MD 5/US 301 corridor from the Branch Avenue Metrorail station to the White Plains area. This work implements results of the Southern Maryland Mass Transportation Alternatives Study and the US 301 Corridor Task Force Final Report. This work is being coordinated with the US 301 Policy Oversight Committee. Project includes funding for feasibility studies and conceptual engineering for 6 proposed commuter bus park and ride lots.

JUSTIFICATION: Planned service expansion to address increasing development in this area.

SMART GROWTH STATUS:

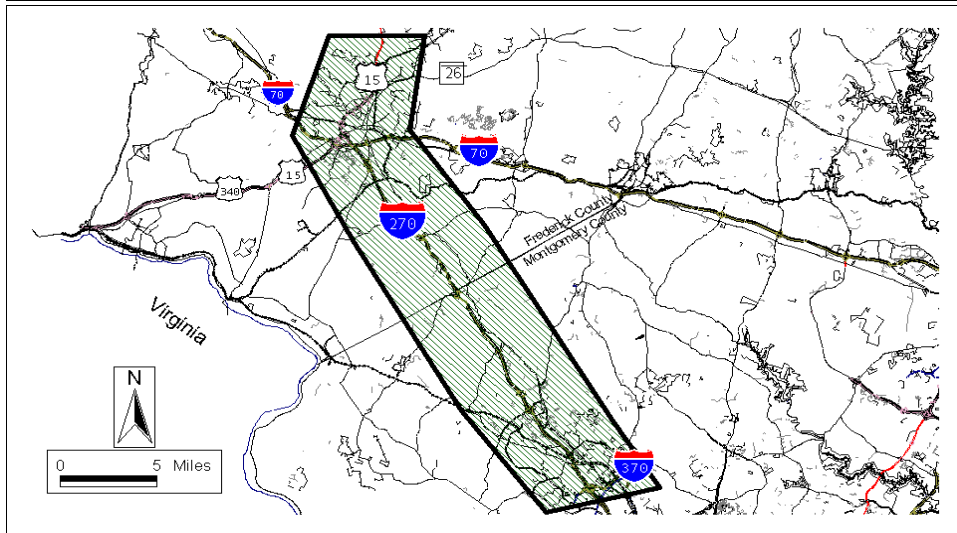
- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

SHA - US 301 South Corridor Transportation Study

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	2,680	793	821	630	314	122	0	0	1,887	0
Engineering	670	0	108	270	292	0	0	0	670	0
Right-of-way	1,000	0	1,000	0	0	0	0	0	1,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,350	793	1,929	900	606	122	0	0	3,557	0
Federal-Aid	1,953	589	508	447	311	98	0	0	1,364	0

0201, 1035, 1036, 1037, 1038, 1039, 1040, 1041



STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$2.3 million is due to additional funds needed to complete the Final Environmental Impact Statement.

PROJECT: I-270, Eisenhower Memorial 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 to north of Biggs Ford Road (27.9 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:

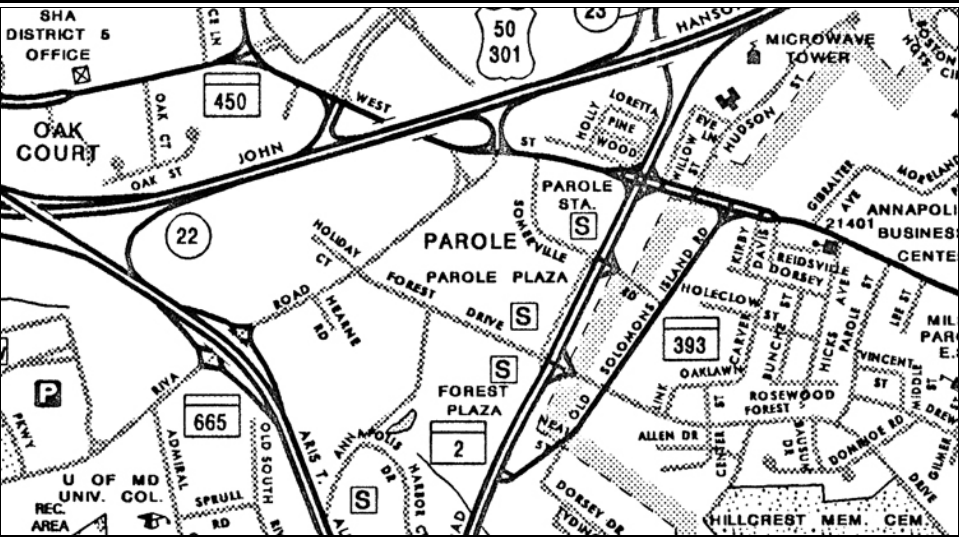
- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

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

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)	TOTAL EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	11,537	8,537	2,000	1,000	0	0	0	0	3,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,054	1,054	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,591	9,591	2,000	1,000	0	0	0	0	3,000	0
Federal-Aid	8,125	6,025	1,400	700	0	0	0	0	2,100	0

The estimated cost is for the entire project in Montgomery and Frederick Counties and is carried in the SHA program. It is shown here for information purposes only.



STATUS: Feasibility study complete. Planning anticipated to begin in FY 2004.

PROJECT: Parole Town Center

DESCRIPTION: Study and conceptual engineering of Parole Town Center transportation facility.

JUSTIFICATION: Major redevelopment of Parole Town Center underway. Project will include significant transit components. Funding dependent upon completion of feasibility study with MDOT and the County.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	1,100	0	0	500	600	0	0	0	1,100	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	1,100	0	0	500	600	0	0	0	1,100	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	168.8	167.5	205.4	164.0	119.4	40.3	865.4
System Preservation Minor Projects	56.0	69.0	68.0	39.9	19.3	49.3	301.5
<u>Development & Evaluation Program</u>	<u>12.2</u>	<u>13.2</u>	<u>2.7</u>	<u>0.6</u>	<u>-</u>	<u>-</u>	<u>28.7</u>
SUBTOTAL	237.0	249.7	276.1	204.5	138.7	89.6	1,195.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>5.2</u>	<u>5.4</u>	<u>5.5</u>	<u>5.8</u>	<u>6.0</u>	<u>4.9</u>	<u>32.8</u>
TOTAL	242.2	255.1	281.6	210.3	144.7	94.5	1,228.4
Special Funds *	91.8	106.8	110.2	79.7	48.1	35.2	471.8
Federal Funds	147.3	147.7	170.8	130.1	96.0	58.5	750.4
Other Funding **	3.1	0.6	0.6	0.5	0.6	0.8	6.2

* Includes local share reimbursement to the State by non-profit organization grant recipients, and local jurisdiction contributions to the Central Line Light Rail System.

** Other funding includes Maryland Transportation Authority (MdTA) bond financing and local share of Maglev Rail System Study. These funds are included in the total.



STATUS: Revenue service began December 2001. Close out tasks underway.

PROJECT: MARC Frederick Extension

DESCRIPTION: Newly constructed 13.5 mile service from Point of Rocks to City of Frederick, including downtown Frederick and suburban stations. This service extension connects to the Brunswick Line providing access to Washington, D.C.

JUSTIFICATION: This extension helps to meet travel demands in 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. The Monocacy station provides free parking and highway access.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Point of Rocks MARC Station Parking Expansion -- Line 10

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Remaining tasks scheduled to avoid any disruption to revenue service.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	4,050	2,920	500	630	0	0	0	0	1,130	0
Right-of-way	6,216	6,016	0	200	0	0	0	0	200	0
Construction	45,148	38,136	400	706	3,630	2,276	0	0	7,012	0
Total	56,090	47,748	900	1,536	3,630	2,276	0	0	8,342	0
Federal-Aid	44,815	37,949	816	1,241	2,957	1,852	0	0	6,866	0

USAGE: Approximately 300 patrons per day use the MARC Frederick Extension.

OPERATING COST IMPACT: Approximately \$2.3 million per year.



STATUS: Planning and engineering underway for MARC Maintenance Facility and Washington Mid-Day Storage. Estimates do not include costs for construction of the MARC Maintenance Facility.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$1.5 million due to ongoing discussion with Amtrak for the Washington Mid-Day Storage.

PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Current funding supports planning, environmental documentation, design and property acquisition of major maintenance, layover, and storage facilities, a Penn-Camden Connection and a mid-day storage facility near Washington Union Station.

JUSTIFICATION: This project will provide critically needed storage and maintenance facilities for the MARC fleet. The connection via the Camden Line will provide access to a new maintenance and storage facility in Southwestern Baltimore City. The Washington mid-day storage facility will reduce interference with Amtrak operations in Washington.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	BALANCE TO COMPLETE
Planning	4,133	4,060	73	0	0	0	0	0	73
Engineering	6,025	2,355	424	500	1,100	800	846	0	3,670
Right-of-way	12,850	6,848	1,470	0	1,511	1,511	1,510	0	6,002
Construction	30,971	37	0	2,202	10,000	9,000	9,732	0	30,934
Total	53,979	13,300	1,967	2,702	12,611	11,311	12,088	0	40,679
Federal-Aid	39,155	4,985	2,157	2,229	10,438	9,358	9,988	0	34,170



STATUS: Retrofit and testing of vehicles complete. Installation of safety brochure seat pouches underway.

PROJECT: MARC Coach Modifications

DESCRIPTION: Retrofit the vestibule area of MARC II cars, adding a door release handle. Convert all accessible windows into emergency exits. Improve signs for emergency exits and procedures.

JUSTIFICATION: MTA is implementing several safety initiatives to modify MARC coaches to improve the ability of passengers and crew to exit coaches in the event of an accident.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	6,596	6,051	201	344	0	0	0	0	545	0
Total	6,596	6,051	201	344	0	0	0	0	545	0
Federal-Aid	5,354	5,354	0	0	0	0	0	0	0	0



STATUS: Phase I Construction for station relocation to be completed during FY 2003. Preliminary Engineering and environmental work for the Transit Center (Phase II) is underway. Phase II is being managed by Montgomery County for MTA, with final design and construction to be completed by a joint developer through WMATA.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Phase II delayed due to design issues under discussion between Montgomery County and WMATA developer.

PROJECT: Silver Spring Transit Center and MARC Station Relocation

DESCRIPTION: This is a two-phase project to provide a fully integrated transit center at the Silver Spring Metrorail Station. The first phase involved relocation of the MARC Station, and included new platforms, a pedestrian bridge over the tracks and a temporary building for the ticket agent. Phase II includes the construction of a facility to house bus bays for Metrobus and Ride On, an intercity bus facility, a taxi queue area, kiss and ride parking and a MARC ticketing office. Provision is also made for a future Purple Line Station and hiker/bike trail.

JUSTIFICATION: Consolidating transit services at a single location in Silver Spring will increase their efficiency and ease of use. The project will support the ongoing revitalization of downtown Silver Spring.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Purple Line Study -- Line 46

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	997	997	0	0	0	0	0	0	0	0
Engineering	4,613	1,871	500	1,000	1,242	0	0	0	2,742	0
Right-of-way	2,094	590	4	0	1,500	0	0	0	1,504	0
Construction	34,083	3,324	3,453	0	2,069	10,000	15,237	0	30,759	0
Total	41,787	6,782	3,957	1,000	4,811	10,000	15,237	0	35,005	0
Federal-Aid	27,535	5,315	3,140	801	3,137	6,000	9,142	0	22,220	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S3-NS	3,470



STATUS: Construction of surface parking (Phase I) is underway. Preliminary engineering for Phase II is underway.

PROJECT: Halethorpe MARC Station Parking Improvements

DESCRIPTION: Phase I of the project will provide an additional 428 surface parking spaces at the Halethorpe MARC Station. Phase II includes installation of high level platforms, a pedestrian bridge, new shelters, improved handicapped accessibility, lighting and streetscaping.

JUSTIFICATION: Insufficient parking at this station results in commuters parking along US 1 and within adjacent residential communities. Platform and access improvements will improve service for riders and reduce boarding times.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 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 ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	289	289	0	0	0	0	0	0	0	0
Engineering	991	124	444	423	0	0	0	0	867	0
Right-of-way	1,318	1,318	0	0	0	0	0	0	0	0
Construction	5,700	304	1,951	1,327	2,118	0	0	0	5,396	0
Total	8,298	2,035	2,395	1,750	2,118	0	0	0	6,263	0
Federal-Aid	5,584	569	1,919	1,402	1,694	0	0	0	5,015	0

USAGE: An average of 797 patrons used the Halethorpe MARC Station in FY 2002.



STATUS: Project is complete.

PROJECT: Laurel MARC Station Improvements

DESCRIPTION: Construct an additional 200 parking spaces at the Laurel MARC Station.

JUSTIFICATION: Additional spaces are needed for parking expansion to accommodate increasing ridership. This project supports community revitalization due to the station's proximity to the downtown area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Savings of \$2.5 million due to favorable bids and reduction in right-of-way.

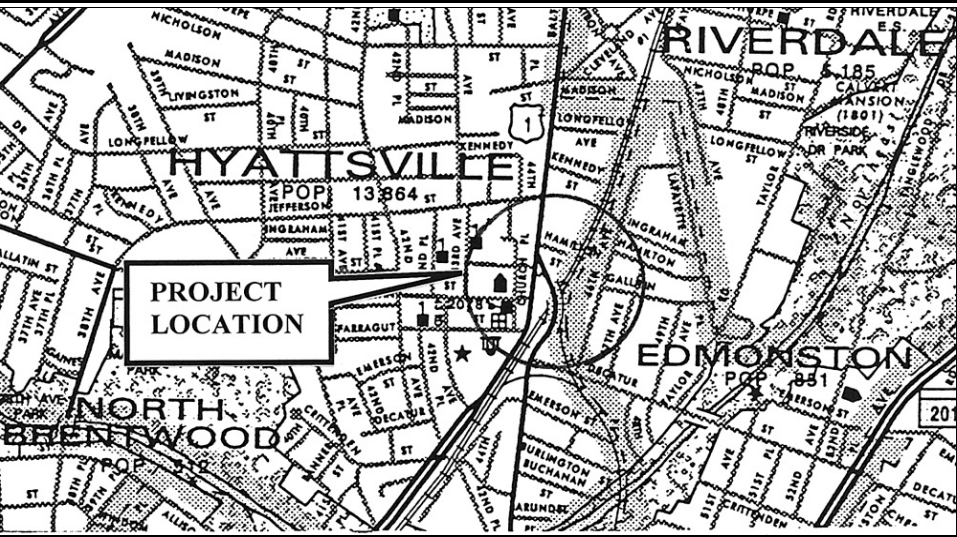
POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	191	191	0	0	0	0	0	0	0	0
Engineering	310	310	0	0	0	0	0	0	0	0
Right-of-way	1,850	1,786	64	0	0	0	0	0	64	0
Construction	1,506	110	1,396	0	0	0	0	0	1,396	0
Total	3,857	2,397	1,460	0	0	0	0	0	1,460	0
Federal-Aid	3,086	1,868	1,218	0	0	0	0	0	1,218	0

USAGE: In FY 2002, Laurel experienced 453 daily boardings. A 3% average annual growth is estimated.

OPERATING COST IMPACT: No additional cost to the MTA's operating budget.



STATUS: Design on hold.

PROJECT: Hyattsville MARC Station - New Station Site

DESCRIPTION: Design and construct new MARC station in Hyattsville on the Camden Line.

JUSTIFICATION: New Station will improve access to the MARC Camden Line service from Hyattsville and Edmonston.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Delayed from FY 2003 to FY 2005 as design is on hold due to CSX concerns about impacts on freight railroad operations.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	128	128	0	0	0	0	0	0	0	0
Engineering	165	6	0	0	159	0	0	0	159	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,792	0	0	0	526	633	633	0	1,792	0
Total	2,085	134	0	0	685	633	633	0	1,951	0
Federal-Aid	1,662	97	0	0	553	506	506	0	1,565	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2005	S9-MRC	1,565

USAGE: In FY 2002, MARC experienced 24,000 daily boardings. A 3% average annual growth is estimated.

OPERATING COST IMPACT: Approximately \$1,000 per year.



STATUS: Project Planning underway. Final Engineering to begin during FY 2004. Construction to begin during FY 2005.

PROJECT: Point of Rocks MARC Station Parking Expansion

DESCRIPTION: Construct 150 - 250 additional parking spaces at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.

JUSTIFICATION: Parking demand regularly exceeds the existing 276 space lot. Currently, patrons are parking in the adjacent community.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
 MARC Frederick Extension -- Line 1

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction delayed from FY 2003 to FY 2005 to address environmental issues.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	448	438	10	0	0	0	0	0	10	0
Engineering	169	89	0	80	0	0	0	0	80	0
Right-of-way	502	2	0	500	0	0	0	0	500	0
Construction	2,240	0	0	0	1,120	1,120	0	0	2,240	0
Total	3,359	529	10	580	1,120	1,120	0	0	2,830	0
Federal-Aid	2,605	418	8	449	868	862	0	0	2,187	0



STATUS: Construction underway and will be completed by the end of FY 2003.

PROJECT: Maryland-Delaware Railroad Rehabilitation & Improvements

DESCRIPTION: Improve drainage, install ties, replace and tamp ballast subgrade on the 9.3 mile segment between Massey and Townsend and the 16 mile segment between Hurlock and Seaford to enable the rail infrastructure to support new 315,000 lb freight cars.

JUSTIFICATION: Will restore the integrity of the track bed and ensure safe passage of trains with anticipated heavier freight cars.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Anticipate completion of construction work in FY 2003.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24	24	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,146	1,347	5,799	0	0	0	0	0	5,799	0
Total	7,170	1,371	5,799	0	0	0	0	0	5,799	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Ongoing evaluation of bridges in conformance with State of Maryland Rail Policy. Construction on 21 bridges underway.

PROJECT: Freight Bridge Rehabilitation

DESCRIPTION: Funding source for the rehabilitation of freight bridges throughout the State for FY 03 through FY 08. The bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific axle load requirements and economic need and necessity.

JUSTIFICATION: A structural inspection of freight bridges throughout the State indicates a need for rehabilitation to maintain 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 or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$2.3 million based on most recent recommendations from ongoing inspections and the addition of FY 2008.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	328	328	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,129	870	2,900	859	750	750	500	500	6,259	0
Total	7,457	1,198	2,900	859	750	750	500	500	6,259	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: The operating railroads, under the project management of SHA, will complete two crossings on the Maryland & Delaware Railroad and one on the Western Maryland Scenic Railroad during FY 2003.

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State. Funding is provided for FY 2004 through FY 2008 for crossings to be identified on a priority basis. Three crossings are slated to be rehabilitated in FY 2003. The first is MD 313 at Barclay in Queen Anne's County; the second is the solo crossing at Federalsburg in Caroline County; and the third is Cash Valley Road on the Western Maryland Scenic Railroad in Allegany County.

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

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,178	443	450	450	450	450	450	485	2,735	0
Total	3,178	443	450	450	450	450	450	485	2,735	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Negotiations for right of entry agreement and property acquisition are underway.

PROJECT: Cold Spring Light Rail Station Park and Ride

DESCRIPTION: Construct a new 300-space park and ride facility at the existing Cold Spring Light Rail Station. The station currently has no parking.

JUSTIFICATION: New parking will increase ridership by providing convenient access to the system.

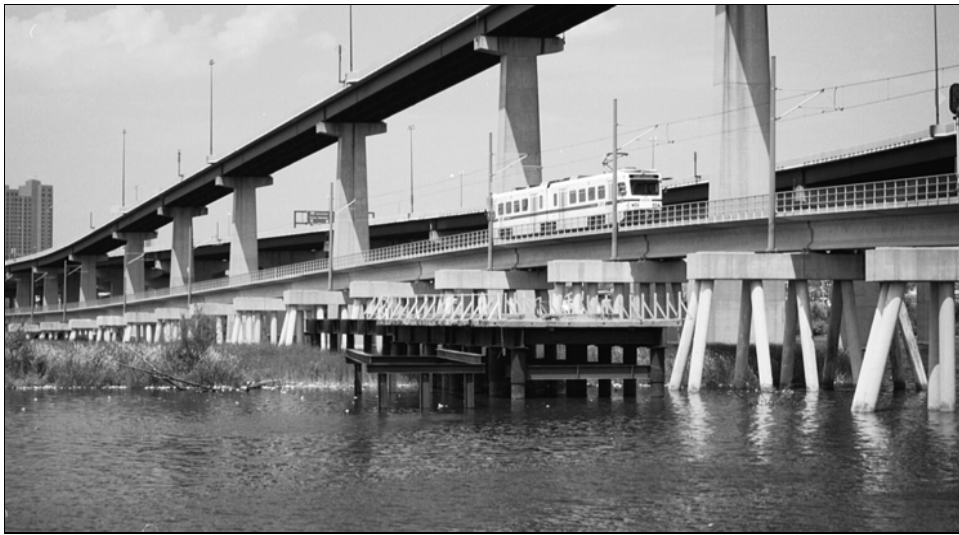
SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction funding delayed from FY 2004 to FY 2005 until right-of-way negotiations are completed.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2002	2003	2004	.....2005.....	.....2006.....	.....2007.....	.....2008.....	TOTAL	COMPLETE
Planning	541	402	0	139	0	0	0	0	139	0
Engineering	550	449	59	42	0	0	0	0	101	0
Right-of-way	1,000	21	0	979	0	0	0	0	979	0
Construction	5,000	0	0	0	996	1,500	1,004	1,500	5,000	0
Total	7,091	872	59	1,160	996	1,500	1,004	1,500	6,219	0
Federal-Aid	533	486	47	0	0	0	0	0	47	0



STATUS: Construction of Kloman Street and Middle Branch bridges underway. Procurement contracts underway. Other civil and systems contracts are scheduled to begin construction during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

PROJECT: Light Rail Double Track

DESCRIPTION: Project will add a second track to the existing single track sections between Warren Road Station and Cromwell Station. Approximately 9.4 miles will be upgraded to two tracks. Add new boarding platforms for the second track at Mt. Washington, Baltimore Highlands, Linthicum and Cromwell stations.

JUSTIFICATION: Installation of double track on eight sections will enhance operations flexibility for improved service by eliminating train meets and delays at single track sections. The double track will also allow the opportunity to perform maintenance during revenue hours. The result of the double tracking will be improved service and increased ridership.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Cab Code Signaling for Phase II Extensions -- Line 16
 Light Rail Cromwell Maintenance and Layover Facility -- Line 17
 Light Rail Safety Upgrades -- Line 18
 Light Rail Control -- Line 19

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	7,833	7,820	13	0	0	0	0	0	13	0
Engineering	12,045	11,462	583	0	0	0	0	0	583	0
Right-of-way	1,370	143	988	239	0	0	0	0	1,227	0
Construction	132,412	2,064	26,416	31,761	33,205	23,612	15,354	0	130,348	0
Total	153,660	21,489	28,000	32,000	33,205	23,612	15,354	0	132,171	0
Federal-Aid	122,928	14,090	24,138	26,241	26,893	19,129	12,437	0	108,838	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S3-NS-LR	18,000
CO	2004	S3-NS-LR	40,000
CO	2005	S3-NS-LR	40,507



STATUS: Final Engineering complete. Construction underway.

PROJECT: Light Rail Cab Code Signaling for Phase II Extensions

DESCRIPTION: Install a cab code signal system in the Light Rail Line's Phase II Extensions.

JUSTIFICATION: The Light Rail Double Track project includes replacement of the signal system from a two block system to a cab code operation. This project extends the cab code system to Hunt Valley, Penn Station and BWI Airport. Overall system safety is dependent on the signal system. Having a single system for the entire line will provide consistency and increase safety.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track -- Line 15
 Light Rail Cromwell Maintenance and Layover Facility, Phase II -- Line 17
 Light Rail Control -- Line 19

SIGNIFICANT CHANGE FROM FY 2002 - 07 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 ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	225	175	50	0	0	0	0	0	50	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,875	132	650	4,093	3,000	2,000	0	0	9,743	0
Total	10,100	307	700	4,093	3,000	2,000	0	0	9,793	0
Federal-Aid	1,828	227	0	0	0	1,601	0	0	1,601	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2006	S9-MTA	1,601



STATUS: Project completion underway. Construction in final stages and occupancy is scheduled for FY 2003.

PROJECT: Light Rail Cromwell Maintenance and Layover Facility, Phase II

DESCRIPTION: Construct a Light Rail storage, maintenance, repair and vehicle washing facility adjacent to the Cromwell Light Rail Station.

JUSTIFICATION: Scheduled five and ten-year major vehicle overhauls exceed the capacity of the North Avenue Light Rail Facility. An additional facility is being built to ensure adequate maintenance for safe and reliable service. The facility is also needed to maintain operation during the Double Track Project.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: Light Rail Double Track -- Line 15
Light Rail Cab Code Signaling for Phase II Extensions -- Line 16

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Due to favorable conditions more construction was completed in FY 2002 than previously estimated.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,405	1,312	93	0	0	0	0	0	93	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,433	25,132	1,994	1,307	0	0	0	0	3,301	0
Total	29,838	26,444	2,087	1,307	0	0	0	0	3,394	0
Federal-Aid	22,137	20,721	833	583	0	0	0	0	1,416	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MTA	323
CO	2004	S9-MTA	246



STATUS: Construction of recommended improvements for bridge safety walk and railings for Kroman Street and Middle Branch bridges underway.

PROJECT: Light Rail Safety Upgrades

DESCRIPTION: Various upgrades for safety, communications and track operations including safety walks, railings, and guardrails on bridges; electrical substation enhancements; display information on status of overhead wires and fiber optic network; fiber optic drops at stations and minor flash modifications.

JUSTIFICATION: Improve safety, communications, operations and system reliability of the Light Rail line.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track-- Line 15

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Advance cash flows from FY 2006 and FY 2007 to reflect on-going construction.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	22	300	278	0	0	0	0	578	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	150	1,722	2,125	1,003	0	0	5,000	0
Total	5,600	22	450	2,000	2,125	1,003	0	0	5,578	0
Federal-Aid	2,908	0	240	68	1,700	900	0	0	2,908	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2005	S9-MTA	2,600



STATUS: Modifications to control center underway.

PROJECT: Light Rail Control

DESCRIPTION: Purchase and install computerized communications, train control and locator system at North Avenue Light Rail Facility.

JUSTIFICATION: This facility improves overall vehicle control and provides optimum safe operation of trains. In addition, the computerized system provides the ability to manage trains on a consistent schedule and level of service during extreme weather, high volume and special events. The system also monitors grade crossings.

SMART GROWTH STATUS:

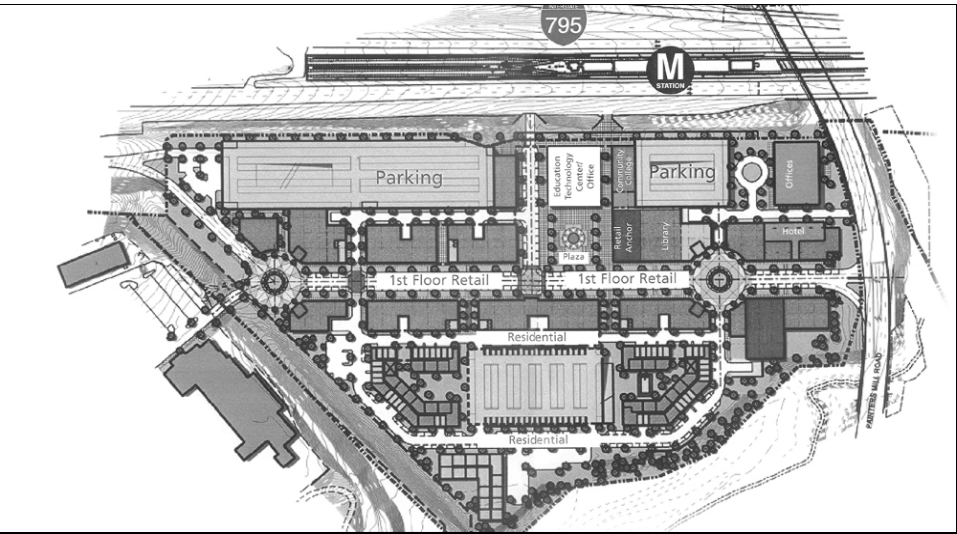
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track -- Line 15
 Light Rail Cab Control Signaling for Phase II Extensions -- Line 16

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	853	853	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,107	7,171	520	216	200	0	0	0	936	0
Total	8,960	8,024	520	216	200	0	0	0	936	0
Federal-Aid	6,300	5,467	463	185	185	0	0	0	833	0



STATUS: The Master Development Agreement has been drafted, and conceptual designs for the garage and infrastructure are underway.

PROJECT: Owings Mills Joint Development

DESCRIPTION: Master plan and site infrastructure for joint development of a 33 acre parking lot at Owings Mills Metro Station. Site infrastructure includes a replacement parking structure and utilities.

JUSTIFICATION: This project will provide 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 and will generate additional non-fare revenue.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Infrastructure construction anticipated to begin in FY 2004.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	826	226	500	100	0	0	0	0	600	0
Engineering	1,200	0	0	900	300	0	0	0	1,200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,400	0	0	3,500	6,450	3,450	0	0	13,400	0
Total	15,426	226	500	4,500	6,750	3,450	0	0	15,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

In addition to the above MTA funding, Baltimore County is contributing \$13.1 million for the parking structure and infrastructure capital costs.

0057



STATUS: Escalator work is proceeding.

PROJECT: Metro Escalator Rehabilitation

DESCRIPTION: The escalators (81) in the Metro system will be rehabilitated and upgraded. Station entrance canopies will be modified or new canopies will be installed. Additional enhancements include snowmelt equipment and a remote monitoring system.

JUSTIFICATION: Escalator components have deteriorated due to age and weather requiring rehabilitation for continued reliable and safe service.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Agencywide Elevator Rehabilitation -- Line 22

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cash flows adjusted to reflect on-going construction.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,595	1,595	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	52,749	15,900	11,840	8,306	7,266	6,120	3,317	0	36,849	0
Total	54,344	17,495	11,840	8,306	7,266	6,120	3,317	0	36,849	0
Federal-Aid	41,097	10,995	9,665	6,804	5,937	4,982	2,714	0	30,102	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MTA	2,820
CO	2003	S3-FG	2,773
CO	2004	S9-MTA	4,697
CO	2004	S3-FG	2,100
CO	2005	S9-MTA	5,832
CO	2006	S9-MTA	5,475
CO	2007	S3-FG	2,020



STATUS: Construction underway. Reisterstown Plaza elevators complete. Shot Tower elevators are underway.

PROJECT: Agencywide Elevator Rehabilitation

DESCRIPTION: Upgrade 33 elevators throughout MTA's facilities to meet current operating, safety and ADA standards. This rehabilitation will bring the units into compliance with various safety codes, improve the appearance of the equipment, stop water infiltration, and restore or upgrade machinery and controls.

JUSTIFICATION: Deterioration of these elevators has impacted reliability and patron service. The elevators are experiencing declining reliability and exhibit signs of wear and tear, corrosion, and water damage. In addition, certain items must be brought up to ADA compliance.

SMART GROWTH STATUS:

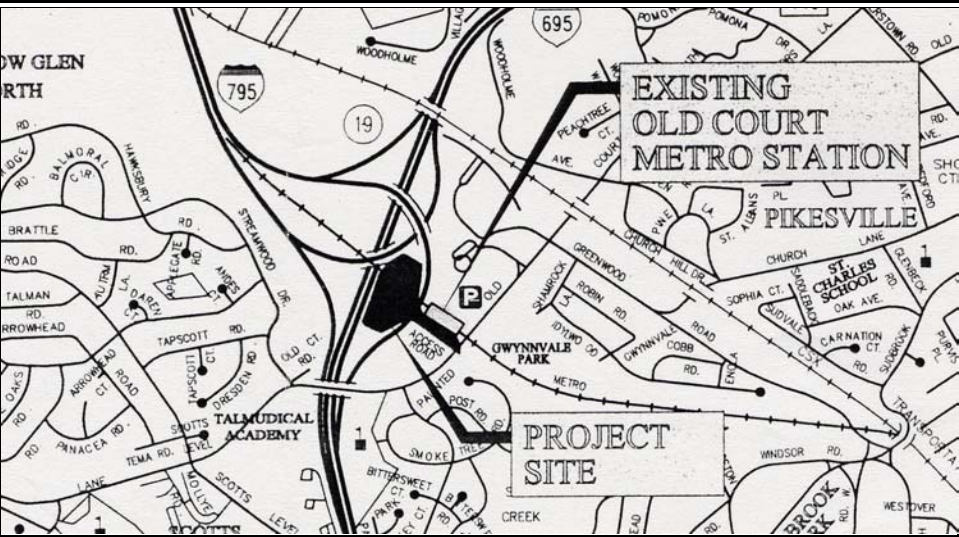
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metro Escalator Rehabilitation -- Line 21

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cash flows adjusted to reflect on-going construction.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	428	428	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,822	605	2,500	2,500	2,217	0	0	0	7,217	0
Total	8,250	1,033	2,500	2,500	2,217	0	0	0	7,217	0
Federal-Aid	6,600	639	2,065	2,056	1,840	0	0	0	5,961	0



STATUS: Final Engineering underway.

PROJECT: Metro Facilities Maintenance Building

DESCRIPTION: Construct a new Maintenance facility for Maintenance-of-Way (MOW) near the Old Court Metro Station. The primary building will house specialized equipment shops, a loading/storage area, and a track spur for rail vehicle maintenance. Two other one-story structures will be constructed for storage of large and seasonal equipment and heavy materials.

JUSTIFICATION: The Metro Facilities Maintenance Department is currently operating from a number of open air sites and substandard facilities along the Metro line. Greater efficiency, productivity and safety will result from having a centralized location.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project deferred one year due to national economic slowdown.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2002	2003	2004	.....2005.....	.....2006.....	.....2007.....	.....2008.....	TOTAL	COMPLETE
Planning	129	129	0	0	0	0	0	0	0	0
Engineering	1,101	1,071	30	0	0	0	0	0	30	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,789	0	0	0	10,150	1,639	0	0	11,789	0
Total	13,019	1,200	30	0	10,150	1,639	0	0	11,819	0
Federal-Aid	8,344	582	18	0	6,667	1,077	0	0	7,762	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MTA	4,790
CO	2005	S9-MTA	2,735



STATUS: Eight married pairs (16 railcars) are currently turned over to the contractor, two pairs of which are undergoing acceptance testing and one pair is awaiting delivery to MTA.

PROJECT: Metro Railcar Mid-Life Overhaul

DESCRIPTION: Structural and systems overhaul of 100 Metro railcars. Scope of work includes floors, trucks, wheels and axles, brakes, couplers, HVAC, communications and interiors.

JUSTIFICATION: The Metro railcars are over 19 years old. Rehabilitation of major railcar systems and components is required to enable the railcars to reach their useful life of 30 years. Numerous components are seriously deteriorated and some of the technology is outdated.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cash flow adjusted to reflect vendor's revised production schedule.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	104	104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	95,814	18,297	10,500	18,000	20,000	19,126	9,891	0	77,517	0
Total	95,918	18,401	10,500	18,000	20,000	19,126	9,891	0	77,517	0
Federal-Aid	76,734	14,467	8,434	14,459	16,066	15,364	7,944	0	62,267	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S3-FG	3,884
CO	2004	S9-MTA	1,744
CO	2004	S3-FG	2,999
CO	2005	S9-MTA	9,123
CO	2005	S3-FG	7,218
CO	2006	S9-MTA	12,018
CO	2006	S3-FG	4,575



STATUS: MTA issued Notice to Proceed for 100 buses with an option to buy up to 125 buses annually for the next 4 years.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Revised production schedule and inclusion of FY 2008 has resulted in an \$11 million increase. This increase is not as high as the addition of the FY 2008 year due to cuts taken as part of the national economic slowdown.

PROJECT: Bus Procurement

DESCRIPTION: Purchase standard 40-foot buses to be used in an annual replacement program of buses in service 12 or more years.

JUSTIFICATION: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and excessive major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to reduce the average age of the bus fleet to six and one-half years.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Transit Vehicle Automated Stop Announcement -- Line 26
 Implementation of Smart Card and Bus Farebox Equipment -- 29

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	189	188	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	207,549	28,706	27,687	27,697	36,823	33,130	29,000	16,506	170,843	8,000
Total	207,738	28,894	27,688	27,697	36,823	33,130	29,000	16,506	170,844	8,000
Federal-Aid	164,389	21,793	21,899	21,894	29,490	26,508	23,200	13,205	136,196	6,400

0299, 0464, 0465, 0508, 0509, 0518, 0714, 0825

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S3-BUS, CMAQ	18,097
CO	2004	S3-BUS, CMAQ	11,666
CO	2005	S9-MTA	11,915
CO	2005	S3-BUS, CMAQ	9,433
CO	2006	S9-MTA	10,809
CO	2006	S3-BUS, CMAQ	8,713
CO	2007	S9-MTA	17,017
CO	2007	S3-BUS, CMAQ	6,287
CO	2008	S9-MTA	16,061
CO	2008	S3-BUS	3,118



STATUS: Implementation to begin during FY 2003.

PROJECT: Transit Vehicle Automated Stop Announcement

DESCRIPTION: Retrofit 250 buses with equipment to automatically announce stops using global positioning technology. In addition, an interior LED sign is provided to aid the hearing impaired.

JUSTIFICATION: Automated stop announcements will improve information available to bus riders who may be unfamiliar with the route or are sight impaired. New buses are purchased with this technology already installed.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Bus Procurement -- Line 25

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Reduced project cost by \$2.1 million due to favorable bids.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	50	34	16	0	0	0	0	0	16	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,226	169	533	1,524	0	0	0	0	2,057	0
Total	2,276	203	549	1,524	0	0	0	0	2,073	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Vehicle acquisition planned for FY 2005 and FY 2006.

PROJECT: Bus Procurement for Neighborhood Shuttle Services

DESCRIPTION: Procure 30-foot low floor buses for operation of neighborhood shuttle services.

JUSTIFICATION: Small buses enhance neighborhood-oriented services by offering a distinct appearance from standard MTA buses.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Delayed from FY 2003 to FY 2005 due to cost constraints in operating budget effecting implementation schedule.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	5,000	3,431	3	0	742	824	0	0	1,569	0
Total	5,000	3,431	3	0	742	824	0	0	1,569	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Five buses were purchased in FY 2002 and are in service. Anticipate buying 11 buses in FY 2003.

PROJECT: Mobility Bus Procurement

DESCRIPTION: Annual replacement program to maintain Mobility vehicle fleet.

JUSTIFICATION: Mobility buses are required to operate MTA's paratransit service. An increase to the normal acquisition of five vehicles per year will provide more capacity and flexibility in meeting peak demand, thereby improving reliability and on time performance.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	4,294	1,272	880	0	1,071	1,071	0	0	3,022	0
Total	4,294	1,272	880	0	1,071	1,071	0	0	3,022	0
Federal-Aid	1,712	1,008	704	0	0	0	0	0	704	0



STATUS: Bus farebox replacement underway.

PROJECT: Implementation of Smart Card and Bus Farebox Equipment

DESCRIPTION: Implementation of Smart Card technology and fare collection equipment for Baltimore Metro, Light Rail, MARC, Commuter Bus and Locally Operated Transit Systems. Includes establishment of a financial clearinghouse to process transactions. Sensors on the cash boxes will record pertinent revenue collection information. This information will improve revenue collection and the audit trail from point of deposit on the bus to the revenue collection room.

JUSTIFICATION: New fare collection equipment with Smart Card technology will provide seamless transportation among the transit providers in the Baltimore and Washington regions. The new fareboxes will be a recent design with locally available parts as well as being stronger and better able to withstand damage from normal operation.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

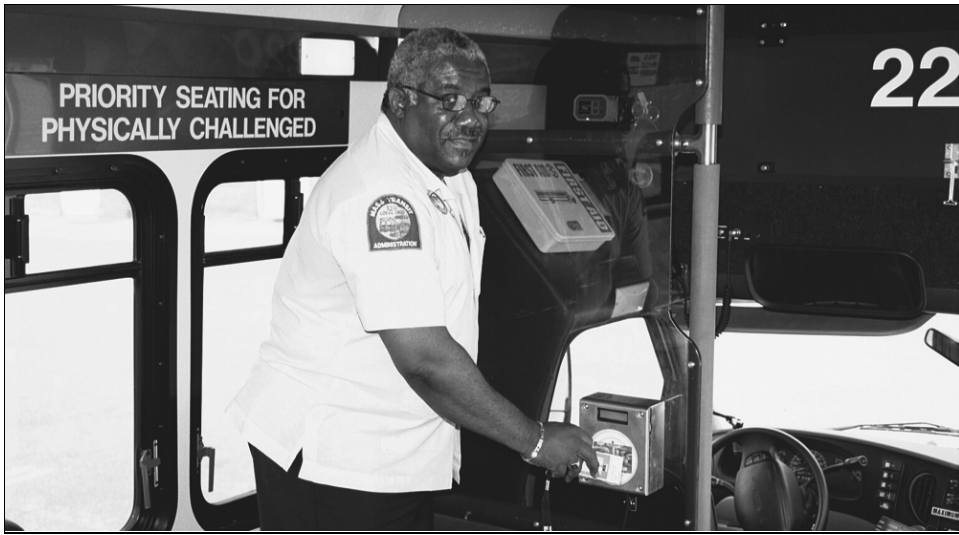
ASSOCIATED IMPROVEMENTS:

Bus Procurement -- Line 25

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$11 million due to inclusion of clearinghouse and regional call center.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	322	322	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	83,140	8,940	14,971	16,788	17,268	16,896	8,277	0	74,200	0
Total	83,462	9,262	14,971	16,788	17,268	16,896	8,277	0	74,200	0
Federal-Aid	26,249	3,260	7,918	7,614	5,175	2,282	0	0	22,989	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MTA	9,600
CO	2003	S9-MRC	1,232
CO	2004	S9-MTA	6,030
CO	2004	S9-MRC	2,201
CO	2005	S9-MTA	2,289
CO	2006	S9-MTA	1,036



STATUS: Project complete. Smart Cards in use.

PROJECT: Mobility Smart Card Implementation

DESCRIPTION: Implement Smart Card usage for Mobility paratransit services. The Smart Card will be used to monitor the performance of MTA provided service and contractor provided service.

JUSTIFICATION: In order to enhance the service provided to Mobility customers, Automatic Vehicle Location and Global Positioning System will be utilized with Smart Card technology to improve customer service.

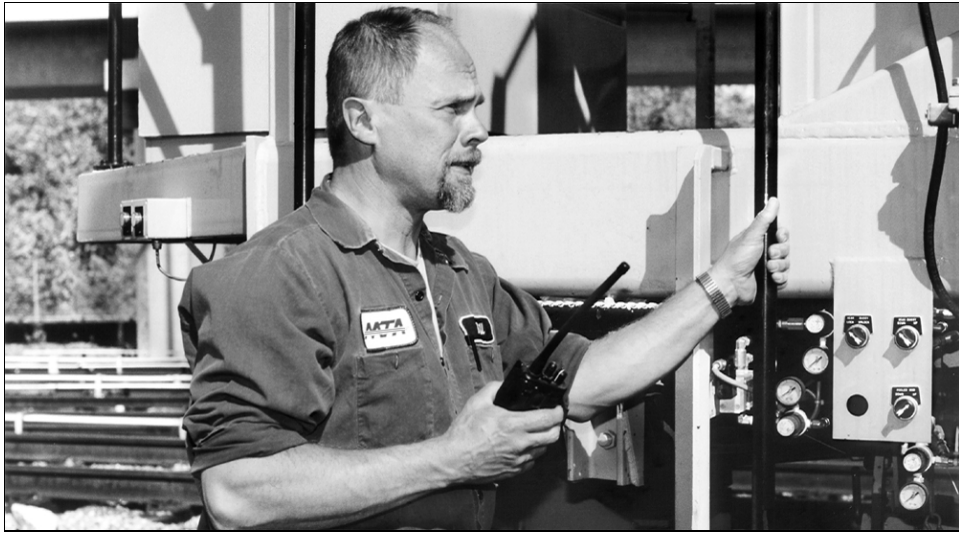
SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	229	229	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	2,008	2,008	0	0	0	0	0	0	0	0	0
Total	2,237	2,237	0	0	0	0	0	0	0	0	0
Federal-Aid	1,660	1,660	0	0	0	0	0	0	0	0	0



STATUS: Engineering underway for Metro tunnel communication system replacement.

PROJECT: Radio Communication Trunking

DESCRIPTION: Replace and upgrade mobile and portable radio equipment; complete the conversion of the communication system from a conventional to a trunked system; and add three frequencies to the radio system.

JUSTIFICATION: Radio communication is critical for safe and reliable operations. A trunked system enables many more voice and data transmissions than a conventional system over the same number of channels.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 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 ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	599	490	109	0	0	0	0	0	109	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,969	3,514	350	980	2,750	1,750	1,625	0	7,455	0
Total	11,568	4,004	459	980	2,750	1,750	1,625	0	7,564	0
Federal-Aid	8,269	3,353	16	0	2,200	1,400	1,300	0	4,916	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2005	S9-MTA	546
CO	2006	S9-MTA	1,445
CO	2007	S9-MTA	1,169



STATUS: FY 2003 grant funds to be awarded include: Streetscaping, pedestrian access improvements to transit stops, and pedestrian bridges.

PROJECT: Transit Station Enhancements

DESCRIPTION: Funds will be made available for transportation projects in designated revitalization areas, where enhancement of existing infrastructure will promote economic revitalization and neighborhood conservation and where these improvements will contribute to on-going revitalization activities. Project types can include pedestrian connections, landscaping, lighting, bike racks and shelters.

JUSTIFICATION: 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 to these areas with the goal of increasing their attractiveness to private investment.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: FY 2008 funds added.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2002	2003	2004	.....2005.....	.....2006.....	.....2007.....	.....2008.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	137	26	111	0	0	0	0	0	111	0
Right-of-way	41	0	41	0	0	0	0	0	41	0
Construction	21,455	4,419	1,098	1,500	2,326	2,000	2,418	2,274	11,616	5,420
Total	21,633	4,445	1,250	1,500	2,326	2,000	2,418	2,274	11,768	5,420
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: This is a yearly funding program. Funding for FY 2004 through FY 2008 is shown as a statewide total.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Increase of \$9.0 million due to the addition of FY 2008 and the Central Maryland Transit and Operations/Maintenance Facility. This increase is not as significant as the addition of FY 2008 due to cuts taken as part of the national economic slowdown.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	13,479	5,600	1,025	1,460	1,850	1,000	1,300	1,244	7,879	0
Right-of-way	702	0	0	702	0	0	0	0	702	0
Construction	115,465	27,013	14,748	13,444	16,360	16,132	11,982	11,707	84,373	4,079
Total	129,646	32,613	15,773	15,606	18,210	17,132	13,282	12,951	92,954	4,079
Federal-Aid	94,265	20,817	12,250	11,192	11,197	11,381	12,066	11,832	69,918	3,530

0024, 0025, 0027, 0028, 0031, 0039, 0041, 0044, 0045,
0053, 0144, 0145, 0148, 0211, 0214, 0215, 0217, 0218,
0818, 0826, 0827, 0828, 0869, 0877, 0878, 0885, 1025,
1061

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

DESCRIPTION: The MTA provides funding to local jurisdictions in rural and small urban areas for transit vehicles, equipment and facilities. In addition, the MTA provides funding 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, vanpools and transit.

JUSTIFICATION: Intense use of equipment and increased demand for service requires regular vehicle replacement and expansion as well as adequate support facilities to provide reliable service and keep operating costs to a minimum. The ridesharing program provides citizens with information on expanded commute options and companies with technical expertise needed to meet Federal clean air requirements.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2003 and Prior -- Line 45

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	L-S3, L-S9, L-S18	6,210
CO	2003	L-S3MPG, CMAQ	2,843
CO	2003	L-S3, L-S9, L-18	6,210
CO	2004	L-S3MPG, CMAQ	3,975
CO	2004	L-S3, L-S9, L-S18	6,513
CO	2005	L-S3MPG, CMAQ	4,072
CO	2005	L-S3, L-S9, L-S18	5,721
CO	2006	L-S3MPG, CMAQ	3,500



STATUS: This is an annual funding program. A more detailed list of FY 2003 Non-Profit Agencies receiving vehicles is provided on Line 45. Funding for FY 2004 through FY 2008 is shown as a statewide total on this page only.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Private Non-Profit Agencies)

DESCRIPTION: The MTA administers a grant program that provides 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 or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2003 and Prior -- Line 45

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$2.4 million due to the addition of FY 2008 funding.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	18,425	5,210	1,010	2,207	2,207	2,207	2,207	2,427	12,265	950
Total	18,425	5,210	1,010	2,207	2,207	2,207	2,207	2,427	12,265	950
Federal-Aid	14,740	4,187	794	1,764	1,766	1,764	1,764	1,941	9,793	760

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	L-S16	1,525
CO	2004	L-S16	1,575
CO	2005	L-S16	1,625
CO	2006	L-S16	1,610
CO	2007	L-S16	2,030



STATUS: The FY 2003 grant for the County's capital bus program is currently under development.

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement and integrated fareboxes that support the regional Smart Card program. The current program includes 10 buses for replacement of existing Ride On vehicles. Sound System Annunciators that communicate next stop information and interactive kiosks are programmed for FY 2005.

JUSTIFICATION: These investments will make Ride On a more convenient and user-friendly system, while improving passenger access to a Metro system that is being challenged by a lack of available parking.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$3.4 million mainly due to the addition of FY 2008 funding.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	34,139	8,383	5,195	3,905	8,340	2,740	2,836	2,740	25,756	0
Total	34,139	8,383	5,195	3,905	8,340	2,740	2,836	2,740	25,756	0
Federal-Aid	3,464	0	932	932	1,600	0	0	0	3,464	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MRC	932
CO	2004	S9-MRC	2,532

0892, 0894, 0898, 0899, 1001, 1002, 1005



STATUS: The FY 2003 grant for the County's capital bus program is currently under development.

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for approximately 5 buses to replace existing vehicles in the County's "The Bus" fleet.

JUSTIFICATION: Buses will support new routes and will provide much needed service in growing and underserved communities throughout Prince George's County.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Largo Garage -- Line 38

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Funding for the integrated farebox readers that support the regional Smart Card program has been included in MTA's Smart Card Implementation efforts.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	9,529	5,328	1,120	591	610	630	650	600	4,201	0
Total	9,529	5,328	1,120	591	610	630	650	600	4,201	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Delivery of 25 coaches complete. Another 25 coaches expected in FY 2004.

PROJECT: Procure Lift-Equipped Over-the-Road Coaches

DESCRIPTION: Initiate acquisition of 50 over-the-road lift-equipped coaches. These coaches will be utilized by private contractors to provide commuter bus service in the Baltimore and suburban Maryland regions.

JUSTIFICATION: Coaches are required to comply with the Americans with Disabilities Act.

SMART GROWTH STATUS:

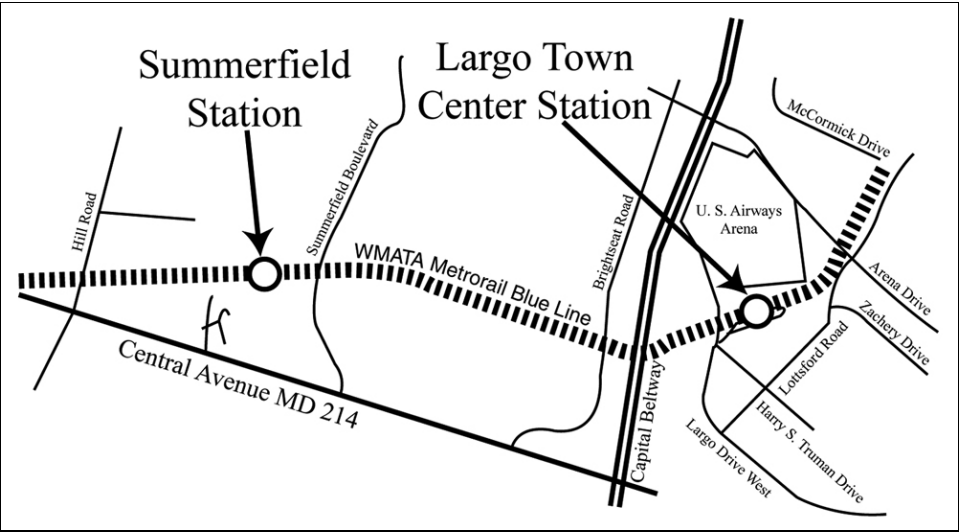
- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$9.0 million due to procurement increase from 33 to 50 buses.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	22,000	0	10,000	10,000	2,000	0	0	0	22,000	0
Total	22,000	0	10,000	10,000	2,000	0	0	0	22,000	0
Federal-Aid	17,600	0	8,000	8,000	1,600	0	0	0	17,600	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MRC	3,350



STATUS: Funding provided is MTA's share of the cost with the balance to be funded by Prince George's County.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Delayed from FY 2002 to FY 2003 due to the delay in execution of the Memorandum of Understanding with the County.

PROJECT: Largo Garage

DESCRIPTION: Construct a 1,200 space parking structure at the Largo Metrorail Station. Project will include bus bays and a "kiss and ride" passenger drop-off area.

JUSTIFICATION: Project is part of transit-oriented development that will promote economic growth and ridership at the new Metro station.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Prince George's County Local Bus Program -- Line 36

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	4,000	0	0	0	0	0	4,000	0	0
Total	4,000	0	4,000	0	0	0	0	0	4,000	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 39

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>MARC IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Ticketing System - CSX Agencies (0638)	801	Complete
2	East Baltimore Station Facility Planning (0155)	459	Complete
3	Design West Baltimore Station Improvement (0421)	113	Complete
4	Shelters (0583, 0584)	214	Complete
5	MARC Coach Bicycle Retrofit (1007)	1,448	Underway
6	MARC II Vehicle Mid-Life Overhaul (28) D&E (1054)	250	Underway
7	MARC AEM-7 Electric Locomotive Evaluation (4) D&E (1055)	35	Underway
8	Capacity Improvements on Camden and Brunswick Lines (0687)	3,500	Underway
9	MARC Edgewood Station Improvements (1059)	100	Underway
10	MARC Parking Lot Improvements (1006)	770	Underway
11	Capacity Improvements on Penn Line (0183)	5,000	Underway
12	MARC BWI Improvements (1063)	350	Underway
13	MARC Miscellaneous Station Improvements and Rehab (0199, 0423, 0634, 1008)	1,539	Underway
14	MARC Master Plan and Needs Study (0136, 0585)	2,155	Underway
15	MARC GP-40 Locomotive Overhaul(14) D&E (1053)	250	Underway
16	Connection Track at Brunswick (0419)	230	Underway
17	MARC Rolling Stock Maint. Tracking & Record Keep'g System (1052)	550	Underway
18	Design Passenger Warning System at 9 CSX Stations (0420)	2,269	Underway
19	Union Station High Level Platform D&E (0834)	125	Underway
20	MARC II Vehicle Overhaul (0181, 0271)	145	Underway
21	College Park Station Improvements (0182)	193	Underway
22	Rockville Station Improvements (0006, 0835)	96	Underway
23	Public Address System Replacement (0430)	1,040	Underway
24	Crosswalk Improvements (0102)	560	Underway
25	ADA Equipment (0684)	302	Underway
26	Odenton Station Parking Expansion D&E (0836)	2,298	Underway
27	Preservation Fund (0634)	100	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 39 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>MARC IMPROVEMENTS -- FY 2004</u>		
28	Capacity Improvements on Camden and Brunswick Lines (0687)	8,500	Fall, 2003
29	Capacity Improvements on Penn Line (0183)	6,000	Fall, 2003
30	MARC Miscellaneous Station Improvements and Rehab (0199, 0634)	1,250	Fall, 2003
31	MARC Parking Lot Improvements (1006)	1,147	Fall, 2003
32	MARC II Vehicle Overhaul (0181, 0271)	1,000	Fall, 2003
33	Preservation Fund (0634)	100	Fall, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 40

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LIGHT RAIL IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Emergency Repair at Lombard Street	36	Complete
2	Howard Street Safety Improvements	389	Complete
3	Vehicle Fault Reporting (0582)	75	Complete
4	Hunt Valley Station Park and Ride Expansion	470	Complete
5	Substation Installation (0341)	1,587	Underway
6	Fiber Backbone Backup (0581)	327	Underway
7	Electrical and Electronic System Rehab/Improvements (0790)	2,174	Underway
8	System Preservation Studies (0219, 0858)	925	Underway
9	5 Year Vehicle Overhaul (0116)	401	Underway
10	Conversion of Yard Switches (0451)	548	Underway
11	Safety Improvements (0860, 0870, 1011)	2,035	Underway
12	Vehicle Roof Repair (0570)	1,049	Underway
13	Vehicles and Equipment (0861)	200	Underway
14	Bridge Rehabilitation and Preservation (0248)	1,155	Underway
15	Rail Purchase and Installation (0660, 0797)	236	Underway
16	Facilities and Station Rehab/Improvements (0005)	513	Underway
17	Drainage Improvements (0449, 0856)	1,414	Underway
18	Power and Signal Improvements (0058, 1024)	625	Underway
19	Upgrade and Replace Electrical Connectors (0249)	500	Underway
20	Howard St. Embedded Track Rehabilitation Phase II (0857, 1049)	631	Underway
21	Localized Event Recording (0854)	75	Underway
22	Catenary Improvements (0247)	275	Underway
23	Ice Scraper Pantographs (0245)	690	Underway
24	System Preservation Fund	325	Underway
25	Operational Track Upgrades (1013)	1,334	Underway
26	Falls Road Parking Reconfiguration (0871)	472	Underway
27	Communications Upgrades (1015)	350	Spring, 2003
28	Grade Crossing Repair/Rehabilitation (1048)	1,750	Spring, 2003
29	UPS Signal Backup Power Replacement (1016)	1,000	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 40 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LIGHT RAIL IMPROVEMENTS -- FY 2004</u>		
30	Bridge Rehabilitation and Preservation (0248)	1,413	Summer, 2003
31	Facilities and Station Rehab/Improvements (0005)	513	Summer, 2003
32	Localized Event Recording (0854)	300	Summer, 2003
33	Rail Purchase and Installation (0660, 0797)	485	Summer, 2003
34	UPS Signal Backup Power Replacement (1016)	2,172	Summer, 2003
35	Operational Track Upgrades (1013)	2,364	Summer, 2003
36	Communications Upgrades (1015)	350	Summer, 2003
37	5 Year Vehicle Overhaul (0116)	558	Summer, 2003
38	Fiber Backbone Backup (0581)	363	Summer, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>METRO IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Replace Fire Suppressant Equipment in TC&C Rooms (0238)	234	Complete
2	UPS Battery Replacement (0310)	1,356	Complete
3	Vehicles and Equipment (0821)	289	Complete
4	Platform Replacement & Canopy Extensions (0237)	4,462	Complete
5	Tunnel Structural Repairs (0227, 0529)	1,312	Underway
6	Storm Drain Pump Rehabilitation - Phase II (0501)	2,580	Underway
7	Supervisory Control and Data Acquisition (SCADA) (0457)	660	Underway
8	Electrical and Electronic System Rehab/Improvements (0312, 0474, 0839)	970	Underway
9	Railcar Ongoing Overhaul Program (0091)	598	Underway
10	Railcar Brake Upgrade (0730)	1,101	Underway
11	Mainline & Yard Rehab/Improvements (0368, 0370)	1,380	Underway
12	Locomotive Replacement (1031)	1,420	Underway
13	Track Maintenance D & E (1033)	250	Underway
14	TPSS Switchgear Overhaul (0753)	2,295	Underway
15	Rail Inspection and Installation Program (0194, 0868)	316	Underway
16	Train Control Elements Program (0840)	200	Underway
17	Rail Shop Equipment Overhaul/Replacement (0838)	700	Underway
18	Miscellaneous System Preservation Improvements (0179)	1,065	Underway
19	Station Rehab/Improvements (0328, 0841, 0843)	1,999	Underway
20	Railcar Lift (0281)	3,212	Underway
21	Direct Fixation Fastener Replacement	50	Underway
22	Tunnel Lights and Fire Protection System (0454, 0521)	365	Spring, 2003
23	Bridge & Elevated Structures Rehab. Fund (0239)	125	Spring, 2003
24	Yard Renovation (0520)	1,289	Spring, 2003
25	Third Rail Insulators (1032)	390	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>METRO IMPROVEMENTS -- FY 2004</u>		
26	Direct Fixation Rail Fastener Replacement (0455)	798	Summer, 2003
27	Old Court Station Parking Expansion (1009)	2,492	Summer, 2003
28	Tunnel Structural Repairs (0529)	588	Summer, 2003
29	Supervisory Control and Data Acquisition (SCADA) (0457)	1,871	Summer, 2003
30	Bridge & Elevated Structures Rehab. Fund (0239)	925	Summer, 2003
31	Electrical and Electronic System Rehab/Improvements (0839)	1,100	Summer, 2003
32	Train Control Elements Program (0840)	300	Summer, 2003
33	Miscellaneous System Preservation Improvements (0179)	1,500	Fall, 2003
34	Station Rehab/Improvements (0328)	839	Fall, 2003
35	Railcar Ongoing Overhaul Program (0091)	399	Fall, 2003
36	Rail Inspection and Installation Program (0194, 0868)	203	Fall, 2003
37	Tunnel Lights and Fire Protection System	2,000	Fall, 2003
38	Rail Shop Equipment Overhead Replacement	373	Fall, 2003
39	Wabash Space Allocation D & E (1034)	300	Spring, 2004
40	Yard Renovation	8,022	Spring, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>BUS SYSTEM IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Bus Stop Shelters (0071)	789	Complete
2	Bush Division Building #2 Floor Coating (0852)	470	Complete
3	Fast Roll Doors - Bush Bldgs. 2 & 7 and NW Parking Building (0851)	365	Complete
4	Powertrain Protection Package (0624)	300	Complete
5	Transmission Dyno Upgrade (0564)	266	Complete
6	New Park and Ride Facilities (0715)	197	Complete
7	Rehab. Bus Washers NW Division (0768)	1,124	Complete
8	Renovation at 1331 S. Monroe Street (0589)	4,229	Complete
9	LED Rear Light Retrofit (0846)	329	Complete
10	Hoists Replacement (0774)	200	Underway
11	AC Compressor Replacement Program (0849)	176	Underway
12	Hybrid Electric Neighborhood Shuttles D&E (1026)	50	Underway
13	Bus Engine Upgrade - EPA (0716)	478	Underway
14	Acquisition and Rehab of 1300 Bush Street (0845)	4,315	Underway
15	Bus Needs Study (0853)	775	Underway
16	Bus Northeast Division D&E (0705)	1,200	Underway
17	Refrigerant Reclaim Unit (0547)	45	Underway
18	Bus Maintenance Support Improvement Fund (0554)	303	Underway
19	Bus Wheelchair Restraint System Retrofit/9700 Series (1057)	550	Underway
20	Systemwide Improvements and Rehabilitation (0193)	200	Underway
21	Main Shop Modernization (0562)	350	Underway
22	Fork Lift Replacement (0575)	648	Underway
23	Kirk/Eastern HVAC Improvements (0567)	757	Underway
24	AVL Phase V	1,219	Underway
25	Steam Cleaner Replacement (0781)	190	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>BUS SYSTEM IMPROVEMENTS -- FY 2004</u>		
26	Bus Maintenance Support Improvement Fund (0554)	157	Fall, 2003
27	Refrigerant Reclaim Unit (0547)	47	Fall, 2003
28	Systemwide Improvements and Rehabilitation (0193)	500	Fall, 2003
29	AC Compressor Replacement Program (0849)	176	Fall, 2003
30	Scissor Lift Replacement (0783)	85	Fall, 2003
31	Kirk Eastern HVAC Improvement (0567)	838	Fall, 2003
32	Hoists Replacement (0774)	250	Fall, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>AGENCYWIDE IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Third Trunked Radio Site (0812)	1,615	Underway
2	Roof Rehabilitation (0300, 1021)	2,802	Underway
3	Wash. Blvd. NPDES Compliance (0830)	1,260	Underway
4	Trapeze Equipment & Software Upgrade (0513)	635	Underway
5	Repave Parking Lots, Bus Loops and Park and Ride Lots (0177)	168	Underway
6	Systemwide Inspection Services (0470, 0608)	329	Underway
7	Corrosion Control Services (0752)	191	Underway
8	Document Control Imaging System (0184)	272	Underway
9	Miscellaneous Planning Studies (0510)	486	Underway
10	Strategic Planning and MCTP Implementation (1023, 1047)	249	Underway
11	Parking Lot Lighting Study (0519)	375	Underway
12	Rail Station and Rail Station Access Improvements (0391, 0461, 0555, 0560)	1,583	Underway
13	AGY Bush Division Sprinkler System Replacement (0844)	450	Underway
14	ADA Compliance - Cited Items (0266)	2,822	Underway
15	Telephone Communications System (0493)	2,105	Underway
16	Real Estate Development Services Contract (0323)	600	Underway
17	Owner-Controlled Insurance Program (0832)	1,106	Underway
18	Transit Station Development Incentive Program (0559)	100	Underway
19	Transit Operations Training Program/Facility (1020)	300	Underway
20	Revenue Room Security Rehab. D&E (1022)	350	Underway
21	Transit Police Office Space D&E (0222)	1,492	Underway
22	Standard Specifications and Details (0221)	950	Underway
23	Lexington Market Transit Improvements (1060)	250	Underway
24	MDOT Youth Corp Program (0824)	225	Underway
25	Washington Boulevard Short Term Parking (1050)	130	Underway
26	Mondawmin Transit Center (0447)	1,468	Underway
27	Safety Improvements (1045)	189	Underway
28	Automatic Passenger Counter Demo (1051)	125	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>AGENCYWIDE IMPROVEMENTS -- FY 2004</u>		
29	Owner Controlled Insurance Program (0832)	1,250	Summer, 2003
30	Bush Division Sprinkler System Replacement (0844)	454	Summer, 2003
31	Bus/Rail Simulators (1027)	589	Summer, 2003
32	Rail Station and Rail Station Access Improvements (0391, 0461, 0555, 0560)	338	Summer, 2003
33	Miscellaneous Planning Studies (0510)	491	Summer, 2003
34	Systemwide Inspection Services (0608)	380	Summer, 2003
35	Repave Parking Lots; Bus Loops; and Park 'n Ride Lots (0177)	477	Summer, 2003
36	Corrosion Control Services (0752)	261	Fall, 2003
37	Strategic Planning and MCTP Implementation (1023, 1047)	750	Fall, 2003
38	Transit Station Development Incentive Program (0559)	672	Fall, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FREIGHT IMPROVEMENTS -- FY 2003 AND PRIOR</u>		
1	Freight Relocation S. Terminus of Massey--Centreville Line (0873)	1,064	Complete
2	Western Maryland Scenic Railroad Brush Tunnel Rehabilitation (0823)	604	Complete
3	Freight Transloading Facility in Hurlock (0875)	330	Underway
4	Freight Line Stabilization and Improvement Program (0876)	350	Underway
5	Freight Capital Improvement Program (0590)	1,150	Underway
6	Freight Rail Safety Study (1056)	250	Underway
	<u>FREIGHT IMPROVEMENTS -- FY 2004</u>		
7	Freight Capital Improvement Program (0590)	1,600	Fall, 2003
8	Freight Line Stabilization and Improvement Program (0876)	362	Fall, 2003

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2003 AND PRIOR</u>		
	<u>ALLEGANY COUNTY</u>		
1	Equipment	55	Underway
2	Facility Renovations	21	Underway
3	Vehicles - Small Buses/Support Vehicles	135	Underway
4	Vehicles to Non-Profit Organizations - Allegany Co Human Resource Dev. Comm., Hagerstown Goodwill	60	Underway
	<u>ANNE ARUNDEL COUNTY</u>		
5	Ridesharing	110	Underway
	<u>CITY OF ANNAPOLIS</u>		
6	Equipment	51	Underway
7	Facility - Transit Center D&E	88	Underway
8	Smart Card Upgrade	28	Underway
9	Vehicles - Buses and Vehicle Rehabilitation	400	Underway
10	Preventive Maintenance	45	FY 2003
	<u>BALTIMORE COUNTY</u>		
11	Ridesharing (Program operated by BMC - for Baltimore & Carroll Counties)	105	Underway
12	Vehicles to Non-Profit Organizations - Dulaney Station	30	Underway
	<u>CALVERT COUNTY</u>		
13	Ridesharing	5	Underway
14	Vehicles - Small Buses	35	FY 2003
	<u>CAROLINE COUNTY</u>		
15	See Kent County		
	<u>CARROLL COUNTY</u>		
16	Ridesharing (Program Operated by BMC - See Baltimore County)		Underway
17	Vehicles - Small Buses	145	Underway
18	Vehicles to Non-Profit Organizations - Senior Overland Services Inc.	40	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2003 AND PRIOR (cont'd)</u>		
	<u>CECIL COUNTY</u>		
19	Vehicles - Small Bus	120	Underway
20	Vehicles to Non-Profit Organizations - Bayside Community Network, Chesapeake Care Resources, Upper Bay Counseling Service	120	Underway
	<u>CHARLES COUNTY</u>		
21	Equipment	50	Underway
22	Ridesharing (See St. Mary's County)		Underway
23	Vehicles - Small Bus	300	Underway
24	Vehicles to Non-Profit Organizations - Spring Dell Center, Charles County Adult Day Care, Melwood Hort. Training Ctr.	75	Underway
	<u>DORCHESTER COUNTY</u>		
25	Vehicles to Non-Profit Organizations - Dorchester Co Commission on Aging	30	Underway
26	Equipment	150	FY 2003
27	Governor's Transit Initiative - Facility Rehabilitation	30	FY 2003
	<u>FREDERICK COUNTY</u>		
28	Equipment	116	Underway
29	Facility	12	Underway
30	Ridesharing	65	Underway
31	Smart Card	28	Underway
32	Vehicles - Small Buses	400	Underway
33	Vehicles to Non-Profit Organizations - Daybreak Adult Day Services	30	Underway
34	Governor's Transit Initiative - 30 Ft. Buses	709	FY 2003
35	Preventive Maintenance	117	FY 2003
	<u>GARRETT COUNTY</u>		
36	Facility - Administration/Maintenance Facility D&E	63	Underway
37	Vehicles - Small Buses	40	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2003 AND PRIOR (cont'd)</u>		
	<u>HARFORD COUNTY</u>		
38	Equipment	13	Underway
39	Facility	400	Underway
40	Preventive Maintenance	74	Underway
41	Ridesharing	55	Underway
42	Smart Card	27	Underway
43	Vehicles - Small Buses	135	Underway
44	Vehicles to Non-Profit Organizations - ARC of Northern Chesapeake	40	Underway
	<u>HOWARD COUNTY</u>		
45	Automatic Vehicle Locator (AVL)	486	Underway
46	Equipment	75	Underway
47	Preventive Maintenance	121	Underway
48	Ridesharing	80	Underway
49	Smart Card - CTC	27	Underway
50	Smart Card - Howard Co	27	Underway
51	Vehicles - 35 ft & Small Buses	423	Underway
52	Vehicles to Non-Profit Organizations - Developmental Services Group, URTA	50	Underway
	<u>KENT COUNTY</u>		
53	Facility - Operation and Maintenance	170	Underway
54	Vehicles - Small Buses	200	Underway
55	Vehicles to Non-Profit Organizations - Upper Shore Aging	30	Underway
	<u>MONTGOMERY COUNTY</u>		
56	Bus Replacement	5,030	Underway
57	Ridesharing	270	Underway
58	Smart Card	27	Underway
59	Vehicles - 35 Ft. Buses	5,198	Underway
60	Vehicles to Non-Profit Organizations - ARC of Montgomery County, CHI Center	60	Underway
61	Farebox Readers	165	FY 2003

LOCALLY OPERATED TRANSIT SYSTEMS

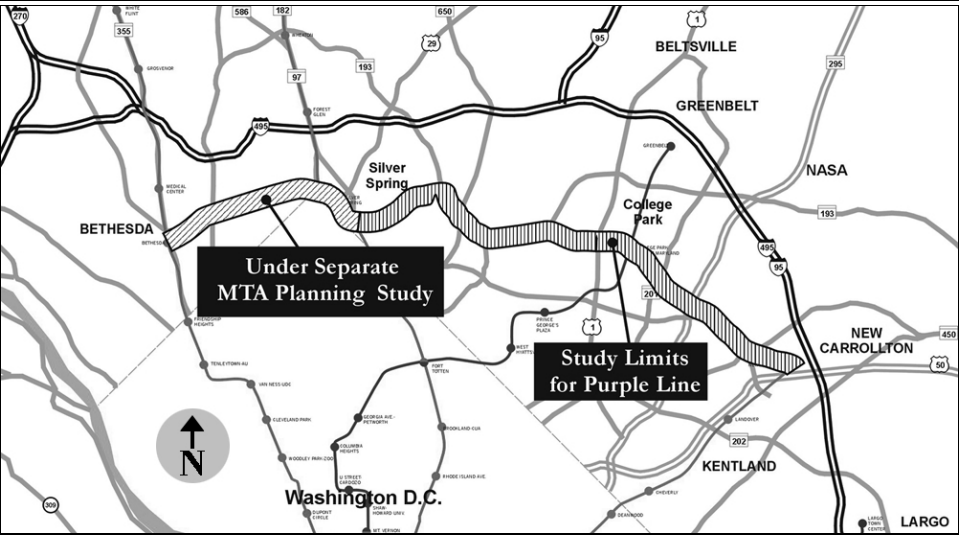
MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2003 AND PRIOR (cont'd)</u>		
	<u>PRINCE GEORGE'S COUNTY</u>		
62	Bus Replacement	1,120	Underway
63	Ridesharing	185	Underway
64	Smart Card	27	Underway
65	Vehicles - 32 Ft. Buses	719	Underway
66	Vehicles to Non-Profit Organizations - ARC of Prince George's County, Baptist Sr. Adult Ministries, Easter Seals Society, Rehabilitation Opportunities, Senior Network, Ardmore	160	Underway
67	Largo/New Carrollton/College Park Garage	4,000	FY 2003
	<u>QUEEN ANNE'S COUNTY</u>		
68	Equipment	44	Underway
69	Facility - Maintenance Bay Addition D&E	45	Underway
70	Vehicles - Small Buses and Van	105	Underway
71	Governor's Transit Initiative - Vehicle Retro Fit	14	FY 2003
	<u>ST. MARY'S COUNTY</u>		
72	Equipment	35	Underway
73	Ridesharing (Program operated by Tri-County Council for Calvert, Charles & St. Mary's Counties)	75	Underway
74	Vehicles to Non-Profit Organizations - Pathways, Inc., UCP of Southern MD	65	Underway
	<u>SOMERSET COUNTY</u>		
75	Vehicles - Small Buses	32	Underway
76	Vehicles to Non-Profit Organizations - Somerset Co. Commission on Aging	30	Underway
	<u>TALBOT COUNTY</u>		
77	See Kent County		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2003 AND PRIOR (cont'd)</u>		
	<u>WASHINGTON COUNTY</u>		
78	Equipment	20	Underway
79	Vehicles to Non-Profit Organizations - Washington Co Commission on Aging, Turning Point	50	Underway
80	Governor's Transit Initiative - Vehicle Rehab	38	FY 2003
81	Vehicles - Small Bus	41	FY 2003
	<u>WICOMICO COUNTY</u>		
82	Equipment	58	Underway
83	Vehicles - Small Buses	145	Underway
84	Vehicles to Non-Profit Organizations - Go-Getters	70	Underway
	<u>WORCESTER COUNTY</u>		
85	Equipment	28	Underway
86	Vehicles - Small Buses	135	Underway
87	Vehicles to Non-Profit Organizations - Worcester County Developmental Center	70	Underway
	<u>TOWN OF OCEAN CITY</u>		
88	Equipment	100	Underway
89	Facility Rehabilitation	201	Underway
90	Vehicles - 40ft Transit Buses	1,207	Underway
91	Governor's Transit Initiative - 40 Ft. transit Buses	709	FY 2003
	<u>BALTIMORE CITY</u>		
92	Vehicles to AdVANTage II	325	Underway
93	Ridesharing	50	FY 2003



STATUS: Final Environmental Impact Statement for Bethesda to Silver Spring segment underway. Alternatives analysis for Silver Spring to New Carrollton underway.

PROJECT: Purple Line Study

DESCRIPTION: Study of a 14 mile light rail transit line between New Carrollton to Bethesda Metrorail Stations.

JUSTIFICATION: This transit line would serve a highly congested corridor in Prince George's and Montgomery Counties, connecting Metrorail stations to significant employment, residential and institutional destinations.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Silver Spring Transit Center and MARC Station Relocation -- Line 6

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	18,845	3,612	6,950	7,433	850	0	0	0	15,233	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	18,845	3,612	6,950	7,433	850	0	0	0	15,233	0
Federal-Aid	13,608	922	5,767	6,147	772	0	0	0	12,686	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MRC	2,933
CO	2004	S9-MRC	4,656



STATUS: Report of advisory committee complete. Engineering feasibility analysis of priority corridors underway. Preparation of Draft Environmental Impact Statement to begin during current fiscal year.

PROJECT: Baltimore Region Rail System Plan

DESCRIPTION: This study will identify and analyze one or more potential corridors that would extend the Baltimore transit system. It includes conducting corridor feasibility analyses, environmental screenings of potential alignments, and identification of right-of-way issues. Priority corridors are the Red Line from Social Security to Fells Point, a Green Line from Johns Hopkins Hospital Medical Campus to Morgan State University, and the Purple Line from Martin State Airport to Madison Square.

JUSTIFICATION: To meet mobility needs and address congestion. Baltimore region needs additional rail transit. Recommended system plan will expand network by 63 miles.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,762	875	601	1,161	635	490	0	0	2,887	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	3,762	875	601	1,161	635	490	0	0	2,887	0
Federal-Aid	2,248	624	401	621	340	262	0	0	1,624	0



STATUS: Development of a Draft Environmental Impact Statement (DEIS), Project Engineering (PE), private-public partnership plan and determination of approach to system ownership in progress.

PROJECT: Maglev System Study

DESCRIPTION: Study feasibility of operating magnetic levitation trains between Baltimore and Washington.

JUSTIFICATION: MTA has received special federal funding as part of a national demonstration of Maglev technology. If feasibility is demonstrated, Maglev could provide rapid and efficient transportation between Baltimore and Washington.

SMART GROWTH STATUS:

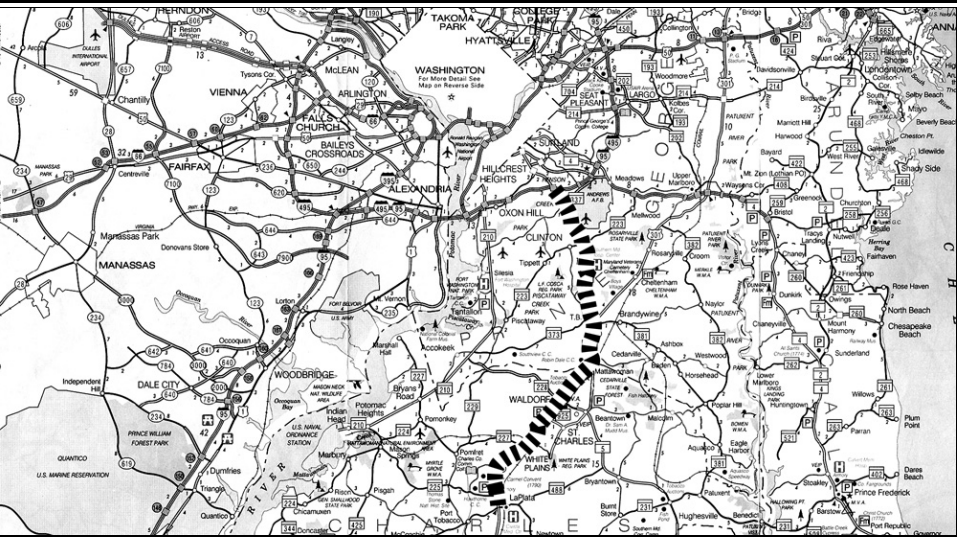
- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	15,586	9,682	2,739	3,154	11	0	0	0	5,904	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	15,586	9,682	2,739	3,154	11	0	0	0	5,904	0
Federal-Aid	10,391	6,407	1,566	2,137	281	0	0	0	3,984	0

A portion of the federal-aid matching share will come from local jurisdictions.
0483, 0484



STATUS: Transit Service Staging Plan underway in current fiscal year. Studies of new commuter bus park and ride lots underway. Projected cost outlays of \$1.8 million deferred due to national economic slowdown.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Increase in cost of \$1.7 million related to right-of-way procurement for park and ride lots that will be used by MTA commuter bus operations.

PROJECT: Southern Maryland Mass Transportation Analysis

DESCRIPTION: Planning for preferred alternatives for mass transit improvements including light rail transit, preparation of a Corridor Transit Service Staging Plan, and advanced land acquisition to preserve a transitway in the MD 5/US 301 corridor from the Branch Avenue Metrorail station to the White Plains area. This work implements results of the Southern Maryland Mass Transportation Alternatives Study and the US 301 Corridor Task Force Final Report. This work is being coordinated with the US 301 Policy Oversight Committee. Project includes funding for feasibility studies and conceptual engineering for 6 proposed commuter bus park and ride lots.

JUSTIFICATION: Planned service expansion to address increasing development in this area.

SMART GROWTH STATUS:

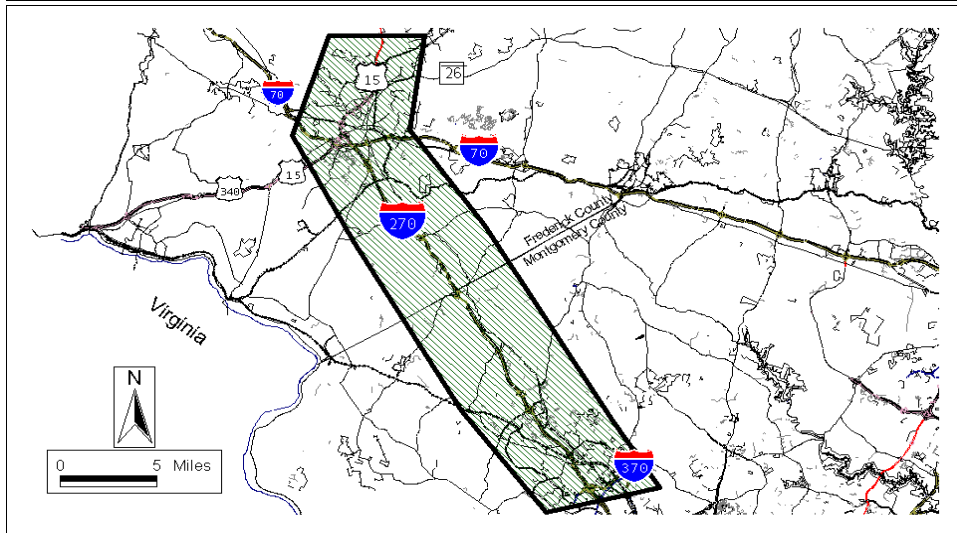
- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

SHA - US 301 South Corridor Transportation Study

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	2,680	793	821	630	314	122	0	0	1,887	0
Engineering	670	0	108	270	292	0	0	0	670	0
Right-of-way	1,000	0	1,000	0	0	0	0	0	1,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,350	793	1,929	900	606	122	0	0	3,557	0
Federal-Aid	1,953	589	508	447	311	98	0	0	1,364	0

0201, 1035, 1036, 1037, 1038, 1039, 1040, 1041



STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$2.3 million is due to additional funds needed to complete the Final Environmental Impact Statement.

PROJECT: I-270, Eisenhower Memorial 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 to north of Biggs Ford Road (27.9 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:

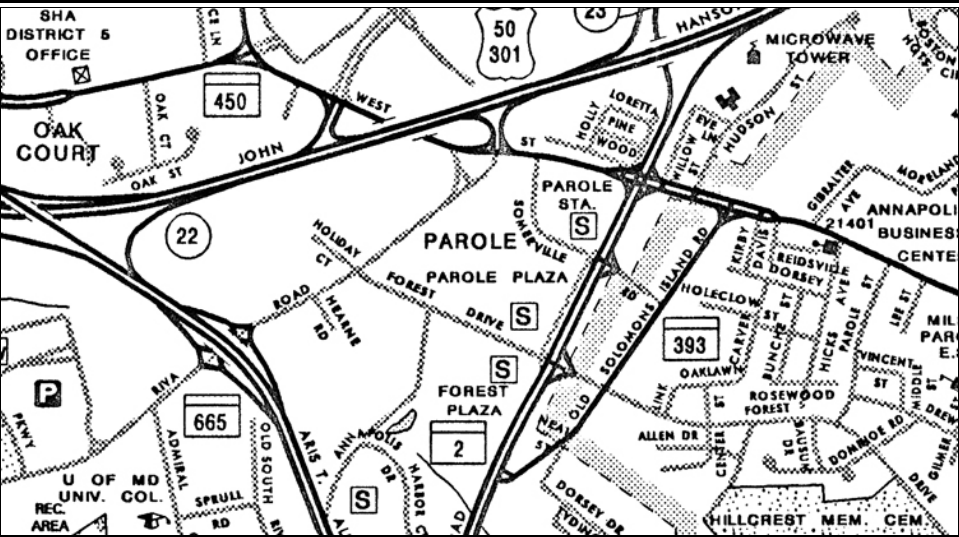
- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

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

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)	TOTAL EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	11,537	8,537	2,000	1,000	0	0	0	0	3,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,054	1,054	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,591	9,591	2,000	1,000	0	0	0	0	3,000	0
Federal-Aid	8,125	6,025	1,400	700	0	0	0	0	2,100	0

The estimated cost is for the entire project in Montgomery and Frederick Counties and is carried in the SHA program. It is shown here for information purposes only.



STATUS: Feasibility study complete. Planning anticipated to begin in FY 2004.

PROJECT: Parole Town Center

DESCRIPTION: Study and conceptual engineering of Parole Town Center transportation facility.

JUSTIFICATION: Major redevelopment of Parole Town Center underway. Project will include significant transit components. Funding dependent upon completion of feasibility study with MDOT and the County.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,100	0	0	500	600	0	0	0	1,100	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	1,100	0	0	500	600	0	0	0	1,100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	42.0	37.0	36.0	61.8	30.8	-	207.6
System Preservation Minor Projects	114.3	154.4	180.2	159.9	93.1	71.5	773.4
<u>Development & Evaluation Program</u>	<u>1.8</u>	<u>13.8</u>	<u>28.9</u>	<u>21.9</u>	<u>21.5</u>	<u>22.5</u>	<u>110.4</u>
 TOTAL	 158.1	 205.2	 245.1	 243.6	 145.4	 94.0	 1,091.4



STATUS: The six mile Branch Avenue route extension opened January 13, 2001, and includes five stations (four located in Maryland). This completes the original 103-mile Adopted Regional System. The resulting ridership has far surpassed original projections and has created maximum loads due to limited car capacity.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Total cost shown includes federal funds received by WMATA directly. Normal reprogramming of capital cashflow based on WMATA construction schedules and anticipated close-out expenditures. Cost increased \$19.7 million due final adjustments for project closeout.

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 2002			.....2005.....	.....2006.....	.....2007.....	.....2008.....			
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	2,479,916	2,432,220	28,767	18,929	0	0	0	0	47,696	0	0
Total	2,479,916	2,432,220	28,767	18,929	0	0	0	0	47,696	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

Funds shown include federal funds received directly by WMATA. Maryland's share of the rail construction program is determined by regional formula.

1001

PROJECT: Metrorail Construction

DESCRIPTION: This funding is for the Maryland Department of Transportation's share of Metrorail construction for the six-year period. Funds are programmed to close out the remaining expenditures on the 103-mile system, including the new Branch Avenue (F) route in Maryland. Funds are programmed based on formula allocations. Cashflow occurs through FY 2004 to cover all 103-mile system final expenditures.

JUSTIFICATION: To provide financial assistance for the construction of a heavy rail rapid transit system in the Washington region by the Washington Metropolitan Area Transit Authority (WMATA) subject to the availability of federal and local funds and approved budgets.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☒ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- Metrorail Debt Service Payments -- Line 2
- Metrorail Equipment Rehabilitation and Replacement -- Line 3

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalE	1,835,134

USAGE: Completion of these lines by 2001 will increase annual ridership in excess of 6 million passengers

OPERATING COST IMPACT: Green Line extension is approximately \$3 million annually



STATUS: The federal full funding grant agreement (FFGA) was approved in December, 2000. Right-of-way activity has been nearly complete. The two primary contracts for line and station construction have been awarded. Significant construction activity will occur in FY 2003, with a target revenue operation date of December 2004.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Funding for this project is based on the anticipated FFGA federal aid schedule. Federal funds now go to WMATA directly and are included as 'Other' funding. Cashflow adjustments reflect timing of federal payment to WMATA. Loss of General Funds for this project will have significant impacts throughout the capital program.

PROJECT: Addison Road Metro Extension

DESCRIPTION: Construction of a 3.0 mile Metrorail extension from the Addison Road Station to the Largo Town Center in Prince George's County. The project includes two new Metrorail stations- one at Morgan Blvd. and the second at Largo Town Center. The project has been amended to include the incremental additional cost of a parking garage at Largo.

JUSTIFICATION: The Addison Road extension will increase transit ridership in the corridor and assist in economic development in the Summerfield and Largo Town Center areas. WMATA projects an additional 20,000 riders daily after six months of operation. This construction program is the first rail extension beyond the original 103-mile system, and reflects the Governor's targeted program to double transit ridership.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	433,870	132,621	165,000	98,228	38,021	0	0	0	301,249	0
Total	433,870	132,621	165,000	98,228	38,021	0	0	0	301,249	0
Federal-Aid	7,500	7,500	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalE	7,500
CO	2003	FederalA	260,300

Construction contingent upon the availability of federal funds.

8001

Washington Metropolitan Area Transit -- Line 3

CONSTRUCTION PROGRAM



STATUS: Annual payments are made for debt service by MDOT in accordance with legislation enacted in 1980 and amended by the General Assembly. Maryland's share increased from 75% to 100% effective FY 2000.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

PROJECT: Metrorail Debt Service

DESCRIPTION: Maryland Department of Transportation's share of Metrorail debt service payments, which supplemented the 103-mile rail construction.

JUSTIFICATION: Payments required to retire revenue bonds previously issued by the Washington Metropolitan Transit Authority to supplement construction costs of the Metrorail system. In December, 1993, WMATA refinanced its one-third share of these bonds to generate an additional \$54 million for the capital improvement program, while retaining the original net cost and maturity date of 2014.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metrorail Construction -- Line 1
 Metrorail Equipment Rehabilitation and Replacement -- Line 4

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	641,887	531,358	9,741	9,741	9,741	9,741	9,741	9,741	58,446	52,083
Total	641,887	531,358	9,741	9,741	9,741	9,741	9,741	9,741	58,446	52,083
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

Federal Funds are received directly by WMATA.
 8002

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalP	354,822
CO	2003	MDOT-P	354,822



STATUS: The rehabilitation of 298 Rohr rail cars is now complete with the conclusion of HVAC rehabilitation. WMATA has nearly completed the major overhaul of the 364 Breda rail cars. WMATA has also incorporated other significant rehabilitation projects for rail related infrastructure.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Federal funds received by WMATA directly are now being shown as 'Other' funding. While the cost increased \$110.7 million due to the addition of funds in FY 2008, the increase was not as high as FY 2008 due to cuts taken as part of the national economic slowdown..

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	801,848	281,490	59,580	68,588	78,038	92,276	102,730	119,146	520,358	0
Total	801,848	281,490	59,580	68,588	78,038	92,276	102,730	119,146	520,358	0
Federal-Aid	74,900	2,825	6,272	7,392	14,280	14,280	14,851	15,000	72,075	0

A total of \$479 million in Federal funds are received directly by WMATA. There are \$74.9 million in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.
8003, 8004

PROJECT: Metrorail Equipment Rehabilitation and Replacement

DESCRIPTION: Projects included as part of this program are: overhaul and replacement of rail car subsystems, renovation of station structures and equipment, purchase of rail support equipment, and right-of-way maintenance.

JUSTIFICATION: Sections of the Metrorail system are now over 25 years old. Various rail car components and station equipment are wearing out and are in need of renovation and replacement. Adequate maintenance and replacement of the rail system components is required to ensure safe, reliable operation. Replacement criteria are based on industry replacement cycles.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metrorail Construction - Line 1
Metrorail Debt Service Payments - Line 3

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalP	479,032
CO	2003	CMAQ	72,075



STATUS: WMATA has recently received a major 262 bus purchase and other small bus purchases. Fiscal Year 2003 and 2004 funds the acquisition of approximately 250 forty-foot heavy-duty compressed natural gas (CNG) buses as well as a second CNG fueling facility in Maryland.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The total cost shown includes federal funds received directly by WMATA which are shown as 'Other' funds. Cost increased \$24 million due to the addition of FY 2008 funding.

PROJECT: Metrobus Capital

DESCRIPTION: This program provides funds for the purchase and/or mid-life overhaul of Metrobuses, the procurement of support equipment for bus operations, farebox equipment, and the rehabilitation of bus facilities. WMATA has initiated a BCOP (Bus Capital Overhaul Program).

JUSTIFICATION: The average age of the WMATA bus fleet is 7.9 years. The FTA guidelines suggest a six year average based on a twelve year life expectancy. The mid-life bus overhaul program will extend the life of some of the Metrobuses to 15 years. Purchase and overhaul of the equipment will provide a fleet that supports safe, efficient, and reliable bus service.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	296,595	158,415	23,030	23,030	23,030	23,030	23,030	23,030	138,180	0
Total	296,595	158,415	23,030	23,030	23,030	23,030	23,030	23,030	138,180	0
Federal-Aid	42,060	27,516	2,424	2,424	2,424	2,424	2,424	2,424	14,544	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalP	195,216
CO	2003	CMAQ	42,060

A total of \$195.2 million in federal funds are received directly by WMATA. There are \$42.1 million in federal Congestion Mitigation and Air Quality (CMAQ) funds utilized by MDOT.

8005, 8006



STATUS: Ongoing Program.

PROJECT: Metro Bus/Rail Repairable Parts

DESCRIPTION: This project funds the replacement or rebuild of parts for railcars, facilities, system equipment, buses, and major components which have reached the end of their useful life. It also increases parts inventories to support system expansion, fleet mileage, improved scheduling for the overhaul program, and greater reliability throughout the system.

JUSTIFICATION: The project funds the procurement of parts which are vital components of WMATA's bus and rail system. Adequate quantities of parts are required to perform corrective and preventative maintenance and overhauls.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$1.7 million due to the addition of FY 2008.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,854	3,384	1,770	1,850	1,900	1,950	2,000	2,000	11,470	0
Total	14,854	3,384	1,770	1,850	1,900	1,950	2,000	2,000	11,470	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: WMATA has approved A \$120 million budget FY 2003 for 48 the 6000 series rail cars.

PROJECT: WMATA System Access Plan

DESCRIPTION: This initiative will fund the purchase of 50 new rail cars to be followed by additional 50 more rail cars to accommodate continued, extensive ridership growth in the Metro system. A \$3 million investment to expand the use of Smart Card Technology throughout the Washington region is included in Maryland Transit Administration project summaries. Also included are bike racks for Metrobuses and bus filters.

JUSTIFICATION: The Metropolitan Washington Council of Governments (MWGOC) forecasts that ridership demand on the Metro System will increase by 49 percent over the next 25 years. To accommodate this growth, improvements must be made to a system that has been challenged by parking shortages, operational failures and structural decline of an aging rail system, and unprecedented residential and employment growth throughout the Washington region. Failure to make these investments will increase traffic gridlock in one of the nation's most congested regions.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Projected expenditures have been reprogrammed to reflect the adjusted WMATA program schedules for both rail car and bus procurement. Other WMATA capital infrastructure improvements are reprogrammed to later years. Cost increased \$11.5 million primarily due to the addition of FY 2008 funding.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	100,824	0	15,199	13,779	37,304	21,271	7,271	6,000	100,824	0
Total	100,824	0	15,199	13,779	37,304	21,271	7,271	6,000	100,824	0
Federal-Aid	2,380	0	2,380	0	0	0	0	0	2,380	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalE	6,000
CO	2003	CMAQ	2,380

There is \$6 million in WMATA federal funds as part of this project. Funds are received by WMATA directly.
 8011, 8012, 8013, 8014, 8015

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	42.0	37.0	36.0	61.8	30.8	-	207.6
System Preservation Minor Projects	114.3	154.4	180.2	159.9	93.1	71.5	773.4
<u>Development & Evaluation Program</u>	<u>1.8</u>	<u>13.8</u>	<u>28.9</u>	<u>21.9</u>	<u>21.5</u>	<u>22.5</u>	<u>110.4</u>
 TOTAL	 158.1	 205.2	 245.1	 243.6	 145.4	 94.0	 1,091.4



STATUS: The six mile Branch Avenue route extension opened January 13, 2001, and includes five stations (four located in Maryland). This completes the original 103-mile Adopted Regional System. The resulting ridership has far surpassed original projections and has created maximum loads due to limited car capacity.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Total cost shown includes federal funds received by WMATA directly. Normal reprogramming of capital cashflow based on WMATA construction schedules and anticipated close-out expenditures. Cost increased \$19.7 million due final adjustments for project closeout.

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 2002			.....2005.....	.....2006.....	.....2007.....	.....2008.....			
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	2,479,916	2,432,220	28,767	18,929	0	0	0	0	47,696	0	0
Total	2,479,916	2,432,220	28,767	18,929	0	0	0	0	47,696	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

Funds shown include federal funds received directly by WMATA. Maryland's share of the rail construction program is determined by regional formula.

1001

PROJECT: Metrorail Construction

DESCRIPTION: This funding is for the Maryland Department of Transportation's share of Metrorail construction for the six-year period. Funds are programmed to close out the remaining expenditures on the 103-mile system, including the new Branch Avenue (F) route in Maryland. Funds are programmed based on formula allocations. Cashflow occurs through FY 2004 to cover all 103-mile system final expenditures.

JUSTIFICATION: To provide financial assistance for the construction of a heavy rail rapid transit system in the Washington region by the Washington Metropolitan Area Transit Authority (WMATA) subject to the availability of federal and local funds and approved budgets.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☒ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- Metrorail Debt Service Payments -- Line 2
- Metrorail Equipment Rehabilitation and Replacement -- Line 3

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalE	1,835,134

USAGE: Completion of these lines by 2001 will increase annual ridership in excess of 6 million passengers

OPERATING COST IMPACT: Green Line extension is approximately \$3 million annually



STATUS: The federal full funding grant agreement (FFGA) was approved in December, 2000. Right-of-way activity has been nearly complete. The two primary contracts for line and station construction have been awarded. Significant construction activity will occur in FY 2003, with a target revenue operation date of December 2004.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Funding for this project is based on the anticipated FFGA federal aid schedule. Federal funds now go to WMATA directly and are included as 'Other' funding. Cashflow adjustments reflect timing of federal payment to WMATA. Loss of General Funds for this project will have significant impacts throughout the capital program.

PROJECT: Addison Road Metro Extension

DESCRIPTION: Construction of a 3.0 mile Metrorail extension from the Addison Road Station to the Largo Town Center in Prince George's County. The project includes two new Metrorail stations- one at Morgan Blvd. and the second at Largo Town Center. The project has been amended to include the incremental additional cost of a parking garage at Largo.

JUSTIFICATION: The Addison Road extension will increase transit ridership in the corridor and assist in economic development in the Summerfield and Largo Town Center areas. WMATA projects an additional 20,000 riders daily after six months of operation. This construction program is the first rail extension beyond the original 103-mile system, and reflects the Governor's targeted program to double transit ridership.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	433,870	132,621	165,000	98,228	38,021	0	0	0	301,249	0
Total	433,870	132,621	165,000	98,228	38,021	0	0	0	301,249	0
Federal-Aid	7,500	7,500	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalE	7,500
CO	2003	FederalA	260,300

Construction contingent upon the availability of federal funds.

8001

Washington Metropolitan Area Transit -- Line 3

CONSTRUCTION PROGRAM



STATUS: Annual payments are made for debt service by MDOT in accordance with legislation enacted in 1980 and amended by the General Assembly. Maryland's share increased from 75% to 100% effective FY 2000.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

PROJECT: Metrorail Debt Service

DESCRIPTION: Maryland Department of Transportation's share of Metrorail debt service payments, which supplemented the 103-mile rail construction.

JUSTIFICATION: Payments required to retire revenue bonds previously issued by the Washington Metropolitan Transit Authority to supplement construction costs of the Metrorail system. In December, 1993, WMATA refinanced its one-third share of these bonds to generate an additional \$54 million for the capital improvement program, while retaining the original net cost and maturity date of 2014.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metrorail Construction -- Line 1
Metrorail Equipment Rehabilitation and Replacement -- Line 4

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	641,887	531,358	9,741	9,741	9,741	9,741	9,741	9,741	58,446	52,083
Total	641,887	531,358	9,741	9,741	9,741	9,741	9,741	9,741	58,446	52,083
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

Federal Funds are received directly by WMATA.
8002

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalP	354,822
CO	2003	MDOT-P	354,822



STATUS: The rehabilitation of 298 Rohr rail cars is now complete with the conclusion of HVAC rehabilitation. WMATA has nearly completed the major overhaul of the 364 Breda rail cars. WMATA has also incorporated other significant rehabilitation projects for rail related infrastructure.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Federal funds received by WMATA directly are now being shown as 'Other' funding. While the cost increased \$110.7 million due to the addition of funds in FY 2008, the increase was not as high as FY 2008 due to cuts taken as part of the national economic slowdown..

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	801,848	281,490	59,580	68,588	78,038	92,276	102,730	119,146	520,358	0
Total	801,848	281,490	59,580	68,588	78,038	92,276	102,730	119,146	520,358	0
Federal-Aid	74,900	2,825	6,272	7,392	14,280	14,280	14,851	15,000	72,075	0

A total of \$479 million in Federal funds are received directly by WMATA. There are \$74.9 million in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.
8003, 8004

PROJECT: Metrorail Equipment Rehabilitation and Replacement

DESCRIPTION: Projects included as part of this program are: overhaul and replacement of rail car subsystems, renovation of station structures and equipment, purchase of rail support equipment, and right-of-way maintenance.

JUSTIFICATION: Sections of the Metrorail system are now over 25 years old. Various rail car components and station equipment are wearing out and are in need of renovation and replacement. Adequate maintenance and replacement of the rail system components is required to ensure safe, reliable operation. Replacement criteria are based on industry replacement cycles.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metrorail Construction - Line 1
Metrorail Debt Service Payments - Line 3

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalP	479,032
CO	2003	CMAQ	72,075



STATUS: WMATA has recently received a major 262 bus purchase and other small bus purchases. Fiscal Year 2003 and 2004 funds the acquisition of approximately 250 forty-foot heavy-duty compressed natural gas (CNG) buses as well as a second CNG fueling facility in Maryland.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The total cost shown includes federal funds received directly by WMATA which are shown as 'Other' funds. Cost increased \$24 million due to the addition of FY 2008 funding.

PROJECT: Metrobus Capital

DESCRIPTION: This program provides funds for the purchase and/or mid-life overhaul of Metrobuses, the procurement of support equipment for bus operations, farebox equipment, and the rehabilitation of bus facilities. WMATA has initiated a BCOP (Bus Capital Overhaul Program).

JUSTIFICATION: The average age of the WMATA bus fleet is 7.9 years. The FTA guidelines suggest a six year average based on a twelve year life expectancy. The mid-life bus overhaul program will extend the life of some of the Metrobuses to 15 years. Purchase and overhaul of the equipment will provide a fleet that supports safe, efficient, and reliable bus service.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	296,595	158,415	23,030	23,030	23,030	23,030	23,030	23,030	138,180	0
Total	296,595	158,415	23,030	23,030	23,030	23,030	23,030	23,030	138,180	0
Federal-Aid	42,060	27,516	2,424	2,424	2,424	2,424	2,424	2,424	14,544	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalP	195,216
CO	2003	CMAQ	42,060

A total of \$195.2 million in federal funds are received directly by WMATA. There are \$42.1 million in federal Congestion Mitigation and Air Quality (CMAQ) funds utilized by MDOT.

8005, 8006



STATUS: Ongoing Program.

PROJECT: Metro Bus/Rail Repairable Parts

DESCRIPTION: This project funds the replacement or rebuild of parts for railcars, facilities, system equipment, buses, and major components which have reached the end of their useful life. It also increases parts inventories to support system expansion, fleet mileage, improved scheduling for the overhaul program, and greater reliability throughout the system.

JUSTIFICATION: The project funds the procurement of parts which are vital components of WMATA's bus and rail system. Adequate quantities of parts are required to perform corrective and preventative maintenance and overhauls.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increased \$1.7 million due to the addition of FY 2008.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,854	3,384	1,770	1,850	1,900	1,950	2,000	2,000	11,470	0
Total	14,854	3,384	1,770	1,850	1,900	1,950	2,000	2,000	11,470	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: WMATA has approved A \$120 million budget FY 2003 for 48 the 6000 series rail cars.

PROJECT: WMATA System Access Plan

DESCRIPTION: This initiative will fund the purchase of 50 new rail cars to be followed by additional 50 more rail cars to accommodate continued, extensive ridership growth in the Metro system. A \$3 million investment to expand the use of Smart Card Technology throughout the Washington region is included in Maryland Transit Administration project summaries. Also included are bike racks for Metrobuses and bus filters.

JUSTIFICATION: The Metropolitan Washington Council of Governments (MWGOC) forecasts that ridership demand on the Metro System will increase by 49 percent over the next 25 years. To accommodate this growth, improvements must be made to a system that has been challenged by parking shortages, operational failures and structural decline of an aging rail system, and unprecedented residential and employment growth throughout the Washington region. Failure to make these investments will increase traffic gridlock in one of the nation's most congested regions.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Projected expenditures have been reprogrammed to reflect the adjusted WMATA program schedules for both rail car and bus procurement. Other WMATA capital infrastructure improvements are reprogrammed to later years. Cost increased \$11.5 million primarily due to the addition of FY 2008 funding.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	100,824	0	15,199	13,779	37,304	21,271	7,271	6,000	100,824	0
Total	100,824	0	15,199	13,779	37,304	21,271	7,271	6,000	100,824	0
Federal-Aid	2,380	0	2,380	0	0	0	0	0	2,380	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	FederalE	6,000
CO	2003	CMAQ	2,380

There is \$6 million in WMATA federal funds as part of this project. Funds are received by WMATA directly.
8011, 8012, 8013, 8014, 8015



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) Traveler Information; 4) System Integration and Communication; 5) Traffic Management.

JUSTIFICATION: 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 highway system more efficiently through the application of Intelligent Transportation System (ITS) technologies and interagency teamwork.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1000	1000	1000	1000	2000	CMAQ
RW	0	0	0	0	0	----
CO	4900	5500	6300	6400	11400	CMAQ

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 System Preservation Program.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added \$2.0 million for further traffic management system projects.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
<u>PROJECT CASH FLOW</u>										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	28,127	15,642	1,921	1,984	2,050	2,117	2,174	2,239	12,485	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	157,924	119,609	5,079	5,816	6,650	7,283	7,326	6,161	38,315	0
Total	186,051	135,251	7,000	7,800	8,700	9,400	9,500	8,400	50,800	0
Federal-Aid	154,053	113,653	5,900	6,500	7,300	7,400	7,200	6,100	40,400	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT: N/A



PROJECT: Neighborhood Conservation 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.

JUSTIFICATION: 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 or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4500	0	0	0	0	STP

STATUS: Concepts, Engineering and Construction underway. Work is continuing with other State agencies to define additional program elements. This sheet represents a summary of the NCP. Individual projects are shown in the SHA's System Preservation Program.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: \$108.4 million deleted for further construction of Neighborhood Conservation projects due to the national economic slowdown.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	29,053	21,423	4,629	1,601	1,400	0	0	0	7,630	0
Right-of-way	3,130	3,025	37	48	20	0	0	0	105	0
Construction	116,395	85,330	23,934	25,751	5,380	0	0	0	55,065	-24,000
Total	148,578	109,778	28,600	27,400	6,800	0	0	0	62,800	-24,000
Federal-Aid	41,733	33,533	5,100	2,600	500	0	0	0	8,200	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT: 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.

JUSTIFICATION: 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 or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering and Construction underway. Continuing to work with local jurisdictions to identify projects. This sheet represents a summary of the Sidewalk Program. Individual projects are shown in the State Highway Administration's System Preservation Program.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: \$3.5 million deleted for further construction of sidewalks due to the national economic slowdown.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,380	2,600	300	280	200	0	0	0	780	0	
Right-of-way	223	103	40	40	40	0	0	0	120	0	
Construction	23,526	16,026	3,260	2,480	1,760	0	0	0	7,500	0	
Total	27,129	18,729	3,600	2,800	2,000	0	0	0	8,400	0	
Federal-Aid	100	100	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT: N/A



PROJECT: Sound Barrier Program

DESCRIPTION: Funding to implement retrofit sound barrier projects that meet eligibility criteria.

JUSTIFICATION: 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 or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	22000	9700	0	0	0
					NHS/STP

STATUS: Engineering and Construction underway. This current program consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in the State Highway Administration's System Preservation Program.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: \$9.2 million deleted for further construction of sound barriers due to the national economic slowdown.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
		PROJECT CASH FLOW							
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	32,149	20,490	3,743	4,784	3,132	0	0	0	11,659
Right-of-way	256	220	16	10	10	0	0	0	36
Construction	271,685	219,480	9,441	13,606	22,358	6,500	300	0	52,205
Total	304,090	240,190	13,200	18,400	25,500	6,500	300	0	63,900
Federal-Aid	202,449	170,149	900	9,200	15,400	6,500	300	0	32,300

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT: N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Year 2002 Completions</u>		
		<u>Enhancements</u>		
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
1		Bay Game I/II - Publication of the Maryland Bay Game educational pamphlets to educate the traveling public on their relationship to the Chesapeake Bay.	110	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>C.H.A.R.T. Projects</u>		
2		C.H.A.R.T. Statewide Communications Network	20,762	Underway
3		C.H.A.R.T. Statewide System Integration	8,897	Underway
4		C.H.A.R.T. - I 83, I 795 and I 70 (Phase 2); advanced traffic management system additions	1,086	FY 2003
5		C.H.A.R.T. - I 97 and US 50 (Phase 2); advanced traffic management system additions	1,285	Underway
6		C.H.A.R.T. - I 695 and I 97 (Phase 2); advanced traffic management system additions	1,119	Underway
		<u>Enhancements</u>		
		<u>Archaeological Planning & Research</u>		
7		Archeological and Historic sites data - Maryland Historic Trust - Develop historic resources and archeological sites information for use in transportation planning Geographic Information System.	524	Underway
8		Assessment of Cultural Resources - Development of an historical and archeological survey of cultural resources in transportation corridors in Kent and Queen Anne's Counties.	48	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

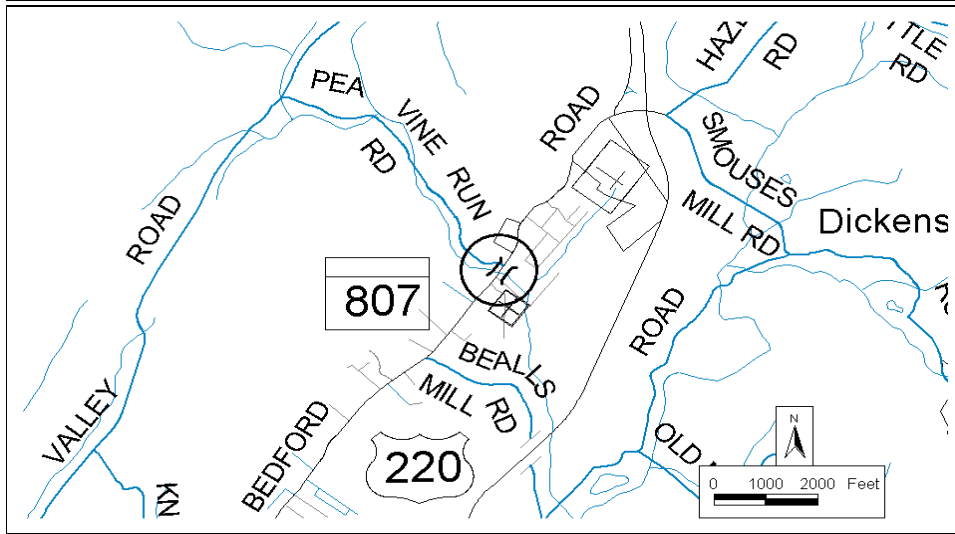
STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Archaeological Planning & Research (cont'd)</u>		
9		Maryland's Historic Highway Bridges - Publication of a book, CD, and Web information on Maryland's historic bridges.	48	Underway
10		National Road National Register Nomination - Documentation of National Road properties and sites.	56	Underway
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
11		Aesthetic Retrofits - Landscaping of SHA stormwater management facilities in highly visible areas and to increase diversity while minimizing thermal impacts.	400	Underway
		<u>Pedestrian and Bicycle Safety and Educational Activities</u>		
12		Smart Moves - A pedestrian safety campaign throughout Maryland promoting awareness through the new Street Smarts, Smart Moves campaign.	550	FY 2004
		<u>Environmental Mitigation</u>		
13		Functional Enhancement of Stormwater Management Facilities - Improvement of stormwater management facilities in Howard (27 sites) and Montgomery (17 sites) Counties.	882	FY 2004
14		Urban Storm Water Retrofit Pilot Program - Retrofit, monitoring and sampling of Low Impact Development (LID) practices within different urban arenas.	200	Underway
15		Watershed Revitalization Partnership - An initiative to expand existing efforts to protect and restore in-stream fish and wildlife habitat in targeted urban/suburban watersheds in partnership with the Maryland Department of Natural Resources.	6,000	Underway
16		Wetlands Restoration Program - Replacement of tidal and non-tidal wetlands throughout Maryland	500	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
17		Civil War Driving Tour - Antietam - Develop a driving tour associated with the Battle of Antietam, including trail blazer signing, mapping, waysides and interpretive signing.	690	Underway
18		Civil War Driving Tour - Gettysburg - Develop a driving tour to Gettysburg, including trail blazer signing, mapping, waysides, interpretive signing, and interactive signs and displays for the Emmitsburg Welcome Center.	1,069	FY 2003
19		Keep Maryland Beautiful III - Continuation of Keep Maryland Beautiful and Anti-Litter Initiatives.	322	FY 2004



PROJECT: MD 807, Bedford Road

DESCRIPTION: Replaced Bridge 1056 over Pea Vine Run. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing bridge was structurally deficient.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
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	16	0	0	0	0	0	0	0	0	0
Construction	623	203	420	0	0	0	0	0	420	0	0
Total	639	219	420	0	0	0	0	0	420	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

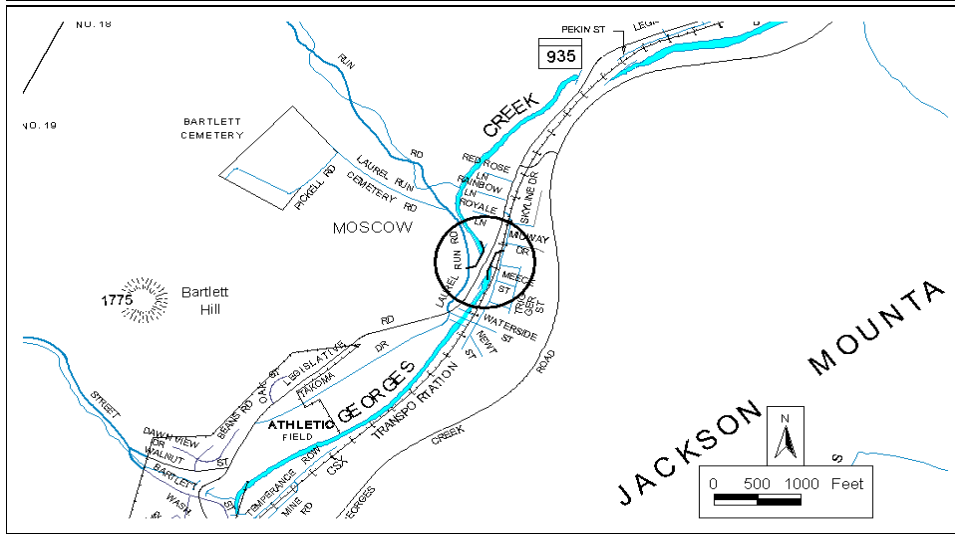
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 1,400

PROJECTED (2025) - 2,500

OPERATING COST IMPACT N/A



PROJECT: MD 935, Legislative Road

DESCRIPTION: Replace Bridge 1016 over George's Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing bridge is structurally deficient.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	2005	2006	2007	2008		0	0
Engineering	41	41	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	1,057	0	901	156	0	0	0	0	1,057	0	0
Total	1,098	41	901	156	0	0	0	0	1,057	0	0
Federal-Aid	875	31	720	124	0	0	0	0	844	0	0

FUNCTION :

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 3,200

PROJECTED (2025) - 4,600

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Year 2002 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 36	George Creek Road; at entrance to Westmar High School and at George's Creek Elementary School in Lonaconing; add left turn lane northbound at Westmar High School entrance, realign south driveway entrance and provide barrier/wall between MD 36 and playground at George's Creek Elementary School	1,166	Completed
		<u>Traffic Management</u>		
2	I 68	National Freeway; various locations; replace raised and recessed pavement markers	63	Completed
3	I 68	National Freeway; at Georges Creek Road; signing	43	Completed
		<u>Enhancements</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
4		Center/Bowery Streets - Phase II - Landscaping along Center/Bowery Streets in Frostburg.	88	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Resurface/Rehabilitate</u>		
5	I 68	National Freeway; Kelly Boulevard Bridge to Evitts Creek Bridge; resurface	2,869	FY 2003
6	MD 135	Pratt Street; Garrett County Line to the west corporate limits of Westernport; resurface	1,132	FY 2003
7	I 68	National Freeway; 0.24 mile east of M.V. Smith Road Bridge to 0.37 mile east of Orleans Road Bridge; resurface	3,572	Completed
8	I 68	National Freeway; Rocky Gap Road Bridge to Street Road Bridge; resurface	3,027	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY 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, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
9	MD 36	Mt. Savage Road; Structures 01127R0, 01132R0 and 01183R0; retaining walls	560	Completed
<u>Safety/Spot Improvement</u>				
10	US 40 ALT	National Pike; at 0.55 mile east of MD 36; drainage improvement	240	FY 2003
11	I 68	National Freeway; 0.49 mile west of Midlothian Road Bridge 0111403; drainage improvement along eastbound roadway	262	Completed
12	MD 658	Vocke Road; West Braddock Road to US 40 Alternate; widen east side of MD 658 at US 40 Alternate to provide double left turn lanes northbound, widen MD 49 to provide left and right turn lanes, re-align I 68 ramp and widen MD 658 to provide merge lane from I 68 off ramp to West Braddock Road	1,209	Completed
<u>Neighborhood Conservation</u>				
13	MD 36	Mt. Savage; Jealous Road to Jennings Run Bridge in Mt. Savage; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	152	
14	US 40 ALT	National Pike; MD 658 to Long Drive in LaVale; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	250	
15	US 220	McMullen Highway; Lee Street to 0.38 mile north of MD 636 (Cresaptown - Phase 1); urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	514	
16	MD 135	Church Street; MD 36 to eastern limits of Westernport; urban street reconstruct	3,301	Under construction
<u>Traffic Management</u>				
17	I 68	National Freeway; at US 220; modify signing	203	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Traffic Management (cont'd)</u>		
18	I 68	National Freeway; at various locations; modify signing	14	Under construction
		<u>Sidewalks</u>		
19	MD 36	Georges Creek Road; Washington Street to upper end of American Legion Parking Lot (east side) in Westernport; retrofit sidewalks - 400 linear feet	18	FY 2003
20	MD 51	Industrial Boulevard; Vancouver Street to White Oak Avenue in Cumberland; retrofit sidewalks along northbound roadway - 700 linear feet	58	FY 2003
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
21		Canal Place - Trestle Walk - Extension of Canal Street Promenade, Trestle Walk, and other improvements in the Station Square Area in the City of Cumberland.	1,000	Underway
22		Frostburg Trail - Phase I - Construction of a 0.38 mile connection from the Frostburg Depot to the Allegany Highlands Trail at New Hope.	184	FY 2003
		<u>Historic Preservation</u>		
23		Wills Creek/Levee Track - Construct new railroad bridge and minor rehabilitation of a 1954 trestle bridge to provide WMSRR access to the CSX mainline, as part of the C&O rewatering project. (Pending funding commitment from the National Park Service.)	1,000	FY 2004
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
24		Allegany & Garrett County Welcome Signs - Construction of 4 monumental welcome signs, one each on westbound I 68 and eastbound I 68 at both the Allegany and Garrett County Lines.	50	FY 2004

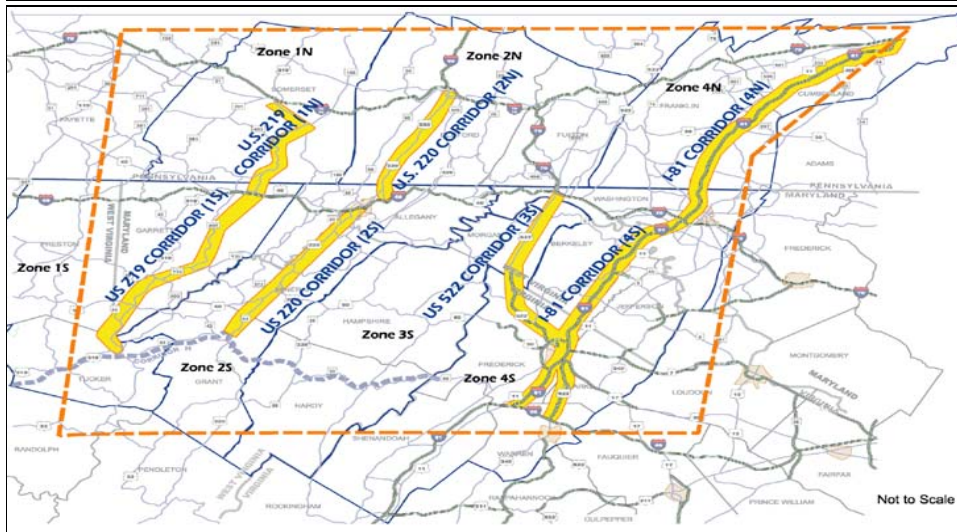
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
25		Allegheny Highlands Trail - Section 1 - Construction of 9.52 miles from Cumberland to Woodcock Hollow Road.	1,099	FY 2004
26		Allegheny Highlands Trail - New Hope Trail Head - Construction of trail head and 480-foot connection to Frostburg Trail.	158	FY 2003
27		Allegheny Highlands Trail - Sections 2, 3 and 5 - [Section 2] Construction of Woodcock Hollow Rest Stop and 300-foot trail connection. [Section 3] Construction of 5.96 miles from Woodcock Hollow Road to New Hope Road overpass in Frostburg. [Section 5] Construction of 5.19 miles from New Hope Road overpass in Frostburg to Mason-Dixon Line.	1,443	FY 2004

STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: Western Maryland North-South Corridor Study

DESCRIPTION: Conduct a multi-state study to identify a high priority north-south highway within Western Maryland, Virginia, West Virginia and Pennsylvania.

JUSTIFICATION: The need exists in Western Maryland to provide a major north-south highway of national significance to encourage and enhance economic development and interstate trade.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 219 North, I-68 to Pennsylvania State line (Garrett County - Line 4)
 I-81, West Virginia State line to Pennsylvania State line (Washington County - Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: This Pre-Project Planning study is complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	687	687	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	687	687	0	0	0	0	0	0	0	0	0
Federal-Aid	481	481	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

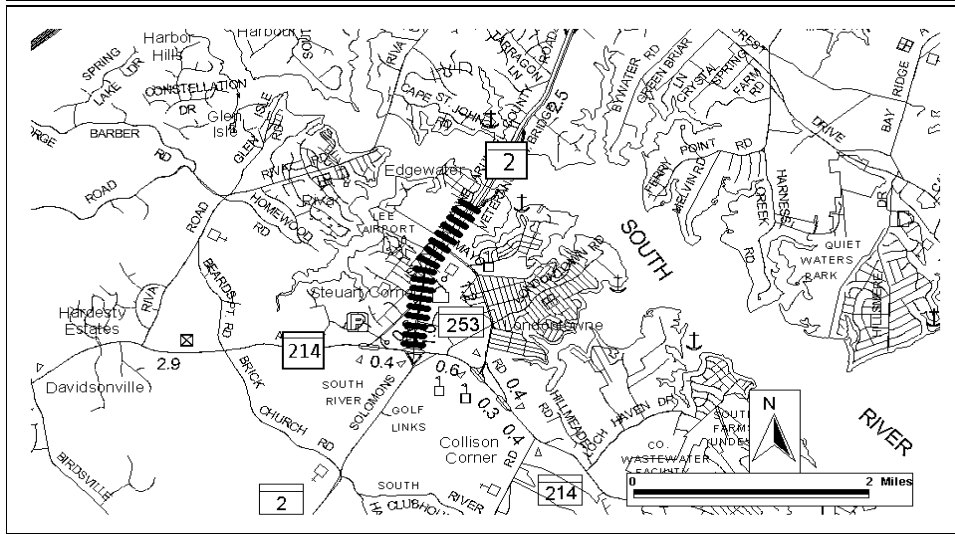
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 1,275 - 62,100

PROJECTED (2025) - 2,500 - 102,000

OPERATING COST IMPACT N/A



PROJECT: MD 2, Solomons Island Road

DESCRIPTION: Upgrade existing MD 2 to a 4 - 6 lane highway from MD 214 to south of Virginia Avenue (1.35 miles). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This improvement will complete the widening of MD 2 from MD 214 to the South River Bridge, serving existing and future traffic needs.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$1.9 million is due to a legal settlement on properties required for the project and increased utility cost..

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	
Planning	1,409	1,409	0	0	0	0	0	0	0
Engineering	1,020	1,018	2	0	0	0	0	0	2
Right-of-way	10,765	8,529	2,236	0	0	0	0	0	2,236
Construction	14,118	9,411	4,707	0	0	0	0	0	4,707
Total	27,312	20,367	6,945	0	0	0	0	0	6,945
Federal-Aid	19,749	15,084	4,665	0	0	0	0	0	4,665

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

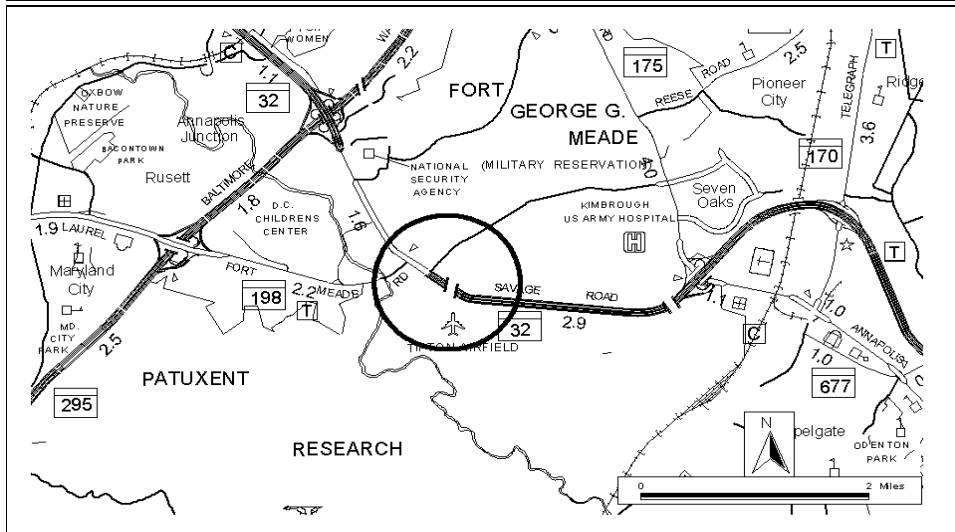
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 50,850

PROJECTED (2025) - 82,900

OPERATING COST IMPACT \$3,000 per year





PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Constructed an interchange at MD 198.

JUSTIFICATION: This project consolidated access from MD 198, Airfield Road and Mapes Road, and eliminated the existing traffic signals, thereby reducing congestion and improving safety. This project provided improved access to Fort Meade, the National Security Agency and Tipton Airfield, and together with interchanges at Samford and Canine Roads will complete the Patuxent Freeway from Columbia to Annapolis.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 32, Interchanges at Canine and Samford Roads (Line 2)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	236	236	0	0	0	0	0	0	0	0	0
Engineering	7,716	7,673	43	0	0	0	0	0	0	43	0
Right-of-way	183	183	0	0	0	0	0	0	0	0	0
Construction	11,633	7,309	4,324	0	0	0	0	0	0	4,324	0
Total	19,768	15,401	4,367	0	0	0	0	0	0	4,367	0
Federal-Aid	15,154	11,497	3,657	0	0	0	0	0	0	3,657	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

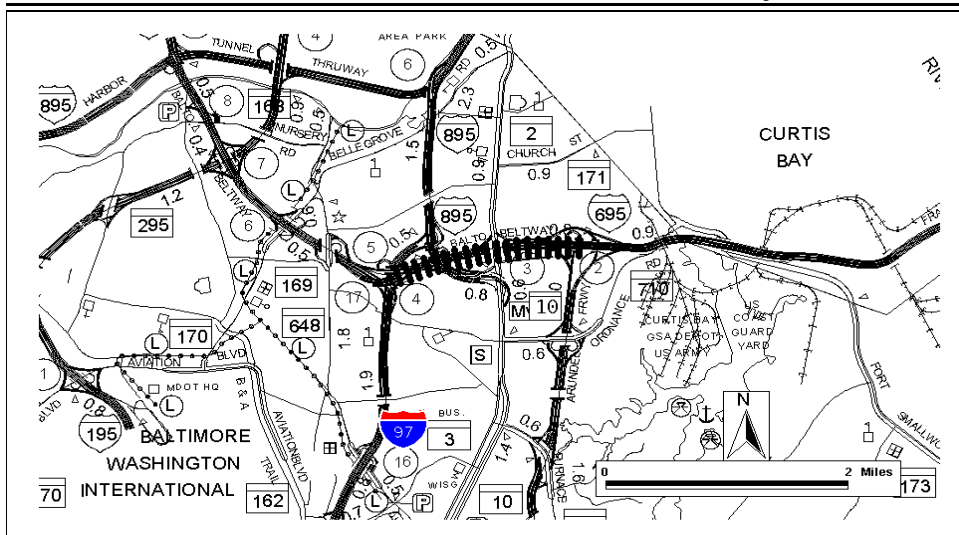
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 58,300

PROJECTED (2025) - 87,000

OPERATING COST IMPACT \$6,000 per year

PRIMARY CONSTRUCTION PROGRAM



DESCRIPTION: Added an additional lane in each direction from I-97 to MD 10 (1.25 miles).

JUSTIFICATION: This project improved the existing weave condition, resulting in safer operations along this section.

<input type="checkbox"/>	Project Not Location Specific or Location Not Determined	<input type="checkbox"/>	Project Outside PFA; Subject to Exception
<input checked="" type="checkbox"/>	Project Within PFA	<input type="checkbox"/>	Exception Approved by BPW/MDOT
<input type="checkbox"/>	Grandfathered		

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

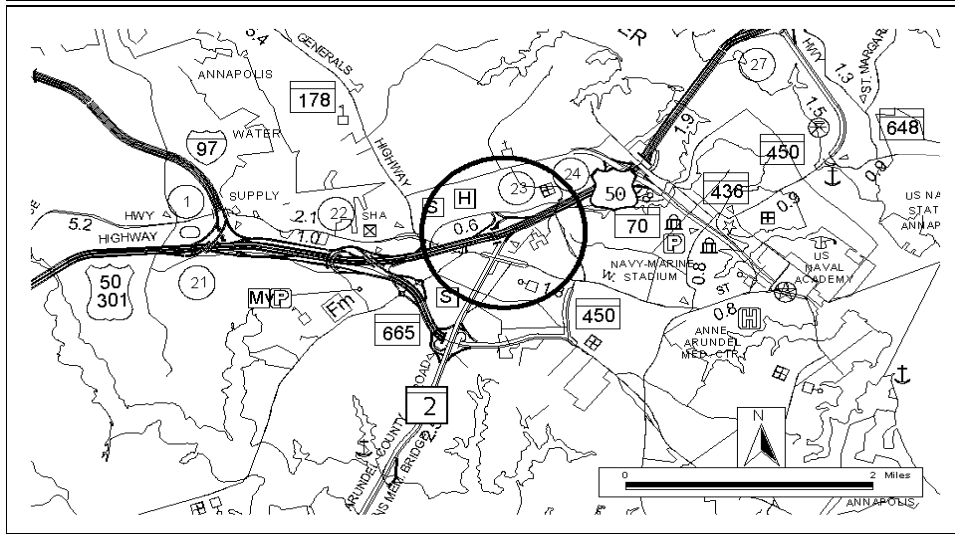
<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	718	718	0	0	0	0	0	0	0	0	
Right-of-way	48	48	0	0	0	0	0	0	0	0	
Construction	10,123	10,096	27	0	0	0	0	0	27	0	
Total	10,889	10,862	27	0	0	0	0	0	27	0	
Federal-Aid	8,393	8,372	21	0	0	0	0	0	21	0	

STATE - Principal Arterial
FEDERAL - Freeway - Expressway
STATE SYSTEM : Primary

CURRENT (2001) - 96,500

PROJECTED (2025) - 144,000

OPERATING COST IMPACT \$3,000 per year



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct additional ramps at the US 50/MD 2 South interchange and provide a connection between the MD 2/MD 450 intersection and Jennifer Road. This project includes a separate, off-road bicycle/pedestrian facility.

JUSTIFICATION: Construction of additional ramp movements will improve the operation of the US 50/MD 2 South interchange. The two-way connection between MD 450 and Jennifer Road will improve traffic circulation in the Parole area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway. Anne Arundel County is contributing \$10 million toward the total project cost. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$4.3 million is due to reduced Right-of-way requirements and reduced inflation factors.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,881	1,711	170	0	0	0	0	0	170	0
Right-of-way	1,026	0	1,026	0	0	0	0	0	1,026	0
Construction	5,901	33	912	2,760	2,196	0	0	0	5,868	0
Total	8,808	1,744	2,108	2,760	2,196	0	0	0	7,064	0
Federal-Aid	6,022	19	1,589	2,458	1,956	0	0	0	6,003	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

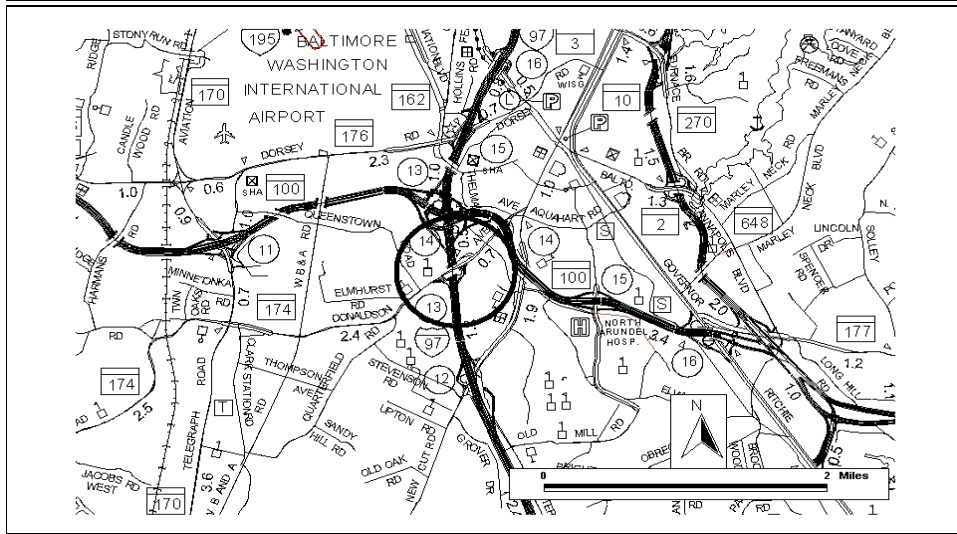
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 133,000

PROJECTED (2025) - 206,400

OPERATING COST IMPACT \$8,000 per year



PROJECT: MD 174, Quarterfield Road

DESCRIPTION: Replace existing 2 lane bridge over I-97 with a 6 lane structure compatible with the adjacent roadway sections. Interchange ramp improvements and sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This project will replace the existing deteriorating bridge and improve traffic operations.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway. Project partially funded by developer. Costs shown are SHA share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$1.3 million is due to favorable bid price.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,097	1,017	80	0	0	0	0	0	80	0
Right-of-way	2,334	789	1,545	0	0	0	0	0	1,545	0
Construction	9,022	0	2,242	5,497	1,283	0	0	0	9,022	0
Total	12,453	1,806	3,867	5,497	1,283	0	0	0	10,647	0
Federal-Aid	2,588	1,327	1,261	0	0	0	0	0	1,261	0

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

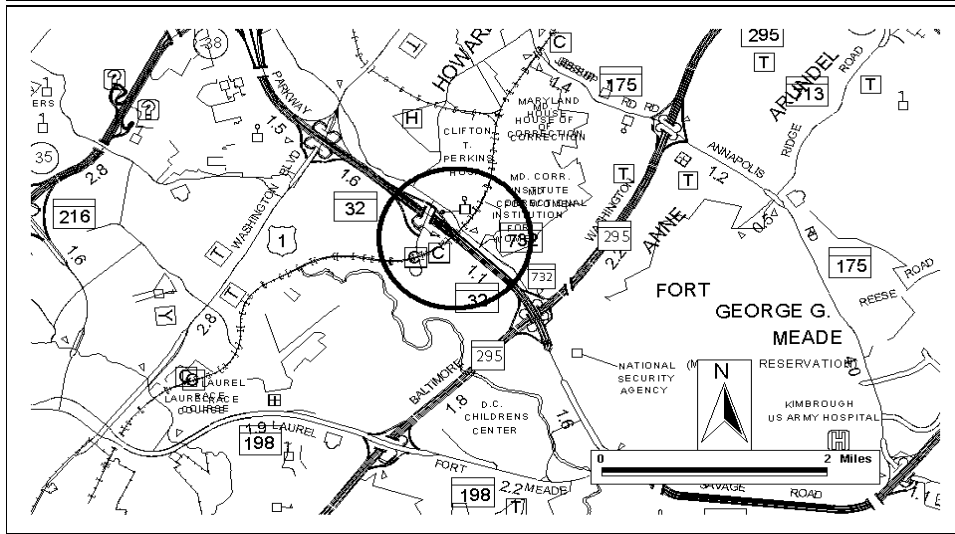
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 24,700

PROJECTED (2025) - 45,000

OPERATING COST IMPACT \$10,000 per year



PROJECT: MD 732, Guilford Road

DESCRIPTION: Replace Bridge 13029 over CSX Railroad. Sidewalks and shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Final Engineering underway. Construction to begin during current fiscal year. SHA, Anne Arundel County and Howard County are sharing the cost of construction. Costs shown are SHA share only. Project to be advertised by Howard County.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction delayed from FY02 to FY03 due to the design of roadway approaches being done by the County.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							
TOTAL		PROJECT CASH FLOW							
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	188	130	58	0	0	0	0	0	58
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	930	0	565	365	0	0	0	0	930
Total	1,118	130	623	365	0	0	0	0	988
Federal-Aid	146	101	45	0	0	0	0	0	45

FUNCTION :

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 14,900

PROJECTED (2025) - 32,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS 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, 2002
		<u>Fiscal Year 2002 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 2	Solomons Island Road; MD 214 to Mill Swamp Road; resurface	1,495	Completed
		<u>Safety/Spot Improvement</u>		
2	MD 70	Rowe Boulevard; MD 70 at College Creek; drainage improvements	258	Completed
		<u>Traffic Management</u>		
3		Various locations in Anne Arundel County; install raised and recessed pavement markers	79	Completed
4		Install opticom at various locations in Anne Arundel County; signalization	94	Completed
5		MD 2, MD 178 and MD 450; install traffic signal system	403	Completed
6	MD 2	Governor Ritchie Highway; at MD 2 , MD 173 and MD 174; install hazard identification beacons	60	Completed
7	MD 2	Solomons Island Road; Annapolis Harbor to Admiral Cochrane Road; install traffic signal system	58	Completed
8	MD 2	Governor Ritchie Highway; at MD 177; signal interconnect	68	Completed
9	MD 170	Camp Mead Road; at Andover Road; reconstruct traffic signal	85	Completed
10	MD 173	Fort Smallwood Road; at Energy Parkway; reconstruct traffic signal	61	Completed
11	MD 175	Jessup Road; at Jessup Elementary School; install hazard identification beacon	14	Completed
12	MD 177	Mountain Road; at Outing; install hazard identification beacon	27	Completed

SYSTEM PRESERVATION MINOR PROJECTS 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, 2002
		<u>Fiscal Year 2002 Completions (cont'd)</u>		
		<u>Traffic Management (cont'd)</u>		
13	MD 178	Generals Highway; at Indian Landing Road; install traffic signal	25	Completed
		<u>Environmental Preservation</u>		
14	MD 10	Arundel Expressway; I 695 to MD 648; landscape	303	Completed
		<u>Enhancements</u>		
		<u>Acquisition of Scenic Easements & Scenic/Historic Sites</u>		
15		Beverly Looper Property - 410+/- acres scenic easement acquisition to preserve an environmentally sensitive area and the Chesapeake Bay.	2,500	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Resurface/Rehabilitate</u>		
16	MD 2	Governor Ritchie Highway; 5th Avenue to MD 270; resurface	1,830	Under construction
17	US 50	John Hanson Highway; Prince George's County Line to Admiral Drive; safety and resurface	1,286	Under construction
18	US 50	Blue Star Memorial Highway; MD 2 to MD 179; resurface	2,139	FY 2003
19	MD 424	Davidsonville Road; MD 214 to MD 450; resurface	1,446	FY 2003
20	MD 468	Muddy Creek Road; Snug Harbor Road to MD 255 (Phase 1); bypass lane	1,135	Completed

SYSTEM PRESERVATION MINOR PROJECTS 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, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
21	MD 100	Bridge 2106 on Catherine Avenue over MD 100; bridge widening/rehabilitation including adjacent ramp and intersection improvements	1,469	FY 2003
22	MD 295	Baltimore Washington Parkway; Bridges 0201801 and 0201802 over Amtrak and Stoney Run; bridge rehabilitation	2,023	FY 2003
23	I 695	Baltimore Beltway; Bridges 0209205 and 0209206 over MD 170, light rail and Holly Creek; bridge rehabilitation	1,034	FY 2003
<u>Safety/Spot Improvement</u>				
24	MD 32	At MD 175; interchange modifications (Note: The cost shown represents SHA share of project cost.)	300	FY 2003
25	US 50	John Hanson Highway; MD 2 at ramp; drainage improvement	100	Completed
26	MD 170	Telegraph Road; at MD 174; resurface northbound roadway, reconstruct shoulders and restripe to extend left turn lane (Funded for preliminary engineering only)	59	PE Underway
27	MD 450	Defense Highway; at Rutland Road; slope protection	113	Completed
28	MD 450	Defense Highway; MD 424 to Broad Creek; drainage improvement	571	FY 2003
29	MD 710	Ordnance Road; at Chesapeake Center Drive/Arundel Corporation Road; widen eastbound roadway to provide separate right turn lane and modify signal phasing (Funded for preliminary engineering only)	59	PE Underway
30	I 695	Baltimore Beltway; Inner Loop - at ramp to MD 295 North; mill and resurface ramp to correct superelevation (Funded for preliminary engineering only)	94	PE Underway

SYSTEM PRESERVATION MINOR PROJECTS 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
31	MD 468	Shadyside Road; Snug Harbor Road to MD 255 (Phase II); safety improvements	1,500	PE Underway
		<u>Neighborhood Conservation</u>		
32	MD 170	Belle Grove Road; I 895 to MD 648 in Brooklyn Park; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	250	
33	MD 170	Belle Grove Road; MD 2 to I 895 in Brooklyn Park; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	50	
34	MD 171	Church Street; MD 2 to Baltimore City Line in Brooklyn Park; urban street reconstruct	2,331	Completed
35	MD 175	Annapolis Road; at MD 677 in Odenton; intersection improvements	1,487	FY 2004
36	MD 256	Deale Churchton Road; MD 258 to Rockhold Creek in Deale; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	125	
37	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10 in Glen Burnie; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	650	
38	MD 677	Odenton Road; MD 175 to Piney Orchard Parkway; streetscape (Project is dependent upon road transfer agreement.)	572	Under construction
		<u>Streetscapes and Minor Reconstruction</u>		
39		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost.)	486	FY 2003

SYSTEM PRESERVATION MINOR PROJECTS 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, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Noise Barriers</u>				
40	US 50/301	John Hanson Highway; Ridgely Avenue to west of the Severn River Bridge; noise barrier (Lindamoore/Riverview Avenue)	2,968	Under construction
<u>Traffic Management</u>				
41	MD 32	Various locations; variable message sign pads	206	FY 2003
<u>Environmental Preservation</u>				
42	MD 2	Governor Ritchie Highway; Earleigh Heights Road to MD 100; landscape	98	Under construction
43	MD 32	At MD 170 interchange; reforestation	172	Under construction
44	MD 198	Laurel - Fort Meade Road; Prince George's County Line to MD 295; landscape	96	Under construction
45	MD 665	Aris T. Allen Boulevard; Vineyard Road to Chinquapin Round Road; landscape	74	FY 2003
<u>Sidewalks</u>				
46	MD 677	Odenton Road; Higgins Drive to MARC Station in Odenton; retrofit sidewalks	129	FY 2003
<u>Intersection Capacity Improvements</u>				
47	MD 170	Aviation Boulevard; at Stoney Run Road; widen and resurface (Note: Project funded by the Maryland Aviation Administration.)	0	FY 2003
48	MD 177	Mountain Road; at Edwin Raynor Boulevard; construct additional left turn lane eastbound, mill and resurface intersection	455	Under construction

SYSTEM PRESERVATION MINOR PROJECTS 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Intersection Capacity Improvements (cont'd)</u>		
49	MD 214	Central Avenue; at MD 424; widen southbound MD 424 to provide separate turn lanes (Funded for preliminary engineering only)	15	PE Underway
50	MD 435	Taylor Avenue; at MD 70 (Rowe Boulevard); geometric improvements	700	FY 2004
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
51		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction.	500	FY 2003
52		Odenton Road Trail (Phase I) - Construction of bikeway/pedestrian trail improvements to provide a safer and more convenient pedestrian access to the Odenton MARC Station, and a connection with two national trail systems.	500	Underway
		<u>Preservation of Abandoned Railway Corridors</u>		
53		WB&A Trail - (West County Trail) - Construction of a 2.7 mile trail from the Odenton MARC Station to Strawberry Lake Way.	843	Underway
		<u>Environmental Mitigation</u>		
54		Navy-Marine Corps Memorial Stadium Mitigation Project - Construction of bio-retention ponds at the Brigade Entrance, Northeast and Cedar Park bio-retention facilities.	590	FY 2004
55		Weems Creek Restoration - Restoration of 1,200 linear feet of stream channels along the Porter Drive Outfall in the Admiral Heights Community of the City of Annapolis.	202	FY 2004

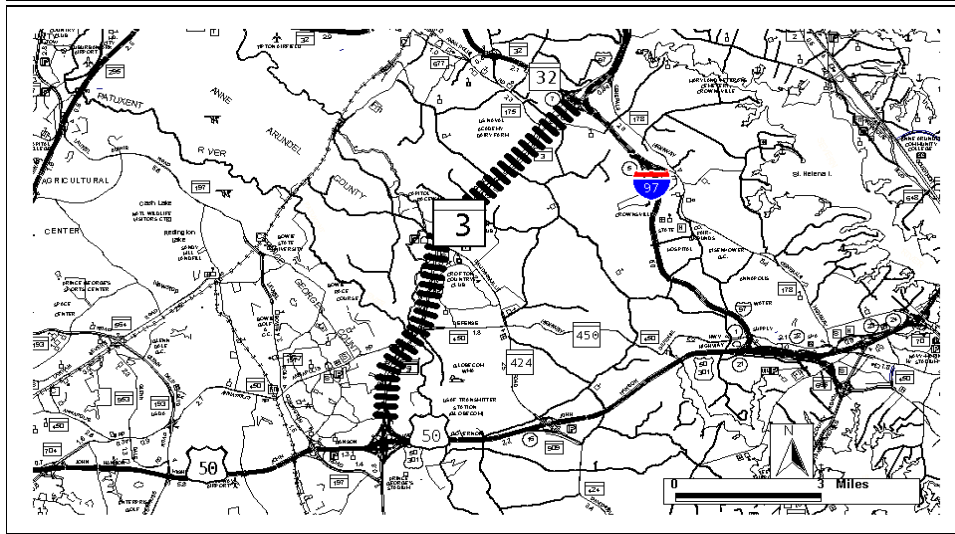
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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, 2002
56		<u>Fiscal Years 2003 and 2004 (cont'd)</u>	2,647	FY 2003
		<u>Enhancements (cont'd)</u> <u>Scenic/Historic Highway Programs/Visitor Centers</u> London Town Visitor's Center & Museum - Construct a Visitors Center and Museum at Historic London Town and Gardens in Edgewater.		

STATE HIGHWAY ADMINISTRATION -- Anne Arundel County -- Line 9

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



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 relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 50, East of US 301 to east of I-95/I-495 (Prince George's County - Line 5)
 US 301, South Corridor Transportation Study (Prince George's County - Line 24)
 US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 25)
 MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 29)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$1.3 million is due to a more detailed estimate.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	2,532	328	1,014	830	360	0	0	0	2,204	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	2,532	328	1,014	830	360	0	0	0	2,204	0
Federal-Aid	1,773	230	710	581	252	0	0	0	1,543	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

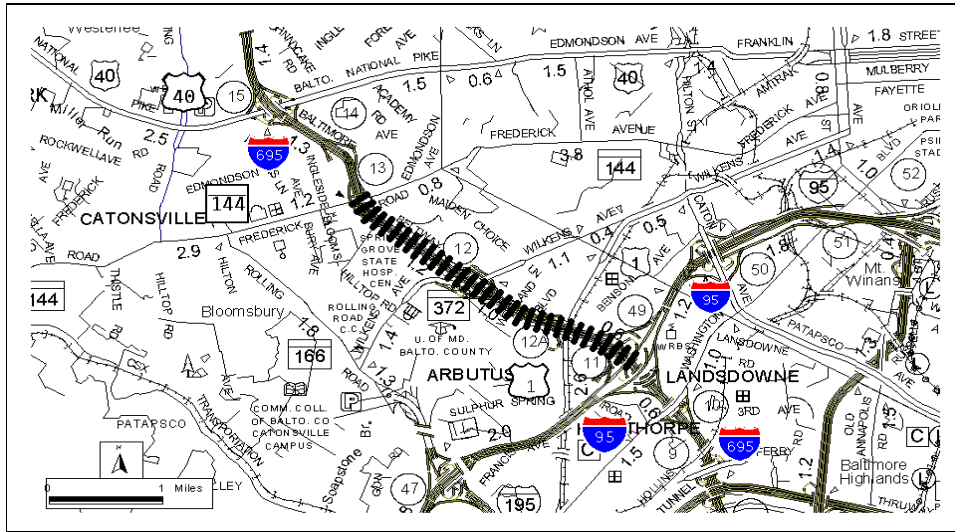
CURRENT (2001) - 57,750

PROJECTED (2025) - 129,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Construct an additional southbound lane (outer loop) from south of MD 144 to I-95. Also includes the reconstruction of the US 1 bridge (2.90 miles).

JUSTIFICATION: This project will provide additional capacity and improve safety and operations for this segment of I-695.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- I-695, at MD 26 (Line 2)
- I-695, at MD 140 (Line 3)
- I-695, Noise Barriers (System Preservation Program - Line 9)
- I-695, I-95 to MD 122 (Line 10)
- I-695, at MD 26 (Line 12)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,481	3,480	1	0	0	0	0	0	1	0
Right-of-way	6,920	1,667	1,596	1,908	1,749	0	0	0	5,253	0
Construction	56,888	15,248	14,694	16,006	10,940	0	0	0	41,640	0
Total	67,289	20,395	16,291	17,914	12,689	0	0	0	46,894	0
Federal-Aid	57,558	17,260	14,042	15,315	10,941	0	0	0	40,298	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

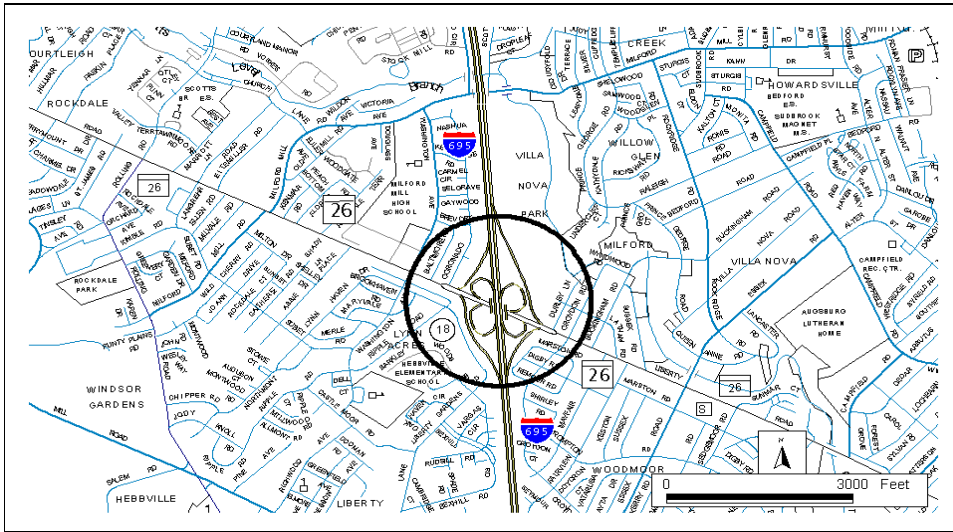
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 180,400

PROJECTED (2025) - 250,000

OPERATING COST IMPACT \$20,000 per year



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Construct improvements at the MD 26/Washington Avenue intersection and the I-695 Outer Loop ramp to westbound MD 26. Project includes the removal of the interchange loop ramp from southbound I-695 to eastbound MD 26.

JUSTIFICATION: This project will provide safety and operational improvements for the I-695 interchange and MD 26. It will also enhance the ongoing revitalization efforts in the MD 26 corridor.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-695, I-95 to MD 144 (Line 1)
 I-695, at MD 140 (Line 3)
 I-695, I-95 to MD 122 (Line 10)
 I-695, at MD 26 (Line 12)

STATUS: Construction underway. Baltimore County funding widening of Washington Avenue on the north side of MD 26. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$3.2 million is due to a favorable bid price.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	887	780	107	0	0	0	0	0	107	0
Right-of-way	73	26	38	9	0	0	0	0	47	0
Construction	4,159	0	621	2,185	1,353	0	0	0	4,159	0
Total	5,119	806	766	2,194	1,353	0	0	0	4,313	0
Federal-Aid	4,013	566	603	1,759	1,085	0	0	0	3,447	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

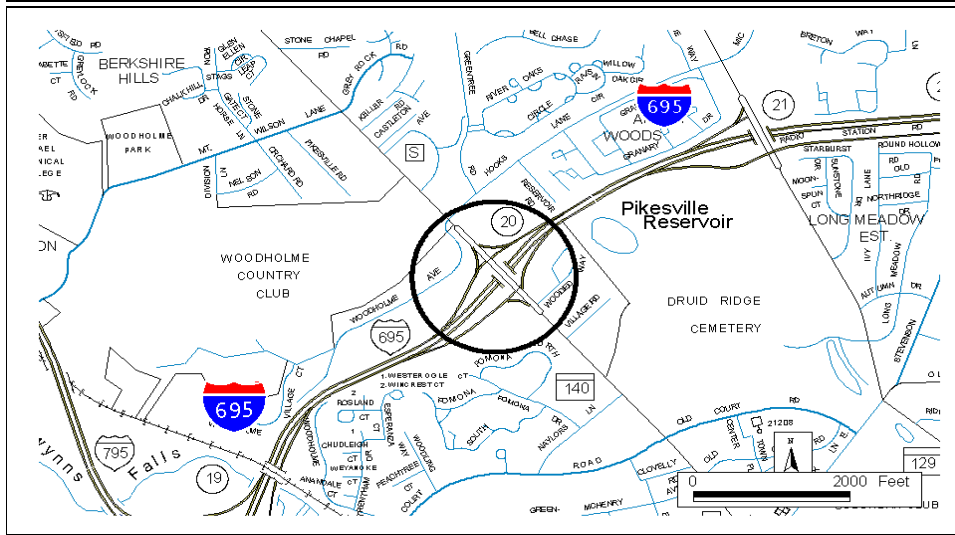
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 188,200 (I-695)
51,700 (MD 26)

PROJECTED (2025) - 258,300 (I-695)
77,100 (MD 26)

OPERATING COST IMPACT \$1,000 per year



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Reconstructed the existing MD 140 interchange to an urban diamond configuration, including bridge replacement and widening. Sidewalks will be included where appropriate. Wide outside lanes to accommodate bicycles.

JUSTIFICATION: This project provided operational and safety improvements to this segment of I-695 and the associated interchange. This project replaced the existing deteriorated MD 140 bridge over I-695.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-695, I-95 to MD 144 (Line 1)
 I-695, at MD 26 (Line 2)
 I-695, at MD 25A (Line 4)
 I-695, I-95 to MD 122 (Line 10)
 I-695, I-83 JFX to I-95 (Line 11)
 I-695, at MD 26 (Line 12)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$1.2 million is due to the widening of northbound MD 140 from I-695 to the entrance of Woodholme Shopping Center and other related improvements.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,118	2,116	2	0	0	0	0	0	0	2	0
Right-of-way	883	814	69	0	0	0	0	0	0	69	0
Construction	17,169	13,630	3,539	0	0	0	0	0	0	3,539	0
Total	20,170	16,560	3,610	0	0	0	0	0	0	3,610	0
Federal-Aid	16,828	14,075	2,753	0	0	0	0	0	0	2,753	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

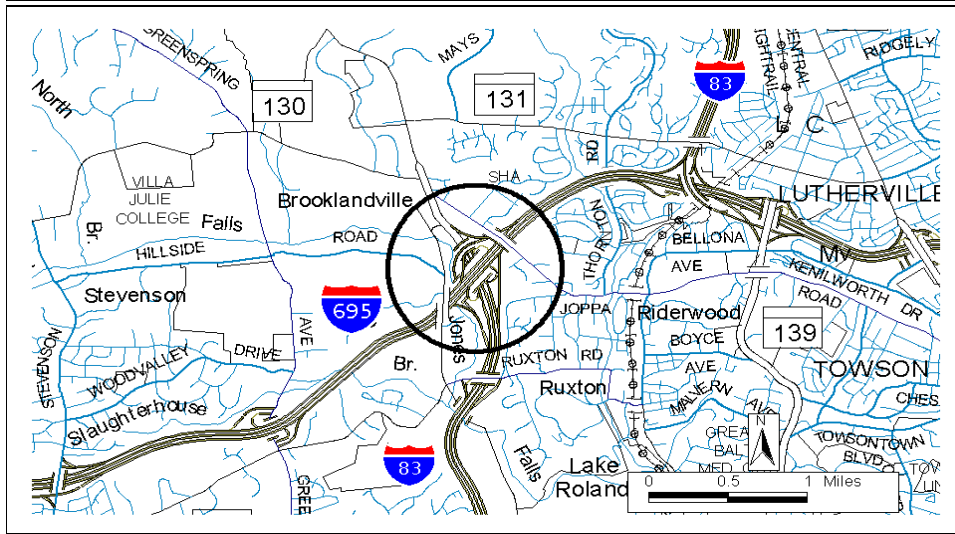
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 188,200 (I-695)
 47,000 (MD 140)

PROJECTED (2025) - 258,300 (I-695)
 64,200 (MD 140)

OPERATING COST IMPACT \$1,000 per year



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Widen and reconstruct the I-695 bridges over MD 25A, including Joppa Road.

JUSTIFICATION: This project will provide for future Beltway widening to improve the capacity, operation and safety of this segment of I-695. The project will also replace the ramps to I-83.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-695, at MD 140 (Line 3)
 I-695, at MD 45 (Line 5)
 I-695, Noise Barriers (System Preservation Program - Line 9)
 I-695, I-83 (JFX) to I-95 (Line 11)

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

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,460	1,027	364	69	0	0	0	0	433	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,025	0	0	6,274	9,156	2,595	0	0	18,025	0
Total	19,485	1,027	364	6,343	9,156	2,595	0	0	18,458	0
Federal-Aid	1,022	719	255	48	0	0	0	0	303	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

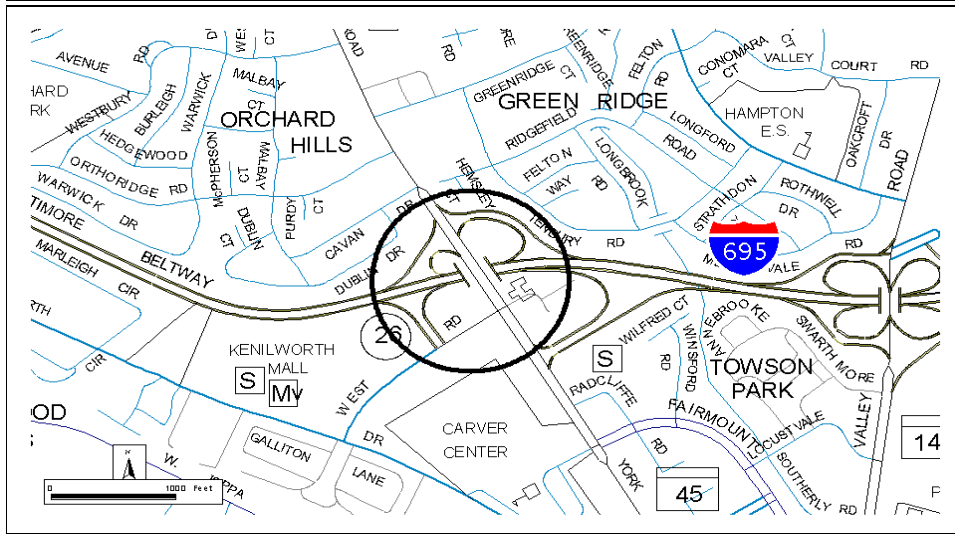
CURRENT (2001) - 182,000

PROJECTED (2025) - 238,600

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 5

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Reconstruction of the existing MD 45 (York Road) interchange. Sidewalks will be included where appropriate. Wide outside lanes on the MD 45 bridge to accommodate bicycles.

JUSTIFICATION: This project will provide additional capacity and improve safety and operations for this segment of I-695 and the associated interchange.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- I-695, at MD 25A (Line 4)
- I-695, Noise Barriers (System Preservation Program - Line 9)
- I-695, I-83 (JFX) to I-95 (Line 12)

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	12780	0	0	0	0	IM

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	850	645	205	0	0	0	0	0	205	0
Right-of-way	240	85	155	0	0	0	0	0	155	0
Construction	16,385	0	0	5,206	8,193	2,986	0	0	16,385	0
Total	17,475	730	360	5,206	8,193	2,986	0	0	16,745	0
Federal-Aid	13,563	518	264	4,060	6,390	2,331	0	0	13,045	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

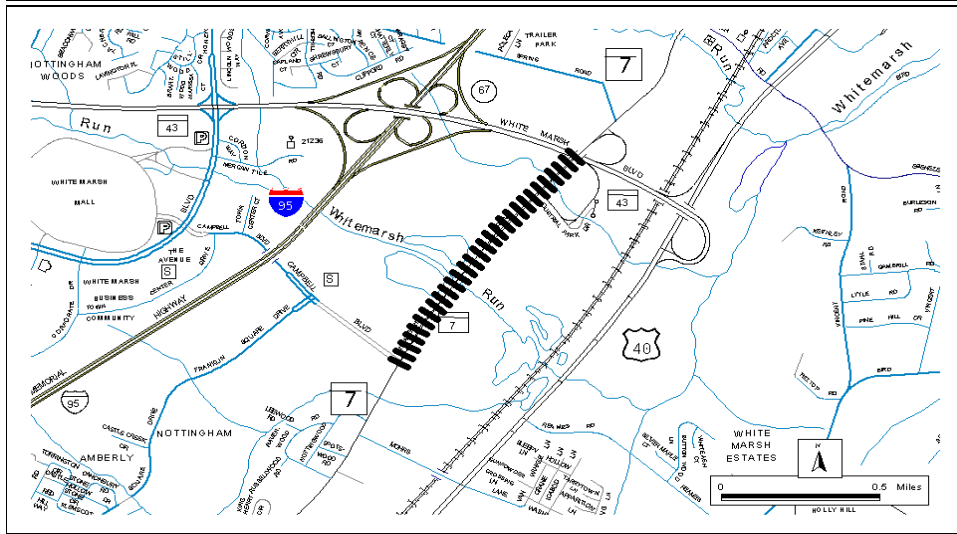
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 181,600 (I-695)
43,500 (MD 45)

PROJECTED (2025) - 238,600 (I-695)
57,800 (MD 45)

OPERATING COST IMPACT N/A



PROJECT: MD 7, Philadelphia Road

DESCRIPTION: Widen MD 7 from MD 43 to Campbell Boulevard. Sidewalks will be included where appropriate. Wide outside lanes and/or shoulders will be provided to accommodate bicycles.

JUSTIFICATION: This project will provide the additional capacity needed to service planned business and industrial development in the White Marsh area.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 43 Extended, US 40 to MD 150 (Line 8)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,184	1,183	1	0	0	0	0	0	0	1	0
Right-of-way	1,418	1,048	370	0	0	0	0	0	0	370	0
Construction	8,943	6,712	2,231	0	0	0	0	0	0	2,231	0
Total	11,545	8,943	2,602	0	0	0	0	0	0	2,602	0
Federal-Aid	8,894	6,850	2,044	0	0	0	0	0	0	2,044	0

FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

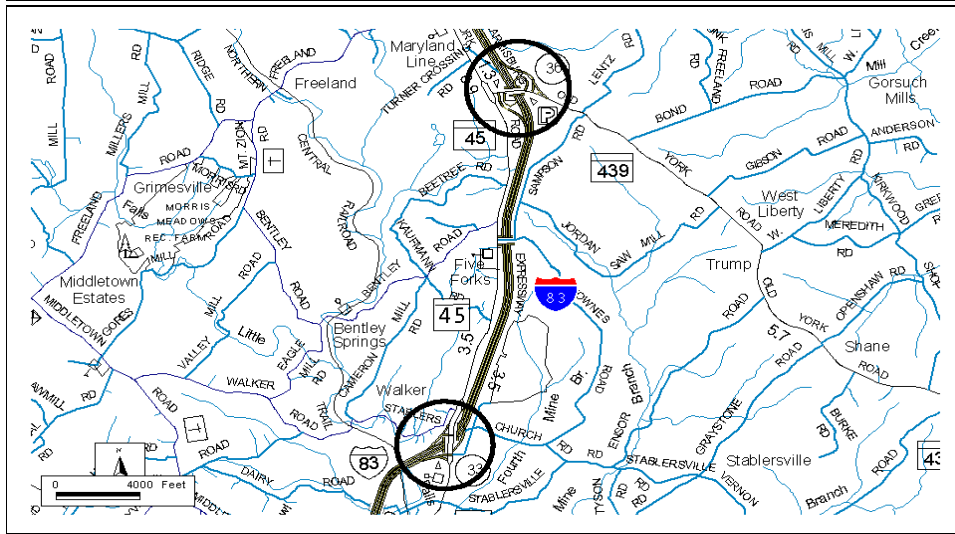
CURRENT (2001) - 14,000

PROJECTED (2025) - 25,000

OPERATING COST IMPACT \$4,840 per year

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 7

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 439, Old York Road and MD 45, York Road

DESCRIPTION: Replaced Bridge 3208 and Bridge 3210 over I-83. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project alleviated the deteriorated bridge conditions and provided increased structural and traffic safety.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
Planning	0	0	0	0	2005	2006	2007	2008	2009	0
Engineering	239	239	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,222	8,880	342	0	0	0	0	0	0	342
Total	9,461	9,119	342	0	0	0	0	0	0	342
Federal-Aid	7,520	7,250	270	0	0	0	0	0	0	270

FUNCTION :

STATE - Major Collector

FEDERAL - Rural Major Collector

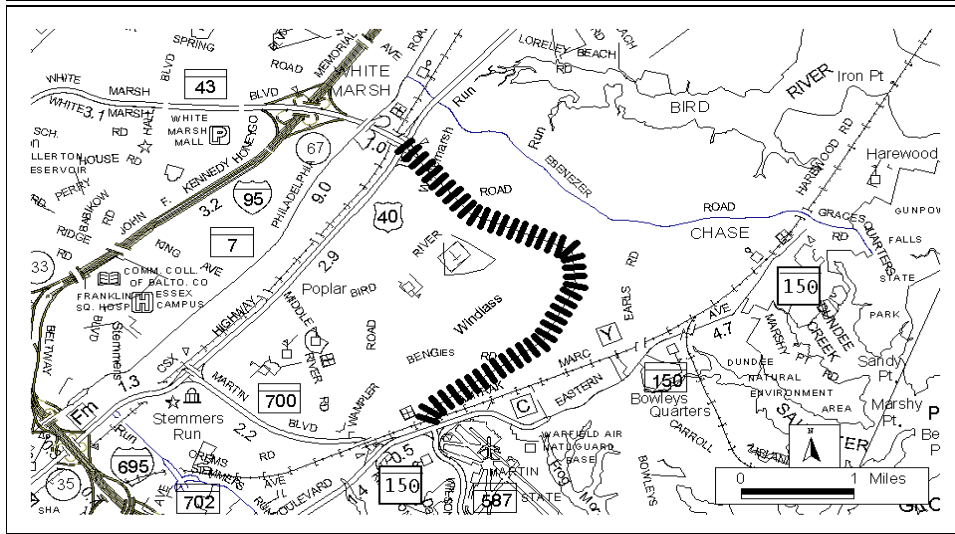
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 6,400 (MD 439)
4,650 (MD 45)

PROJECTED (2025) - 9,900 (MD 439)
7,850 (MD 45)

OPERATING COST IMPACT N/A



PROJECT: MD 43 Extended

DESCRIPTION: Construct an access controlled highway between MD 150 and US 40. Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: Significant economic growth is planned for the Middle River Employment Center area that cannot be accommodated with the existing transportation network. In order for this development to occur as Baltimore County has planned, additional access is needed.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 7, MD 43 to Campbell Blvd. (Line 6)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	44801	0	0	0	0	STP

STATUS: Final Engineering and Right-of-way underway. Construction to begin during current fiscal year. County and State split PP and PE costs and County contributed \$12.0 million towards R/W and Construction. R/W funded by County as part of the \$12.0 million. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$5.3 million is due to additional intersection work, AMTRAK requirements, hydraulics and maintenance of traffic needs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	1,403	1,391	12	0	0	0	0	0	0	12	0
Engineering	1,949	866	1,083	0	0	0	0	0	0	1,083	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	57,437	0	3,292	17,862	23,339	12,944	0	0	0	57,437	0
Total	60,789	2,257	4,387	17,862	23,339	12,944	0	0	0	58,532	0
Federal-Aid	44,801	0	2,568	13,932	18,204	10,097	0	0	0	44,801	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Urban Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 13,100 (Ebenezer Road)

PROJECTED (2025) - 52,000

OPERATING COST IMPACT \$18,000 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 45	York Road; Monkton Road to Gifford Lane; resurface	337	Completed
2	MD 122	Security Boulevard/Cooks Lane; Woodlawn Drive to Baltimore City Line; resurface	829	Completed
3	MD 146	Jarrettsville Pike; Dulaney Valley Road to Blenheim Road; resurface	239	Completed
4	MD 157	Peninsula Expressway; MD 158 to the Bear Creek Drawbridge in Eastern Baltimore County; resurface	283	Completed
5	I 695	Baltimore Beltway; Outer Loop - I 95 to Perring Parkway; resurface	2,417	Completed
<u>Safety/Spot Improvement</u>				
6	MD 7	Philadelphia Road; at Cowenton Avenue/Ebenezer Road; provide left turn lanes and signalization (Note: The cost shown represents SHA share of project cost.)	1,250	Completed
7	US 40	Pulaski Highway; at Golden Ring Road; geometric improvements	360	Completed
8	MD 45	York Road; at Broadmead Community entrance; add southbound left turn lane	412	Completed
9	I 83	Harrisburg Expressway; at MD 137 (Mt. Carmel Road); drainage improvement	130	Completed
10	MD 130	Greenspring Valley Road; 2 locations; replace endwalls and pipes	114	Completed
11	MD 133	Old Court Road; MD 129 to Stevenson Road; provide right turn lane	746	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions (cont'd)</u>				
<u>Neighborhood Conservation</u>				
12	MD 26	Liberty Road; Rolling Road to west of Washington Avenue; streetscape (Note: The cost shown represents estimated SHA share of project cost.)	2,558	Completed
13	MD 140	Reisterstown Road; Glengyle Avenue to south of I 695; streetscape, resurface and reconstruct 4 signals (Note: The cost shown represents estimated SHA share of project cost.)	3,814	Completed
<u>Noise Barriers</u>				
14	I 695	Baltimore Beltway; Joppa Road to Thornton Road and outer loop at Greenspring Avenue; noise barriers	15,191	Completed
<u>Traffic Management</u>				
15	US 40	Pulaski Highway; at Middle River Road; reconstruct signal	114	Completed
16	MD 41	Perring Parkway; at McClean Boulevard; install hazard identification beacon	61	Completed
17	MD 45	York Road; at Schilling Road; install hazard identification beacon	18	Completed
18	MD 45	York Road; at Hereford High School; modify signal	24	Completed
19	I 83	Harrisburg Expressway; at Middletown Road; lighting	199	Completed
20	I 83	Harrisburg Expressway; at MD 137 Park and Ride; modify lighting	46	Completed
21	I 83	Harrisburg Expressway; South of Shawan Road; modify signing along northbound roadway	64	Completed
22	MD 122	Security Boulevard; at Woodlawn Drive; modify signal	26	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
23	MD 122	Security Boulevard; at northbound I-695 ramp; signalization	62	Completed
24	MD 157	Merritt Boulevard; at North Point Road; reconstruct traffic signal	158	Completed
25	MD 542	Loch Raven Boulevard; at Glen Keith Boulevard; modify traffic signal	10	Completed
26	I 695	Baltimore Beltway; at US 40; signing	41	Completed
27	I 695	Baltimore Beltway; at Edmondson Avenue; install glare screen	37	Completed
28	CO 810	Timonium Road; at I-83 southbound ramp; modify signing	10	Completed
<u>Environmental Preservation</u>				
29	I 83	Harrisburg Expressway; at Warren Road Interchange; landscape	179	Completed
30	I 695	Baltimore Beltway; at various sound barriers along I 695; landscape	410	Completed
<u>Commuter Action Improvements</u>				
31	I 83	Harrisburg Expressway; at Mt. Carmel Road and at Middletown Road; resurface existing ridesharing lots	254	Completed
<u>Sidewalks</u>				
32	US 1	Belair Road; at I 695; retrofit sidewalks	17	Completed
33	MD 26	Liberty Road; Kelox Road to Tulsa Road; retrofit sidewalks	9	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
34	MD 45	York Road; Scott Adams Road to Recycle Way; retrofit sidewalks northbound and southbound	62	Completed
35	MD 45	York Road; Padonia Road to MD 145 (Ashland Road); retrofit sidewalk ADA ramps northbound and southbound	46	Completed
36	MD 147	Harford Road; Manns Avenue to Neifeld Avenue; retrofit sidewalks	51	Completed
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements & Scenic/Historic Sites</u>				
37		I-83 Viewshed Protection - Purchase of scenic easement on the 113-acre, historic Retreat Farm.	238	Completed
<u>Fiscal Years 2003 and 2004</u>				
<u>Resurface/Rehabilitate</u>				
38	MD 25	Falls Road; Structure 3027 over Jones Falls to Joppa Road; resurface (includes reconstruction of Ruxton Road from MD 25 to 400 feet east)	876	Under construction
39	MD 128	Butler Road; MD 30 (Old Hanover Road) to Worthington Avenue; resurface	1,864	FY 2003
40	MD 150	Eastern Boulevard; Selig Avenue to MD 700; resurface (Note: The cost shown represents SHA share of project cost.)	4,114	Under construction
41	I 695	Baltimore Beltway; Inner Loop - Perring Parkway to east of I 95; resurface	4,027	Under construction
42	MD 695	Baltimore Beltway; Outer Loop - Cove Road to end of SHA maintenance; resurface	1,470	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
43	MD 695	Baltimore Beltway; Outer Loop - MD 150 (Eastern Avenue) to MD 702; resurface	1,611	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
44	I 70	Bridges 0322903 and 0322904 over the Patapsco River and CSX Transportation; bridge rehabilitation	2,216	FY 2003
45	I 83	Harrisburg Expressway; Bridge 3064 over Timonium Road; bridge deck replacement/widening	3,185	Under construction
46	I 95	Bridges 0324301 and 0324302 over CSX Transportation, Patapsco River and River Road; bridge rehabilitation	829	Under construction
47	I 95	I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	7,744	Completed
48	MD 147	Harford Road; North of Sunshine Avenue to south of MD 152; box culverts	719	Under construction
49	CO 219	Cold Bottom Road; Bridge 3052 over I 83; bridge deck replacement	1,127	FY 2003
<u>Safety/Spot Improvement</u>				
50	US 1	Belair Road; at Mt. Vista Road; widen to provide left turn lanes (Funded for preliminary engineering only)	50	PE Underway
51	MD 26	Liberty Road; Schnaper Drive to Offutt Road; provide center turn lane (Funded for preliminary engineering only)	115	PE Underway
52	MD 45	York Road; at Hereford High School; modify school entrance and parking lot, resurface and modify signal	455	FY 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
53	MD 45	York Road; Seminary Avenue to Ridgely Road; widen to provide center turn lane (Funded for preliminary engineering only)	119	PE Underway
54	I 70	Eastbound at ramp to I 695 northbound; widen existing ramp to provide 2 lanes (Funded for preliminary engineering only)	150	FY 2003
55	MD 128	Butler Road; at Piney Grove Road; realign intersection to improve sight distance	329	Under construction
56	MD 139	Charles Street; Ruxton Ridge Road to I 695 Bridge; add third thru/right turn lane southbound, extend right turn lane northbound and extend left turn lane southbound	628	Under construction
57	MD 139	Charles Street; at Towsontown Boulevard; intersection improvements	2,200	FY 2003
58	MD 140	Westminster Pike; at Mitchell Drive; provide access to regional park	898	Under construction
59	I 83	Harrisburg Expressway; (Northbound) South of Seminary Avenue to south of Timonium Road; widen to add lane and construct noise barrier for community of Country Club Park	7,436	FY 2003
60	MD 695	Baltimore Beltway; Near Chesaco Avenue; provide superelevation around curve	1,900	FY 2003
61	MD 122	Security Boulevard; Lord Baltimore Drive to Rolling Road; provide additional through lane westbound	419	FY 2003
62	MD 140	Reisterstown Road; at Franklin Boulevard; widen to provide double left turn northbound and right turn lane southbound	575	Completed
<u>Neighborhood Conservation</u>				
63	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	228	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
64	MD 45	York Road; North of Northern Parkway to Stevenson Lane in Anneslie; streetscape (Baltimore City portion of project is in Maryland Transit Administration program.)	2,400	FY 2004
65	MD 25	Falls Road; Baltimore City Line to Old Pimlico Road in Mt. Washington; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	75	
66	MD 45	York Road; Investment Place to Fairmount Avenue; streetscape (Note: The cost shown represents SHA share of project cost.)	3,186	Completed
67	MD 139	Charles Street; North of Northern Parkway to Bellona Avenue; streetscape (Baltimore City portion of project is in Maryland Transit Administration program.) (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	400	
68	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for preliminary concepts studies only) PROJECT ON INDEFINITE HOLD	170	
69	MD 147	Harford Road; Taylor Avenue to Joppa Road in Parkville; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	249	
70	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 (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	58	
71	MD 151	North Point Boulevard; Morse Lane to Wise Avenue; streetscape (Note: The cost shown represents SHA share of project cost.)	2,700	FY 2004
72	MD 157	Merritt Boulevard; Peninsula Boulevard to Wise Avenue; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	150	
73	MD 542	Loch Raven Boulevard; Taylor Avenue to north of Joppa Road; streetscape	4,714	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Noise Barriers</u>				
74	I 83	Harrisburg Expressway; (Southbound) 3100 feet north of Seminary Avenue to Seminary Avenue Bridge; noise barrier	2,421	Under construction
75	I 83	Harrisburg Expressway; 350 feet south of Belfast Road to 2,650 feet south of Belfast Road; noise barrier along southbound roadway (Priceville) (Note: Preliminary engineering to begin in Fiscal Year 2004, construction in Fiscal Year 2005)	1,391	
76	I 195	Metropolitan Boulevard; 600 feet south of Francis Avenue Bridge to 400 feet northwest of US 1; noise barriers (Cedar Heights, Richardson Mews and Francis Avenue) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2005)	4,576	
77	I 695	Baltimore Beltway; MD 140 (Reisterstown Road) to 3,950 feet northwest of MD 140; noise barrier along outer loop (Woodholme Avenue)	1,583	FY 2004
78	I 695	Baltimore Beltway; (Inner Loop) 400 feet east of MD 147 to 300 feet east of Putty Hill Avenue and (Outer Loop) 400 feet east of Avondale Road to 250 feet east of MD 147; noise barriers (Ridge Grove/Woodland Heights)	5,033	FY 2004
79	MD 695	Baltimore Beltway; North of MD 150 to south of Back River Bridge; noise barrier along outer loop (Oriole Avenue) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2005)	1,189	
<u>Environmental Preservation</u>				
80	US 40	Baltimore National Pike; I 695 (Baltimore Beltway) to Baltimore City Line; streetscape	100	Concepts Completed
81	I 83	Harrisburg Expressway; at Shawan Road Interchange; landscape	318	Under construction

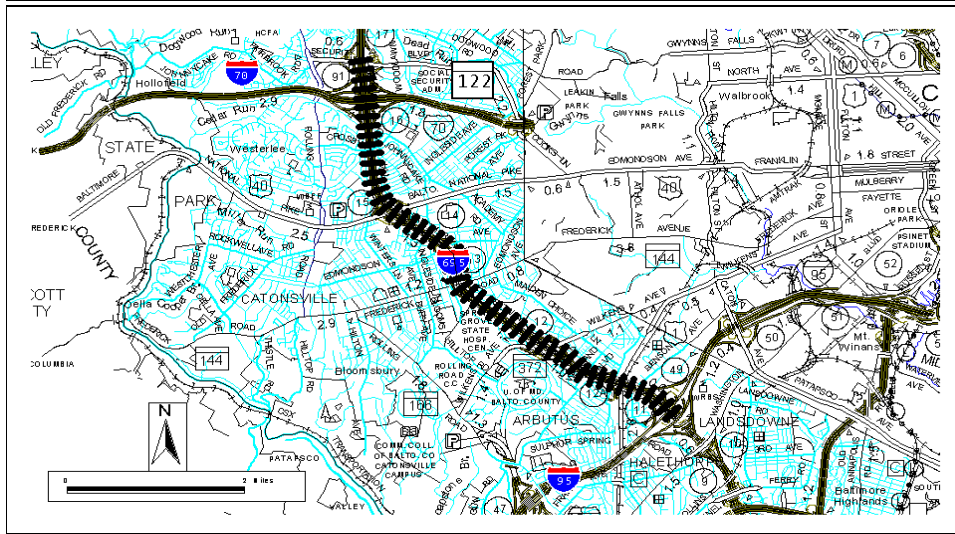
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Intersection Capacity Improvements</u>				
82	MD 30	Hanover Pike; at MD 795/MD 128; widen east side of MD 30 to provide double left turn lanes eastbound	380	Under construction
83	US 40	Pulaski Highway; at Ebenezer Road; add 3rd through lane westbound (Funded for preliminary engineering only)	136	PE Underway
84	US 40	Baltimore National Pike; at Winters Lane; widen to provide an additional through lane in each direction (Funded for preliminary engineering only)	106	PE Underway
85	MD 45	York Road; at Shawan Road; reconfigure the 3 eastbound approach lanes to provide left turn only, left turn/thru and right turn only lanes; widen MD 45 to accommodate the eastbound to northbound double left turns	324	Under construction
86	MD 131	Seminary Avenue; at MD 45 (York Road); widen Seminary Avenue to extend the eastbound right turn lane	99	FY 2003
87	MD 146	Dulaney Valley Road; at Jarrettsville Pike; remove channelization island from westbound approach, restripe intersection to provide double westbound left turns (Funded for preliminary engineering only)	38	PE Underway
88	MD 146	Jarrettsville Pike; at MD 145 (Paper Mill Road); widen to provide separate right turn lanes (Funded for preliminary engineering only)	162	PE Underway
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements & Scenic/Historic Sites</u>				
89		I-83 Viewshed Protection - Purchase of a scenic easement on a 234-acre farm known as Bacon Hall, located adjacent to I-83 between Belfast Road and Mount Carmel Road.	746	FY 2003
90		I-83 Viewshed Protection - Purchase of scenic easement on the 86-acre Windswept Farm	262	Underway

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 10

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Study to upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Boulevard) (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 or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-695, I-95 to MD 144 (Line 1)
 I-695, at MD 26 Outer Loop Ramp (Line 2)
 I-695, at MD 140 (Line 3)
 I-695, at MD 26 (Line 12)

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	10,772	7,461	1,341	1,753	217	0	0	0	3,311	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	12,198	8,887	1,341	1,753	217	0	0	0	3,311	0
Federal-Aid	7,002	5,088	712	1,050	152	0	0	0	1,914	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

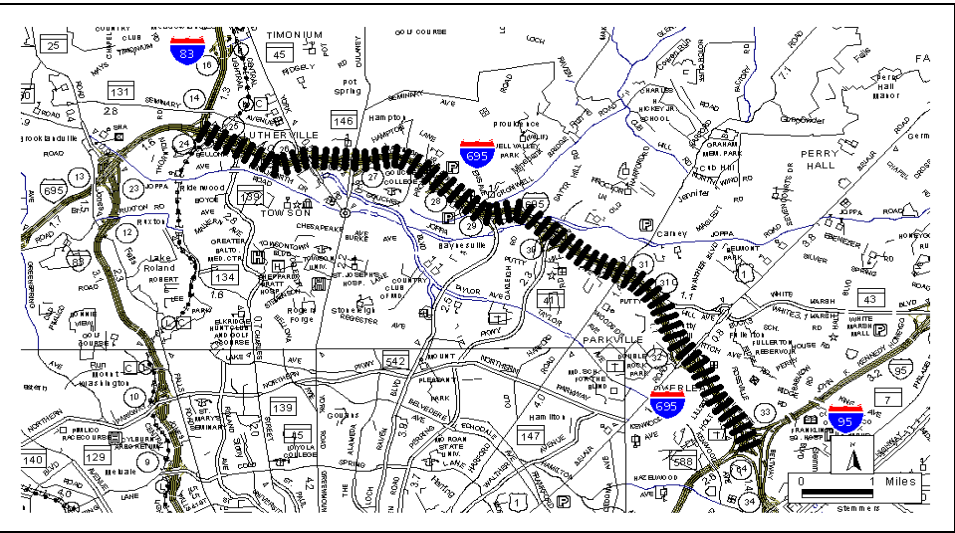
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 181,000

PROJECTED (2025) - 254,000

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Study to upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (east) (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 or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-695, at MD 140 (Line 3)
- I-695, at MD 25A (Line 4)
- I-695, at MD 45 (Line 5)
- I-695, Noise Barriers (System Preservation Program - Line 9)

STATUS: Preliminary Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$2.3 million is due to Preliminary Engineering funds being transferred to other I-695 projects.

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	
Planning	1,515	1,515	0	0	0	0	0	0	0
Engineering	10,822	10,787	35	0	0	0	0	0	35
Right-of-way	15	15	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	12,352	12,317	35	0	0	0	0	0	35
Federal-Aid	8,648	8,623	25	0	0	0	0	0	25

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

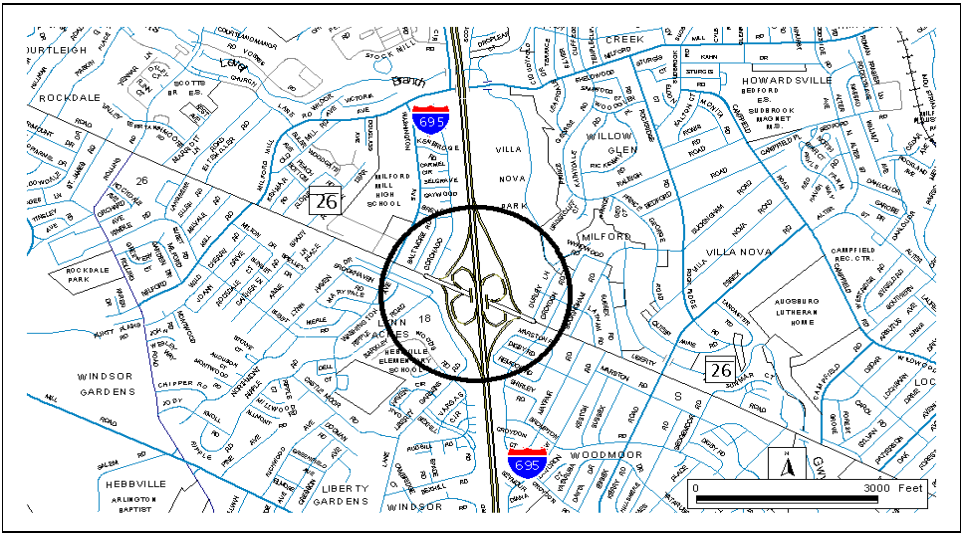
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 182,000

PROJECTED (2025) - 238,800

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Study to reconstruct the existing MD 26 interchange. Bicycle and pedestrian improvements will be provided where appropriate.

JUSTIFICATION: This project would provide additional capacity and improve operations and safety on this segment of I-695 and the associated interchange.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-695, I-95 to MD 144 (Line 1)
- I-695, at MD 26 Outer Loop Ramp improvement (Line 2)
- I-695, at MD 140 (Line 3)
- I-695, I-95 to MD 122 (Line 10)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	
Planning	800	109	300	300	91	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	800	109	300	300	91	0	0	0	0
Federal-Aid	560	76	210	210	64	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

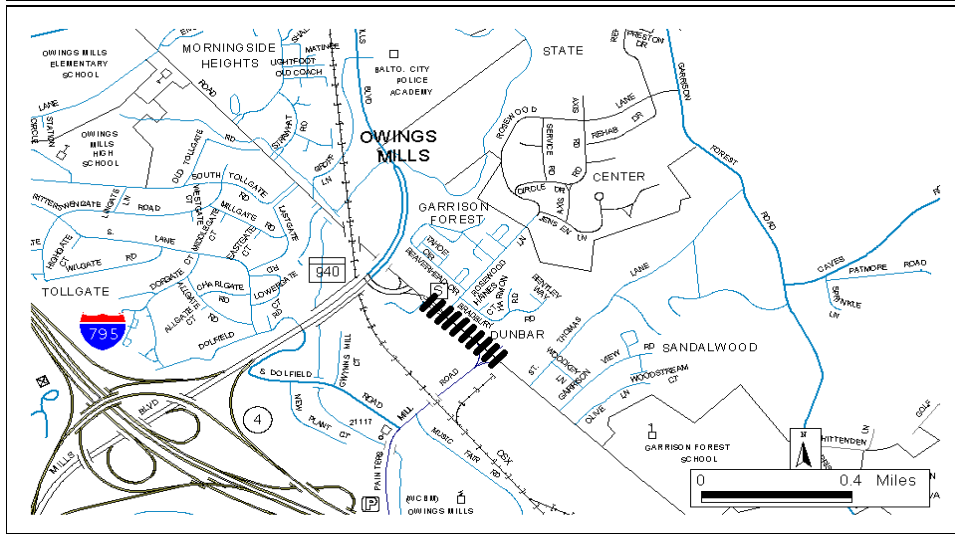
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 188,200 (I-695)
51,400 (MD 26)

PROJECTED (2025) - 258,300 (I-695)
77,600 (MD 26)

OPERATING COST IMPACT N/A



PROJECT: Owings Mills Access Improvements

DESCRIPTION: Study improvements to MD 140 to support the proposed transit oriented development at the Owings Mills Metro Station and the Owings Mills Town Center. Bicycle and pedestrian improvements will be provided where appropriate.

JUSTIFICATION: This project would improve access to the transit oriented development at the Owings Mills Metro Station and the Owings Mills Town Center and additional capacity for the planned development in the area.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)				.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,146	177	183	486	300	0	0	0	969	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	1,146	177	183	486	300	0	0	0	969	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

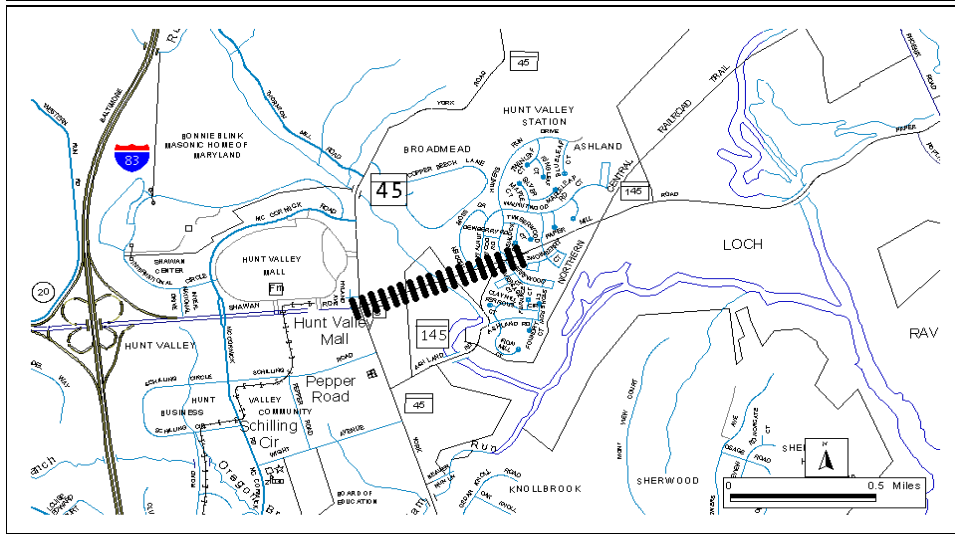
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 42,700 (MD 140)

PROJECTED (2025) - 68,000 (MD 140)

OPERATING COST IMPACT N/A



PROJECT: MD 145, Paper Mill Road

DESCRIPTION: Study to relocate MD 145, from MD 45 at Shawan Road to Hunters Run Drive (0.84 miles). Includes wide curb lanes to accommodate bicycles and sidewalks where appropriate. Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This improvement would reduce turning movements and conflicts on MD 45 between existing MD 145 and Shawan Road, improve east/west travel in Baltimore County, and provide improved access to I-83, the Hunt Valley commercial area and the northern terminus of the North Central Light Rail Line from the east.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 45, at Shawan Road (System Preservation Program - Line 9)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway to evaluate issues at the MD 45 and Shawan Road intersections.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,049	983	26	20	20	0	0	0	66	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	1,049	983	26	20	20	0	0	0	66	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

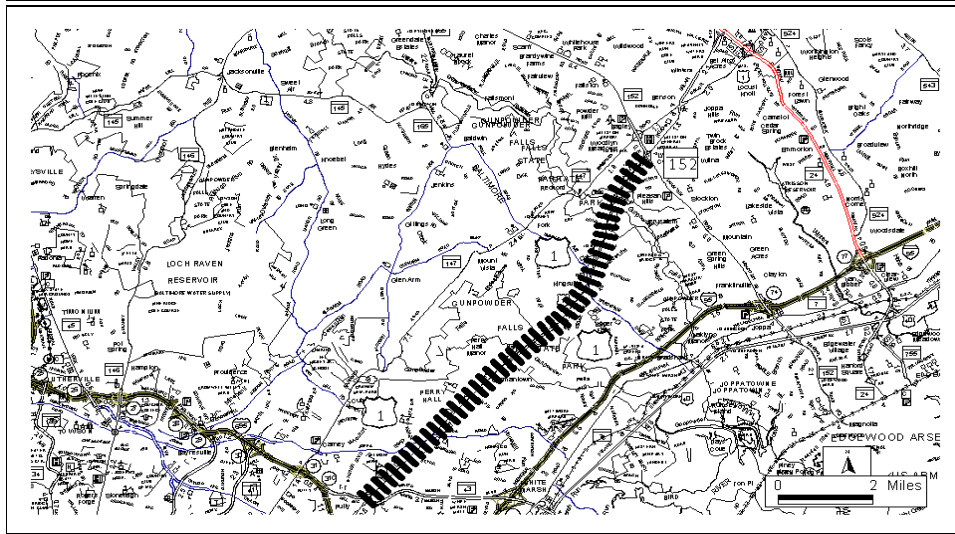
CURRENT (2001) - 13,700

PROJECTED (2025) - 25,200 (Relocated)

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 15

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This improvement would relieve congestion and improve safety and traffic operations on US 1. This project would also provide capacity for the planned residential and commercial development along US 1.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

US 1, MD 152 to US 1 Bus. (Harford County - Line 5)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Planning funds shown are for performing environmental updates.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	5	0	3	2	0	0	0	0	5	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	902	902	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	907	902	3	2	0	0	0	0	5	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 36,300

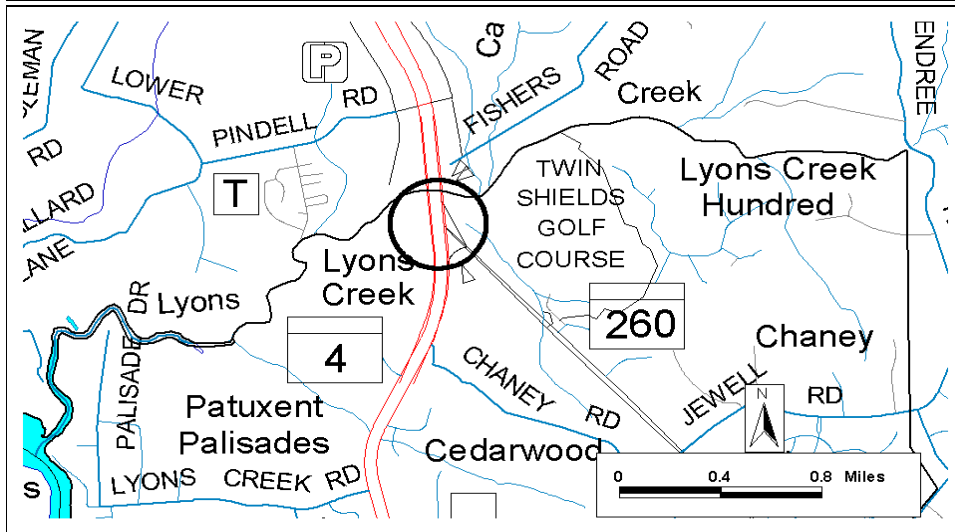
PROJECTED (2025) - 55,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS 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, 2002
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
1		Baltimore Promenade - Fells Landing - Construction of 1400 foot segment of the Baltimore Waterfront Promenade and bulkhead at 1625 Thames Street.	3,250	FY 2003
2		Baltimore Promenade - Frederick Douglass/Isaac Myers Park - Construction of a segment of the Baltimore Waterfront Promenade.	1,049	FY 2003
3		Baltimore Promenade - Swan's Wharf - Construction of 700 foot segment of the Baltimore Waterfront Promenade and bulkhead at 951 Fells Street.	1,250	FY 2003
4		Baltimore Promenade - Union Wharf - Construction of a segment of the Baltimore Waterfront Promenade at 901-933 South Wolfe Street in Fells Point.	1,708	FY 2004
5		Gwynns Falls Trail Phase II - Construction of four mile section of the Gwynns Falls Trail from Leon Day Park to Carroll Park in West Baltimore.	3,440	Underway
6		Gwynns Falls Trail Phase III - Construction of five mile section of the Gwynns Falls Trail from Carroll Park to the Baltimore Inner Harbor.	1,500	FY 2003
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
7		B&O Railroad Museum - Car Shop II - Restoration and renovation of the Baltimore and Ohio Railroad Passenger Car Works building walls and windows.	1,000	FY 2003
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
8		US 40 West Landscaping - Landscaping and pedestrian pathway along US 40 from Monroe Street to Poppleton Street.	165	Underway



PROJECT: MD 4, Southern Maryland Boulevard

DESCRIPTION: Construct a new interchange at MD 260. Shoulders will accommodate bicycles.

JUSTIFICATION: MD 4 is the Primary state highway connecting Calvert County with the Washington D.C. metropolitan area and points north. The existing at-grade intersection has been identified as a high accident intersection. An interchange at this location will address both the safety issues and future traffic growth.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 2/4, MD 264 to MD 258 (System Preservation Program - Line 4)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	223	223	0	0	0	0	0	0	0	0	0
Engineering	1,032	1,027	5	0	0	0	0	0	0	5	0
Right-of-way	625	619	6	0	0	0	0	0	0	6	0
Construction	15,185	11,293	2,429	1,463	0	0	0	0	0	3,892	0
Total	17,065	13,162	2,440	1,463	0	0	0	0	0	3,903	0
Federal-Aid	12,757	9,560	1,993	1,204	0	0	0	0	0	3,197	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

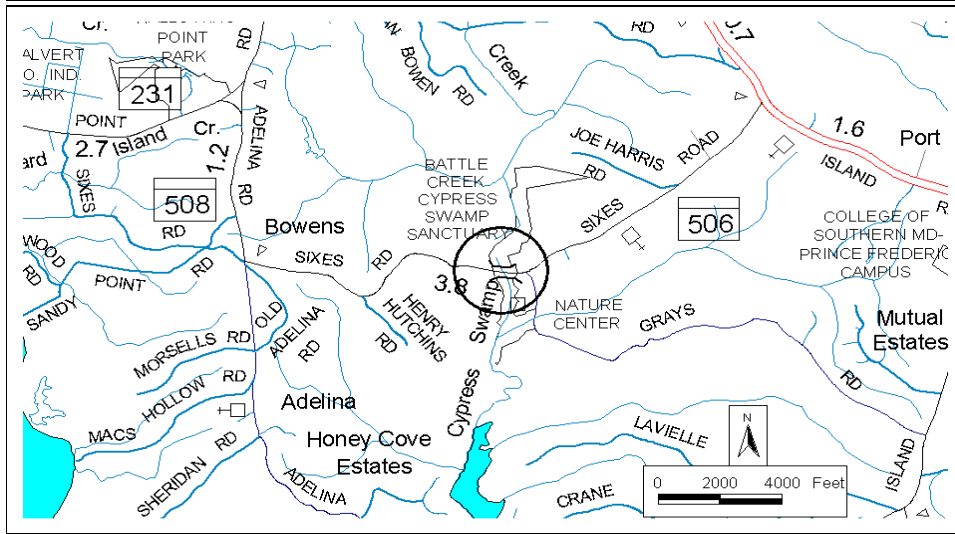
CURRENT (2001) - 50,200

PROJECTED (2025) - 86,800

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 2

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 506, Sixes Road

DESCRIPTION: Replace Bridge 4023 over Battle Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing bridge is structurally deficient.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

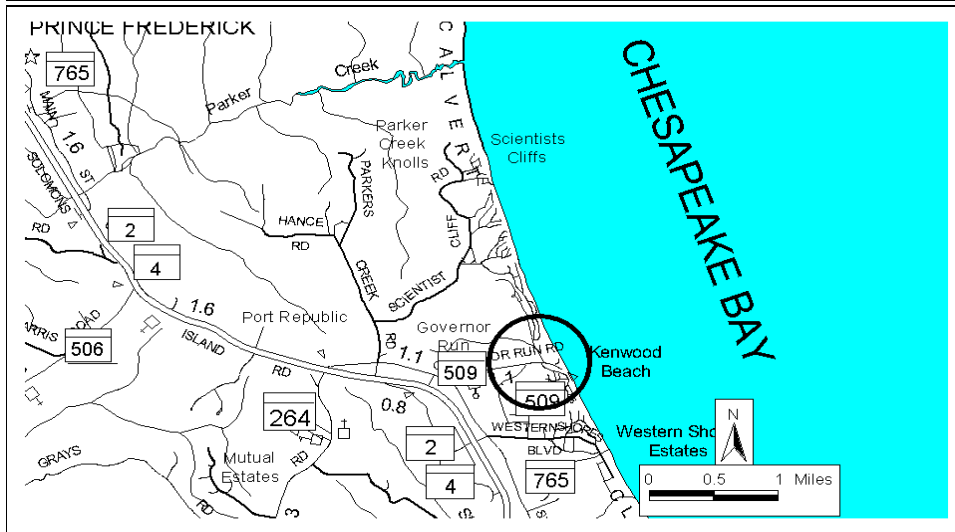
ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	635	0	0	0	0

STATUS: Final Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	194	81	113	0	0	0	0	0	113	0	
Right-of-way	3	1	2	0	0	0	0	0	2	0	
Construction	707	0	290	417	0	0	0	0	707	0	
Total	904	82	405	417	0	0	0	0	822	0	
Federal-Aid	635	60	244	331	0	0	0	0	575	0	



PROJECT: MD 509, Governor Run Road

DESCRIPTION: Replaced Bridge 4020 over Governor Run. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This concrete bridge built in 1931 experienced progressive deterioration of the entire structure and hydraulic problems. The bridge opening was not large enough to adequately accommodate existing water flows.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2005.....	.....2006.....	.....2007.....	.....2008.....	.....	0	0
Engineering	140	140	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Construction	443	354	89	0	0	0	0	0	0	89	0
Total	585	496	89	0	0	0	0	0	0	89	0
Federal-Aid	458	387	71	0	0	0	0	0	0	71	0

FUNCTION :

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 550

PROJECTED (2025) - 800

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Year 2002 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 4	Southern Maryland Boulevard; at Brickhouse Road; geometric improvements	337	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Resurface/Rehabilitate</u>		
2	MD 2	Solomons Island Road; Cox Road to Pond Woods Road; resurface	142	Completed
3	MD 2/4	Solomons Island Road; MD 402 to MD 263; resurface	1,331	Completed
4	MD 4	Southern Maryland Boulevard; MD 262 to Chaneyville Road; resurface	1,087	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
5	MD 231	Prince Frederick Road; Bridge 4008 over Patuxent River (Benedict); bridge rehabilitation (Note: Cost for entire project shown in Calvert and Charles Counties.)	4,621	Under construction
		<u>Safety/Spot Improvement</u>		
6	MD 2/4	Solomons Island Road; at MD 2U (Coster-Millbridge Road); channelization with acceleration and deceleration lanes	375	Completed
7	MD 2/4	Solomons Island Road; at MD 2P/White Sands Road; channelization	440	Completed
8	MD 4	Southern Maryland Boulevard; at MD 262; modify intersection with half signal	440	FY 2003

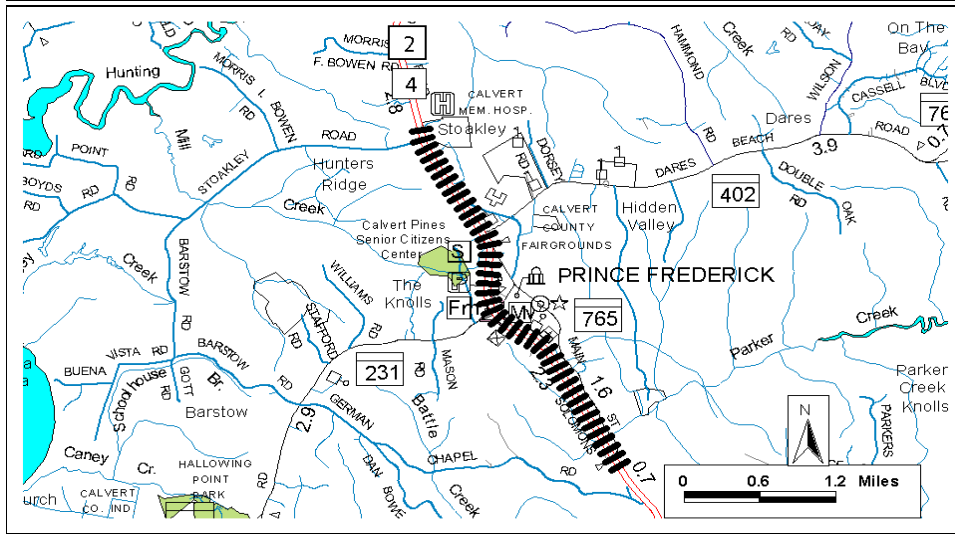
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Neighborhood Conservation</u>				
9	MD 261	Bayside Road; First Street to Old Bayside Road in Chesapeake Beach; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	280	
10	MD 765	St. Leonard Road; 580 feet south of Calvert Beach Road to 1300 feet north of Calvert Beach Road in Town of St. Leonard; streetscape	2,154	Under construction
<u>Commuter Action Improvements</u>				
11	MD 2/4	Solomons Island Road; at Ball Road; expand existing ridesharing facility	357	Under construction
12	MD 765Q	H. G. Trueman Road; at MD 497; expand existing ridesharing facility	103	FY 2004
<u>Access Controls</u>				
13	MD 2/4	Solomons Island Road/Southern Maryland Boulevard; MD 264 to MD 258; purchase right-of-way for access controls	200	FY 2004

STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 5

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade MD 2/4, from south of MD 765 to north of Stokley Road, to a 6 lane divided highway with auxiliary lanes (3.79 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 or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 2/4, MD 264 to MD 258 (System Preservation Program - Line 4)
 Prince Frederick Boulevard (Loop Road) (Calvert County project)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,959	1,955	4	0	0	0	0	0	0	4 0	
Engineering	1,320	1,311	9	0	0	0	0	0	0	9 0	
Right-of-way	617	616	1	0	0	0	0	0	0	1 0	
Construction	0	0	0	0	0	0	0	0	0	0 0	
Total	3,896	3,882	14	0	0	0	0	0	0	14 0	
Federal-Aid	1,524	1,521	3	0	0	0	0	0	0	3 0	

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

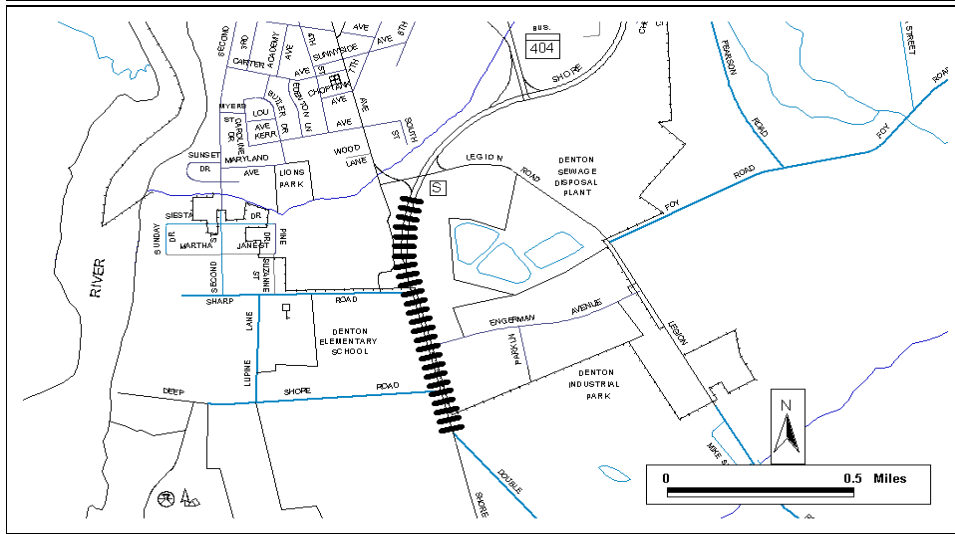
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 43,400

PROJECTED (2025) - 76,000

OPERATING COST IMPACT N/A



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from south of Legion Road to south of Double Hills Road. (0.83 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: This project will supplement the Denton Bypass. It will eliminate traffic congestion caused by high seasonal peaks associated with summer resort traffic and improve safety and service to business development.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 404, South of Double Hills to east of MD 16 (Line 3)
 MD 404, US 50 to Denton Bypass (Line 4)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering and Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Construction Program from the Development and Evaluation Program. (Breakout project of Line 3) Maryland received \$3.0 million of Transportation and Community and System Preservation Discretionary Federal Funds.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	35	35	0	0	0	0	0	0	0	0	0
Engineering	1,518	1,372	146	0	0	0	0	0	0	146	0
Right-of-way	2,853	1,977	705	171	0	0	0	0	0	876	0
Construction	4,868	0	1,208	3,660	0	0	0	0	0	4,868	0
Total	9,274	3,384	2,059	3,831	0	0	0	0	0	5,890	0
Federal-Aid	1,519	0	374	1,145	0	0	0	0	0	1,519	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 14,225
19,200 (Summer)

PROJECTED (2025) - 23,000
28,000 (Summer)

OPERATING COST IMPACT \$2,500 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Year 2002 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 404	Shore Highway; Queen Anne's County Line to MD 404 Alternate; resurface	1,245	Completed
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
2		Marshyhope Waterfront - Construction of a Pedestrian Bridge over Marshyhope Creek and connecting paths in the Town of Federalsburg.	418	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Resurface/Rehabilitate</u>		
3	MD 311	Main Street/Henderson Road/Halltown Road; MD 313 to MD 454; resurface	1,354	Under construction
4	MD 313	Greensboro Road; Structure 5005 over Choptank River to Railroad Avenue; resurface	1,220	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
5	MD 331	Dover Road; Bridge 20023 over the Choptank River; bridge rehabilitation (Note: Project also shown in Talbot County.)	1,915	FY 2003
		<u>Neighborhood Conservation</u>		
6	MD 313	Old Town Road; Maple Avenue to MD 287 and MD 311 (Main Street) from MD 313 to MD 287 in Goldsboro; 2 lane rehabilitate (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	92	
7	MD 480	Main Street; Cedar Lane to MD 313 in Greensboro; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	88	

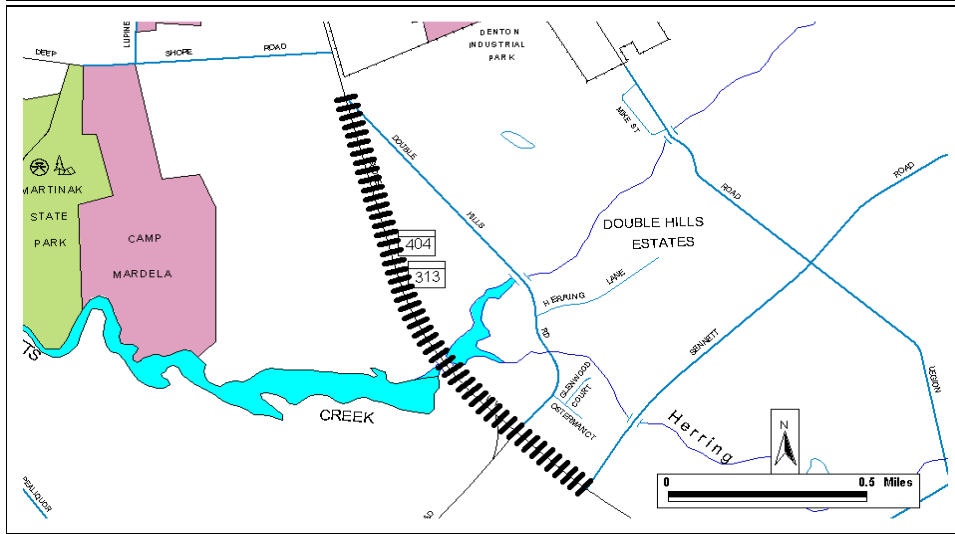
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Neighborhood Conservation (cont'd)</u>		
8	MD 404 BUS	Gay Street; First Street to Sixth Street in Denton; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	77	
9	MD 404 ALT	Main Street; Talbot County Line to eastern limits of Hillsboro; also includes MD 303 (Main Street/Talbot Avenue) from MD 404 Alternate to MD 309 in Queen Anne; urban street reconstruct (Funded for preliminary engineering only) (Note: Project also shown in Queen Anne's and Talbot Counties.) PROJECT ON INDEFINITE HOLD	486	
		<u>Access Controls</u>		
10	MD 404	Shore Highway; Queen Anne's County Line to the Delaware State Line; purchase right-of-way for access controls	200	FY 2004
		<u>Enhancements</u>		
		<u>Establishment of Transportation Museums</u>		
11		Joppa Steamboat Wharf - Reconstruction of portions of a former steamboat landing wharf and freight offices as a transportation museum and visitor center on the upper Choptank River in West Denton.	430	Underway

STATE HIGHWAY ADMINISTRATION -- Caroline County -- Line 3

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 404, Shore Highway

DESCRIPTION: Study to upgrade existing MD 404 to a 4 lane divided highway with access controls from south of Double Hills Road to east of MD 16 South (1.00 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: This project will supplement the Denton Bypass. It is proposed to eliminate traffic congestion caused by high seasonal peaks associated with summer resort traffic and improve safety and service to business development.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 404, South of Legion Road to south of Double Hills Road (Line 1)
 MD 404, US 50 to Denton Bypass (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The section from south of Legion Road to south of Double Hills Road moved 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				
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	16	16	0	0	0	0	0	0	0	0	
Right-of-way	700	2	548	150	0	0	0	0	698	0	
Construction	25	25	0	0	0	0	0	0	0	0	
Total	741	43	548	150	0	0	0	0	698	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

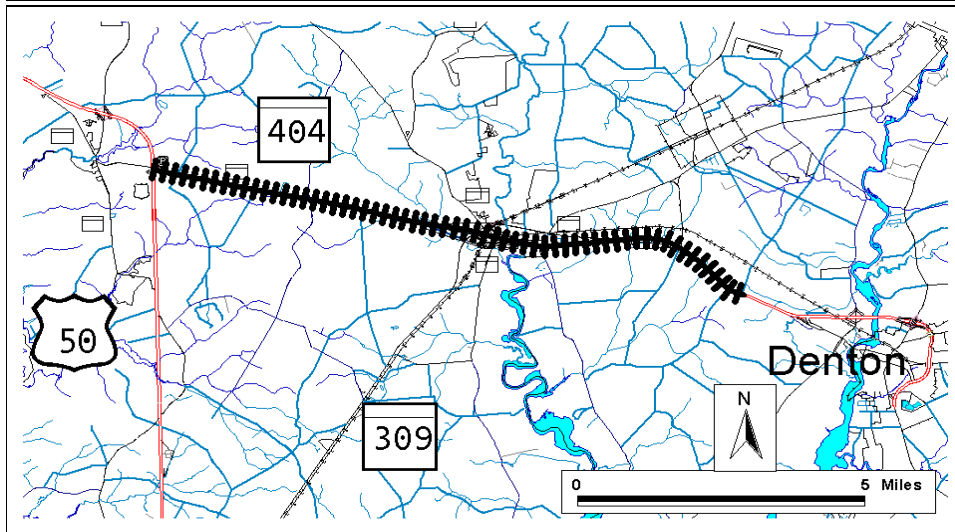
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 14,225
 19,200 (Summer)

PROJECTED (2025) - 23,000
 28,000 (Summer)

OPERATING COST IMPACT N/A



PROJECT: MD 404, Shore Highway

DESCRIPTION: Study to upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to the Denton Bypass (11.83 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: This project is proposed to eliminate traffic congestion caused by high seasonal peaks associated with summer resort traffic and improve safety and service.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 404, South of Legion Road to south of Double Hills Road (Line 1)
 MD 404, Double Hills Road to east of MD 16 (Line 3)
 US 50, US 301 to MD 404 (Queen Anne's County Line 3)

STATUS: Project reevaluation complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)									
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	400	352	48	0	0	0	0	0	48	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	400	352	48	0	0	0	0	0	48	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

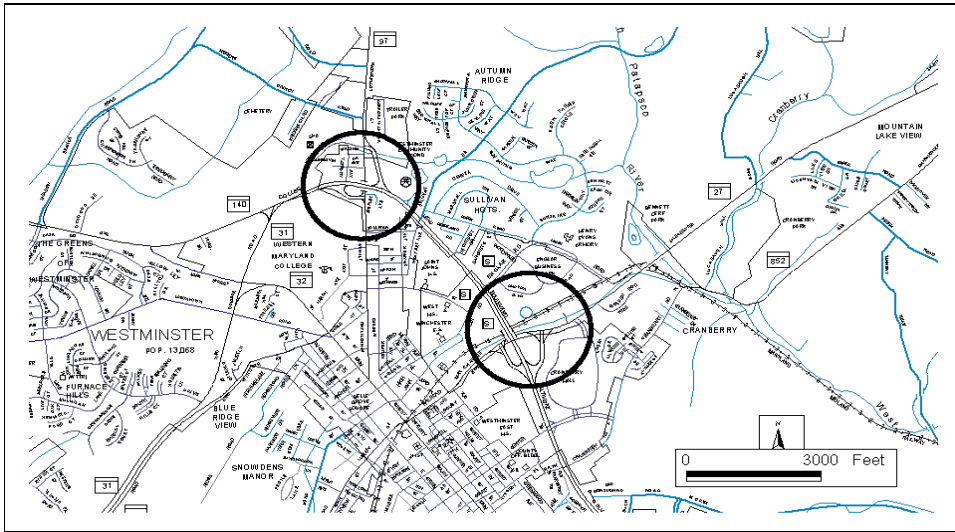
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 15,700
21,700 (Summer)

PROJECTED (2025) - 22,400
27,700 (Summer)

OPERATING COST IMPACT N/A



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Widening and reconstruction of the bridges over MD 97 North and MD 27. Sidewalks will be included on the bridge. Wide curb lanes will be provided to accommodate bicycles.

JUSTIFICATION: This project will replace the deteriorated bridges and provide for future capacity improvements to MD 140 through Westminster.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 140, Capacity improvements between Market Street and Sullivan Road (Line 6)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	8355	0	0	0	0	NHS

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

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	550	266	220	64	0	0	0	0	284	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,711	0	0	4,465	5,266	980	0	0	10,711	0
Total	11,261	266	220	4,529	5,266	980	0	0	10,995	0
Federal-Aid	8,740	186	154	3,528	4,108	764	0	0	8,554	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

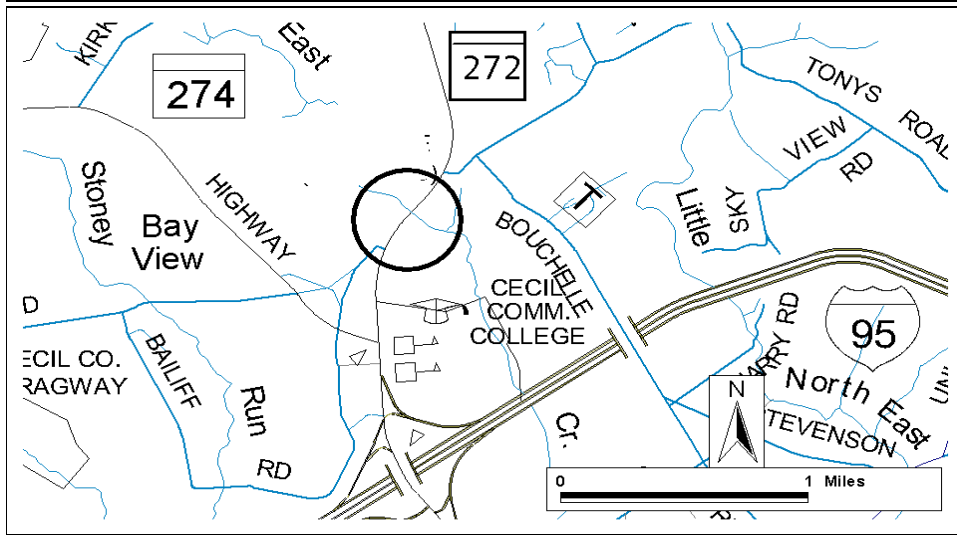
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 44,550

PROJECTED (2025) - 67,000

OPERATING COST IMPACT \$13,600 per year



PROJECT: MD 272, North East Road

DESCRIPTION: Replaced Bridge 7034 over Northeast Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Bridge had a deteriorated deck and substructure.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Gilpin Falls Covered Bridge (System Preservation Program - Line 3)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	189	189	0	0	0	0	0	0	0	0	0
Right-of-way	9	9	0	0	0	0	0	0	0	0	0
Construction	1,679	1,676	3	0	0	0	0	0	0	3	0
Total	1,877	1,874	3	0	0	0	0	0	0	3	0
Federal-Aid	1,474	1,471	3	0	0	0	0	0	0	3	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

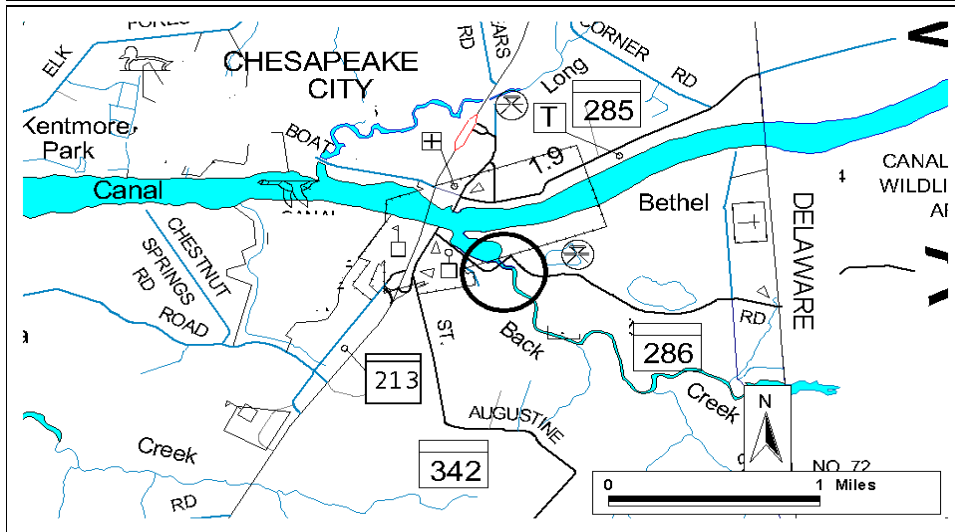
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 9,575

PROJECTED (2025) - 13,900

OPERATING COST IMPACT N/A



PROJECT: MD 286, Bethel Road

DESCRIPTION: Replace Bridge 7053 over Back Creek. Sidewalks and shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This bridge has become structurally deficient as scour undermines the abutments and the wing walls have deteriorated.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$0.4 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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	105	105	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	754	5	749	0	0	0	0	0	749	0
Total	859	110	749	0	0	0	0	0	749	0
Federal-Aid	561	88	473	0	0	0	0	0	473	0

FUNCTION :

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 1,625

PROJECTED (2025) - 3,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
1	MD 222/7B	<u>Fiscal Year 2002 Completions</u>	1,582	Completed
		<u>Neighborhood Conservation</u>		
		Aiken Avenue/Philadelphia Avenue; MD 222 from MD 7B to US 40 and MD 7B from MD 222 to Cecil Avenue in Perryville; urban street reconstruct		
2		<u>Enhancements</u>	571	Completed
		<u>Acquisition of Scenic Easements & Scenic/Historic Sites</u>		
		Anchorage Farms - Acquisition of scenic easement on the 179 acre farm adjacent to MD 213 in Cecil County.		
3	MD 213	<u>Fiscal Years 2003 and 2004</u>	888	Completed
		<u>Resurface/Rehabilitate</u>		
		Augustine Herman Highway; Kent County Line to limits of Cecilton; resurface		
4		<u>Safety/Spot Improvement</u>	500	FY 2003
		US 40 and MD 7 intersections with Perryville Industrial Park access road; construct intersections (Note: Project is dependent upon Developer schedule.)		
5	US 40	Pulaski Highway; at Whitehall Road; geometric improvements	52	FY 2003
6	MD 273	Telegraph Road; at MD 213; widen to provide left and right turn lanes, pavement markings and modify signal phasing	504	FY 2004
7	MD 272	North East Road; at Tiger Drive; channelization to provide protected left turns	212	FY 2003
8	MD 273	Rising Sun Road; at MD 276; construct roundabout	547	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

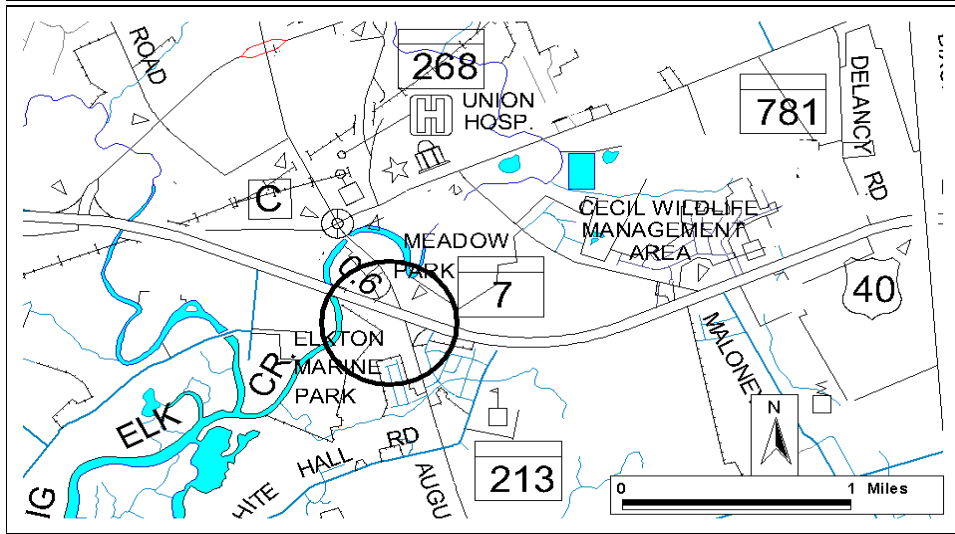
STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Neighborhood Conservation</u>				
9	MD 267	Baltimore Avenue/Bladen Avenue; Through the town of Charlestown; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	75	
10	MD 272	Mauldin Avenue; Irishtown Road to 300 feet north of Russell Street; streetscape	2,631	FY 2004
11	MD 268	North Street; Phase II - Main Street to Railroad Avenue in Elkton; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	296	
12	MD 273	Main Street; Within the limits of Rising Sun; 2 lane urban street reconstruct	2,882	Under construction
13	MD 282	Main Street; MD 213 to eastern limits of Cecilton; 2 lane rehabilitate (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	280	
<u>Sidewalks</u>				
14	MD 7	Cecil Avenue; Main Street to Mauldin Avenue in North East; retrofit sidewalks on north side - 360 linear feet (Project is dependent upon contribution from County.)	25	FY 2003
<u>Pilot Program</u>				
15	MD 7D	Main Street; Phase I - South Street to Bridge Street in Elkton; urban street reconstruct (Note: This is a pilot project for including undergrounding of utilities.)	13,000	Completed
<u>Enhancements</u>				
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
16		Port Deposit Jetty - Reconstruction of an existing jetty to provide boating and pedestrian services for the Lower Susquehanna Greenway, in the Town of Port Deposit.	657	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
17		<p align="center"><u>Fiscal Years 2003 and 2004 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Rehabilitation/Operation of Historic Transportation Structures (cont'd)</u></p> <p>Gilpin Falls Covered Bridge - Restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek adjacent to MD 272.</p>	261	FY 2003



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Study to examine intersection/interchange improvements at MD 213.

JUSTIFICATION: The existing at grade intersection is severely congested.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering funded for concept development only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Development and Evaluation Program from the Systems Preservation Program.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	200	172	28	0	0	0	0	0	28	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	200	172	28	0	0	0	0	0	28	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 30,250 (US 40)
16,275 (MD 213)

PROJECTED (2025) - 49,300 (US 40)
23,725 (MD 213)

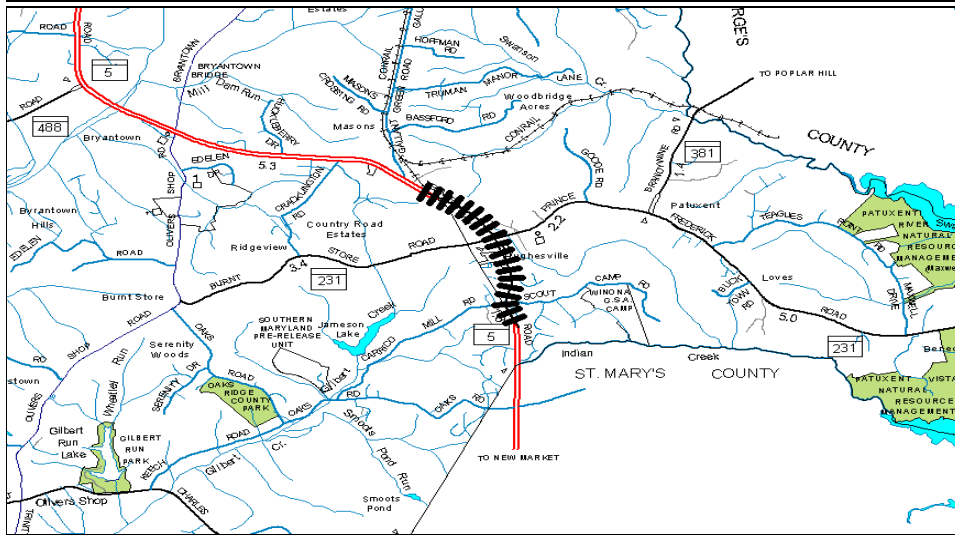
OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	MD 5	Leonardtown Road; at Oliver Shop/Bryantown Road; geometric improvements and signalization	298	Completed
2	US 301	Crain Highway; at MD 257; geometric improvements	301	Completed
<u>Traffic Management</u>				
3	MD 6	Charles Street; at Penns Hill Road/Wheatley Road; install intersection control beacon	67	Completed
4	MD 210	Indian Head Highway; at MD 227; reconstruct traffic signal	166	Completed
<u>Fiscal Years 2003 and 2004</u>				
<u>Resurface/Rehabilitate</u>				
5	MD 6	Charles Street; Penns Hill Road to DuBois Road; resurface	679	Under construction
6	MD 210	Indian Head Highway; MD 227 to the Prince George's County Line; resurface	890	FY 2003
7	US 301	Crain Highway; Milepost 8 to Bel Alton Newtown Road; resurface southbound roadway	641	FY 2003
<u>Bridge Replacement/Rehabilitation</u>				
8	MD 231	Prince Frederick Road; Bridge 4008 over Patuxent River (Benedict); bridge rehabilitation (Note: Cost for entire project shown in Calvert and Charles Counties.)	4,621	Under construction
<u>Safety/Spot Improvement</u>				
9	MD 229	Bensville Road; at Billingsley Road; construct roundabout (Funded for preliminary engineering only)	71	PE Underway

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 5 Relocated at Hughesville

DESCRIPTION: Study of highway improvements from end of divided highway south of Hughesville to end of divided highway north of Hughesville (2.30 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: Existing MD 5 is a state Primary highway linking Southern Maryland with the Washington D.C. area. The proposed improvement would relieve traffic congestion and improve safety in Hughesville.

SMART GROWTH STATUS:

- | | | | |
|-------------------------------------|--|--------------------------|---|
| <input type="checkbox"/> | Project Not Location Specific or Location Not Determined | <input type="checkbox"/> | Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> | Project Within PFA | <input type="checkbox"/> | Exception Approved by BPW/MDOT |
| <input type="checkbox"/> | Grandfathered | | |

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering and Right-of-way underway. Utility construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added funding for utility relocation.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,976	1,976	0	0	0	0	0	0	0	0	
Engineering	3,292	1,764	1,528	0	0	0	0	0	1,528	0	
Right-of-way	13,262	1,938	3,358	5,724	2,242	0	0	0	11,324	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	18,530	5,678	4,886	5,724	2,242	0	0	0	12,852	0	
Federal-Aid	9,528	2,746	3,497	3,285	0	0	0	0	6,782	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

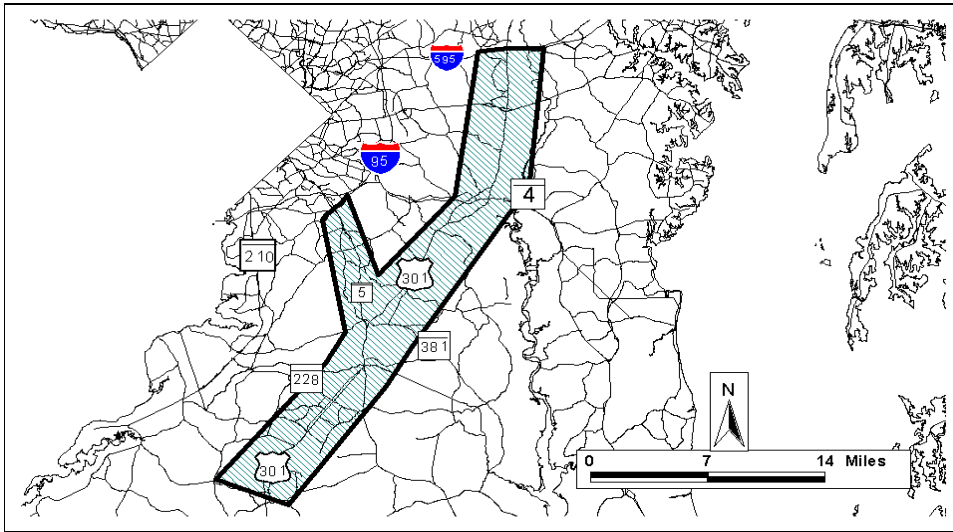
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 36,800

PROJECTED (2025) - 67,800

OPERATING COST IMPACT	N/A
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PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from south of LaPlata to US 301/US 50 interchange in Bowie and to Branch Avenue Metro Station. Includes preparing appropriate environmental approvals for recommended alternates. Study being coordinated with other studies to identify short/long range transit alternatives. Bicycle and pedestrian access will be included in the study.

JUSTIFICATION: This study will address transportation needs and alternatives and related environmental and growth management issues.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Southern Maryland Mass Transportation Analysis (MTA)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Right-of-way to be reinitiated in budget year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$3.9 million is due to the addition of protective Right-of-way funds.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	10,164	9,271	688	205	0	0	0	0	893	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	33,783	18,040	5	3,936	3,936	3,936	1,965	1,965	15,743	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	43,947	27,311	693	4,141	3,936	3,936	1,965	1,965	16,636	0
Federal-Aid	7,116	6,490	482	144	0	0	0	0	626	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

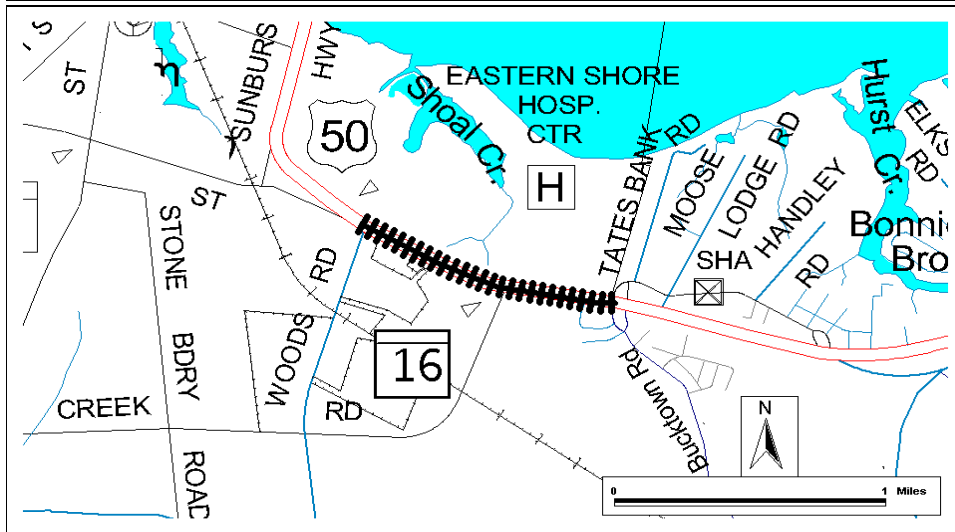
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 83,000

PROJECTED (2025) - 145,000

OPERATING COST IMPACT N/A



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Upgraded US 50 to a 6 lane divided facility from Woods Road to Bucktown Road, including intersection modification at MD 16 (south) (1.00 miles). Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Redevelopment of the Eastern Shore Hospital Center into a major resort/conference center necessitated US 50 capacity improvements. It is expected that the new development will result in significant regional economic benefit.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 50, Access Control (System Preservation Program - Line 2)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$1.3 million is due to additional offsite wetland mitigation requirements, enhanced landscaping and additional pavement.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)										
		.....2005.....				.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	508	402	106	0	0	0	0	0	106	0	
Right-of-way	321	136	179	6	0	0	0	0	185	0	
Construction	4,294	3,984	10	300	0	0	0	0	310	0	
Total	5,123	4,522	295	306	0	0	0	0	601	0	
Federal-Aid	2,826	2,823	3	0	0	0	0	0	3	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 31,725

PROJECTED (2025) - 50,400

OPERATING COST IMPACT \$2,500 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Year 2002 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 331	Rhodesdale-Vienna Road; North of Vienna to Rhodesdale; resurface	413	Completed
2	MD 335	Hooper Island Road/Golden Hill Road; South of Honga River to north of Blackwater River; mill and resurface	55	Completed
		<u>Traffic Management</u>		
3	MD 16	Church Creek Road; at Egypt Road; install intersection control beacon	67	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Resurface/Rehabilitate</u>		
4	US 50	Ocean Gateway; Vienna to Linkwood Road; resurface	900	FY 2003
5	US 50	Ocean Gateway; Buckstown Road to Austin Road; resurface	420	FY 2003
		<u>Neighborhood Conservation</u>		
6	MD 16/14	Mt. Holly Road/Academy Road/Railroad Avenue; MD 16 from Creamery Road to North Corporate Limits of East New Market and MD 14 from Conway Road to the west limits of East New Market; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	353	
		<u>Streetscapes and Minor Reconstruction</u>		
7	MD 16	Church Creek Road; MD 335 to Brannocks Neck Road; urban street reconstruct and drainage (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	450	

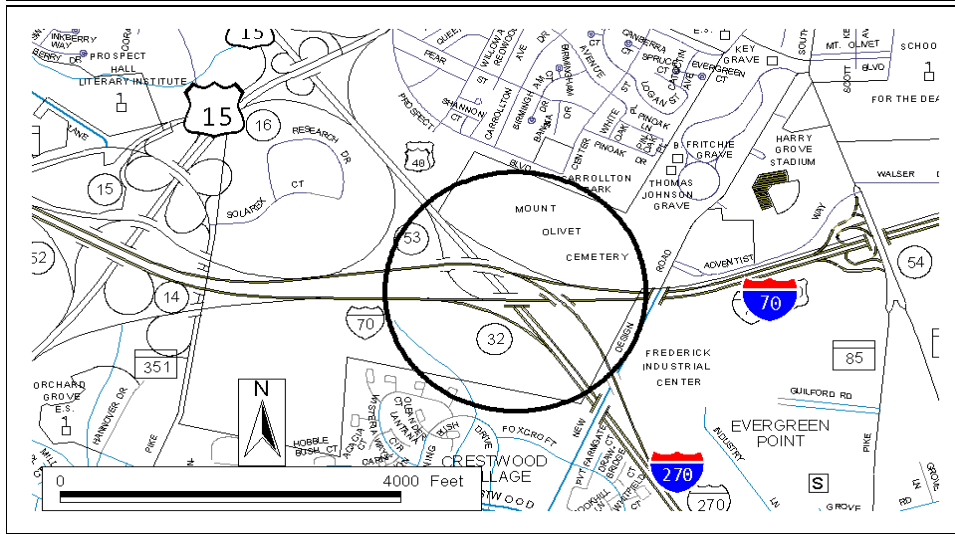
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Sidewalks</u>		
8	MD 392	Delaware Avenue/Harrison Ferry Road; Pine Street to Miner Road in Hurlock; retrofit sidewalks - 1,450 linear feet	20	FY 2003
		<u>Access Controls</u>		
9	US 50	Ocean Gateway; MD 16 North to the Vienna Bypass; purchase right-of-way for access controls	200	FY 2004
		<u>Bicycle Retrofit</u>		
10	US 50	Sunburst Highway/Ocean Gateway; Woods Road to Bucktown Road; construct bicycle path	200	FY 2004

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Phase 1A - Interchange at I-270, and intersection improvements at Stadium Drive, formerly Adventist Drive/New Design Road, and MD 355/New Design Road, formerly Adventist Drive.

JUSTIFICATION: The existing interchange had missing movements and substandard or missing acceleration and deceleration lanes. The interchange could not handle expected future traffic needs.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- I-70, MD 85 Extended and MD 355 Interchange (Line 2)
- I-70, Mt Philip Road to MD 144 FA (Line 6)
- I-270 and US15 Multi-Modal Corridor Study (Line 7)
- MD 475 (East Street Extended), South St. to proposed Monocacy Blvd. (Line 10)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,384	1,384	0	0	0	0	0	0	0	0
Right-of-way	3,514	3,514	0	0	0	0	0	0	0	0
Construction	32,115	31,288	827	0	0	0	0	0	827	0
Total	37,013	36,186	827	0	0	0	0	0	827	0
Federal-Aid	30,021	29,360	661	0	0	0	0	0	661	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

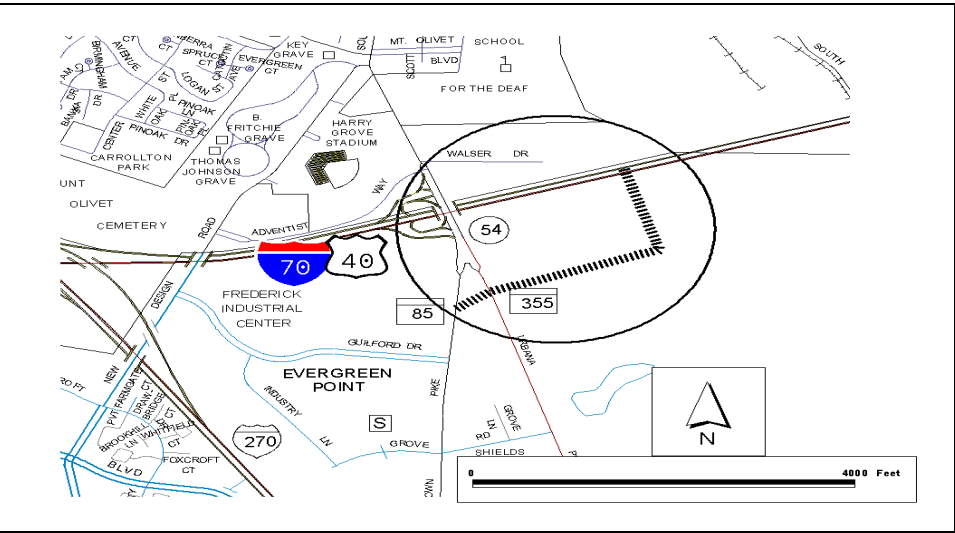
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 68,450

PROJECTED (2025) - 118,000

OPERATING COST IMPACT \$12,000 per year



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Phase 2A, Construct relocated MD 85 and the eastbound ramps from I-70/MD 355. Construct relocated MD 85 at the MD 355 intersection, and widen MD 355 south of I-70 for approximately 2,000 feet. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The existing interchange at I-70/MD 355 cannot handle existing and expected future traffic needs and does not meet current design and safety standards. This interim improvement will address congestion and safety issues until the Monocacy Boulevard, formerly Walser Drive, interchange can be funded.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-70/I-270 Interchange (Line 1)
- I-70, Mt. Phillip Road to MD 144 FA (Line 6)
- I-270 and US 15 Multi-Modal Corridor Study (Line 7)
- MD 475 (East Street Extended), South Street to proposed Monocacy Blvd. (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$4.0 million is due to reduced utility cost 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											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	714	601	113	0	0	0	0	0	113	0	0
Right-of-way	429	376	53	0	0	0	0	0	53	0	0
Construction	15,750	60	8,500	7,190	0	0	0	0	15,690	0	0
Total	16,893	1,037	8,666	7,190	0	0	0	0	15,856	0	0
Federal-Aid	14,681	392	7,756	6,533	0	0	0	0	14,289	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

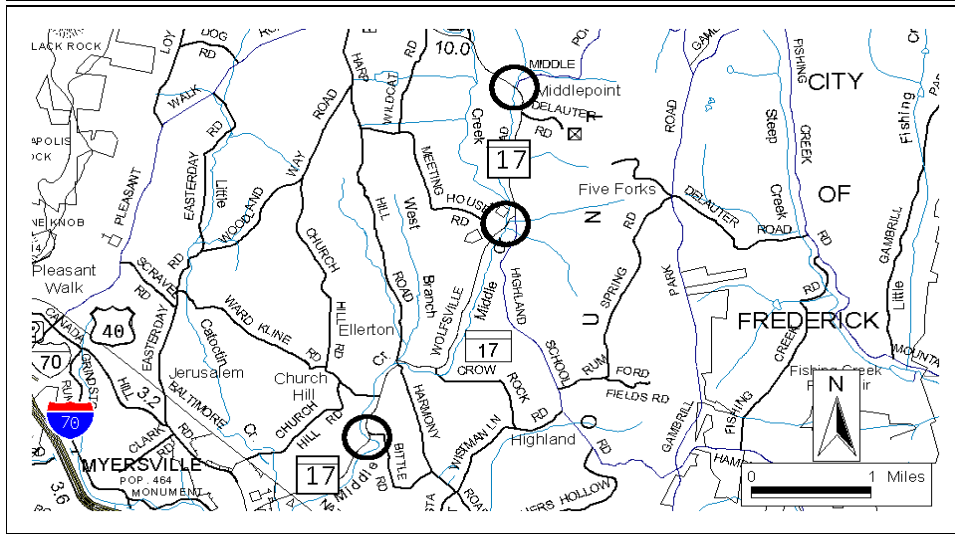
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 36,350

PROJECTED (2025) - 51,900

OPERATING COST IMPACT \$5,300 per year



PROJECT: MD 17, Wolfsville Road

DESCRIPTION: Replace Bridges 10068, 10069 and 10071 over Middle Creek and tributary to Middle Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing structures are structurally deficient and require replacement.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	3155	0	0	0	BR

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$0.8 million is due to additional utilities and stream restoration needs.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	2005	2006	2007	2008	2009	0	0
Engineering	296	129	101	66	0	0	0	0	0	167	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,322	0	0	0	4,322	0	0	0	0	4,322	0
Total	4,618	129	101	66	4,322	0	0	0	0	4,489	0
Federal-Aid	3,373	86	80	52	3,155	0	0	0	0	3,287	0

FUNCTION :

STATE - Rural Major Collector

FEDERAL - Rural Major Collector

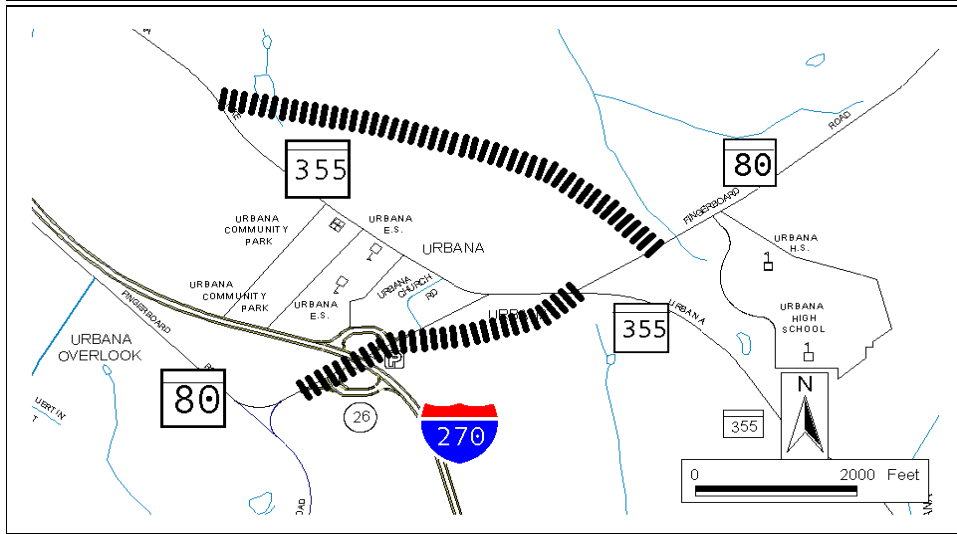
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 2,750

PROJECTED (2025) - 4,000

OPERATING COST IMPACT N/A



PROJECT: MD 80 and MD 355 Relocated

DESCRIPTION: Reconstruct MD 80 and MD 355 to 4 lanes on relocation east of I-270, north and south of Urbana. Sidewalks will be included where appropriate. Wide curb lanes and shoulders will accommodate bicycles.

JUSTIFICATION: These roadways will serve the rapidly developing area in Urbana. The proposed improvements will provide the capacity needed to relieve existing MD 80 and MD 355. The improvements are being constructed by developers in the area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270 and US 15 Multi-Modal Corridor Study (Line 7)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction complete on MD 80. Final Engineering underway on MD 355. This is a developer funded improvement.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 8,475 (MD 355)
11,775 (MD 80)

PROJECTED (2025) - 24,000 (MD 355)
42,000 (MD 80)

OPERATING COST IMPACT \$11,800 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 355	Urbana Pike; Monocacy River to MD 80; resurface	575	Completed
2	MD 464	Point of Rocks Road; Ninth Avenue to US 15; resurface	1,616	Completed
<u>Safety/Spot Improvement</u>				
3	I 70	Baltimore National Pike; Bowman Farm Road Intersection to I 70 westbound; construct ramp	158	Completed
4	MD 355	Urbana Pike; 1500 feet north of Grove Road; drainage improvement	210	Completed
<u>Traffic Management</u>				
5	US 15	Jefferson National Pike; at MD 180/MD 351; install signing	14	Completed
6	US 40	West Patrick Street; at Waverly Drive; reconstruct traffic signal	68	Completed
7	I 70	Eisenhower Memorial Highway; at rest area in Frederick County; signing	10	Completed
8	I 70	Eisenhower Memorial Highway; at MD 17 and US 40; modify signing	27	Completed
9	MD 144	Old National Pike; at Quinn Orchard; install lighting	17	Completed
10	US 340	Jefferson National Pike; at Lander Road; modify lighting	32	Completed
11	MD 355	North Market Street; at Shifferstadt Boulevard; install traffic signal	49	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2002
<u>Fiscal Years 2003 and 2004</u>				
<u>Resurface/Rehabilitate</u>				
12	US 15 BUS	Seton Avenue; US 15 south of Emmitsburg to US 15 north of Emmitsburg; resurface	530	FY 2003
13	I 70	Baltimore National Pike; MD 75 to the Carroll County Line; resurface	5,258	Under construction
14	MD 140	West Main Street/Waynesboro Road; Frailey Road to the Pennsylvania State Line; resurface	340	Completed
15	MD 180	Jefferson Pike; Spur to US 340 (Jefferson) to US 340 (Knoxville); resurface	1,800	Under construction
16	US 340	Jefferson National Pike; Washington County Line to MD 17; resurface westbound roadway	807	FY 2003
<u>Bridge Replacement/Rehabilitation</u>				
17	I 70	Eisenhower Memorial Highway; Washington County Line to west of Frederick; deck overlay for 14 bridges (includes resurfacing eastbound roadway from Washington County Line to Grindstone Run)	7,263	Completed
18	MD 351	Ballenger Creek Pike; Ballenger Creek Middle School to Crestwood Boulevard; culvert replacement with extensions and sidewalks	832	Under construction
<u>Safety/Spot Improvement</u>				
19	US 15	Frederick Freeway; Rosemont Avenue to US 40 westbound; construct continuous auxiliary southbound lane (Funded for preliminary engineering only)	110	FY 2003
20	US 15	Catoctin Mountain Highway; at Mountville Road; widening to provide left turn lanes in both directions (Funded for preliminary engineering only)	263	PE Underway
21	US 15	Catoctin Mountain Highway; at MD 464; widening to provide left turn lanes in both directions (Funded for preliminary engineering only)	121	PE Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
22	US 40 ALT	Old National Pike; at Hollow Road; intersection improvements (Note: Project is dependent upon county participation.)	194	FY 2003
23	I 70	Baltimore National Pike; at Bush Creek; streambank protection	150	FY 2003
24	MD 80	Fingerboard Road; 800 feet north of Roderick Road to 800 feet south of Roderick Road; geometric improvements	429	Completed
25	MD 355	Urbana Pike; at Holiday Drive/Genstar Way; widen to provide double left turn lanes southbound and separate right turn lane and modify signal phasing (Funded for preliminary engineering only)	200	PE Underway
<u>Neighborhood Conservation</u>				
26	US 40 ALT	Main Street; Town Center Drive to Eastern Circle in Middletown; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	294	
27	MD 144 FB	Main Street; Royal Oak Drive to eastern limits of New Market; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	200	
28	MD 180	Jefferson Pike; US 340 to Holter Road in Jefferson; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	197	
<u>Traffic Management</u>				
29	MD 194	Woodsboro Pike; at Devilbliss Bridge; install traffic signal	50	Completed
<u>Environmental Preservation</u>				
30	US 40	West Patrick Street; McCain Drive to Hillcrest Drive; landscape	50	FY 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

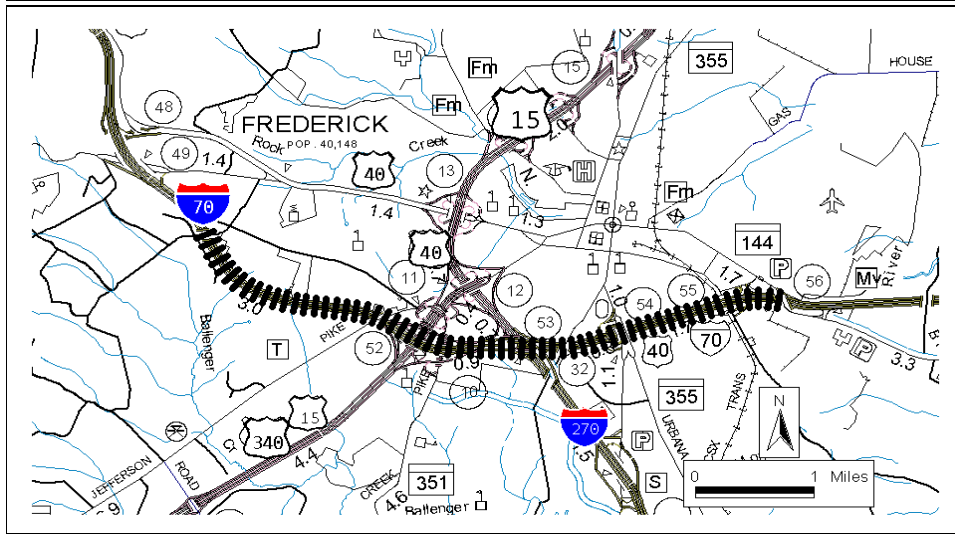
STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Intersection Capacity Improvements</u>		
31	US 15	Jefferson Street; at US 15/340 Interchange; reconfigure interchange ramps	2,195	Under construction
		<u>Bicycle Retrofit</u>		
32	MD 180	Jefferson Pike; Teen Barnes Road to Old Holter Road; reconstruct shoulder for bicycle compatibility	114	FY 2003
		<u>Enhancements</u>		
		<u>Acquisition of Scenic Easements & Scenic/Historic Sites</u>		
33		Civil War Site Easements - South Mountain Battlefield - Acquisition of conservation easements on four properties (204 acres) in the Turners Gap area of the South Mountain Civil War Battlefield.	519	FY 2003
		<u>Archaeological Planning & Research</u>		
34		Archeology - Frederick County - Research and development of a GIS database of transportation, industry and agricultural facilities.	169	Underway
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
35		East Street Landscaping - Landscaping of East Street between East Patrick Street and North of East 5th Street in the City of Frederick.	500	FY 2003
36		Korean War Veterans Memorial Signs - Construction of two monumental signs indicating dedication of the Frederick County section of I-70 as the Korean War Veterans Memorial Highway; one in the median of eastbound I-70 west of Myersville and the other in the median of eastbound I-70 at MD 27 in Mt. Airy.	15	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2002
37		<u>Fiscal Years 2003 and 2004 (cont'd)</u>	1,907	FY 2003
		<p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p> <p>Emmitsburg Welcome Center - Reconstruction of the existing welcome center facility on US 15 to provide improved capacity for visitors. Improvements include increased parking, information center facilities and landscaping. (Note: Total cost of project is \$5.1 million, with additional funding from the Environmental Preservation Program.)</p>		



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (5.30 miles).

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. 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.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- I-70/I-270 Interchange, (Line 1)
- I-70, MD 85 Extended and MD 355 Interchange (Line 2)
- I-270 and US 15 Multi-Modal Corridor Study (Line 7)
- MD 475 (East Street Extended), South Street to proposed Monocacy Blvd. (Line 10)

STATUS: Final Engineering and partial Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added \$8.0 million of Federal Interstate Maintenance Discretionary funds for Right-of-way.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	12,627	11,122	1,211	294	0	0	0	0	0	1,505	0
Right-of-way	32,547	20,843	3,006	8,698	0	0	0	0	0	11,704	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	46,425	33,216	4,217	8,992	0	0	0	0	0	13,209	0
Federal-Aid	26,482	15,870	3,591	7,021	0	0	0	0	0	10,612	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

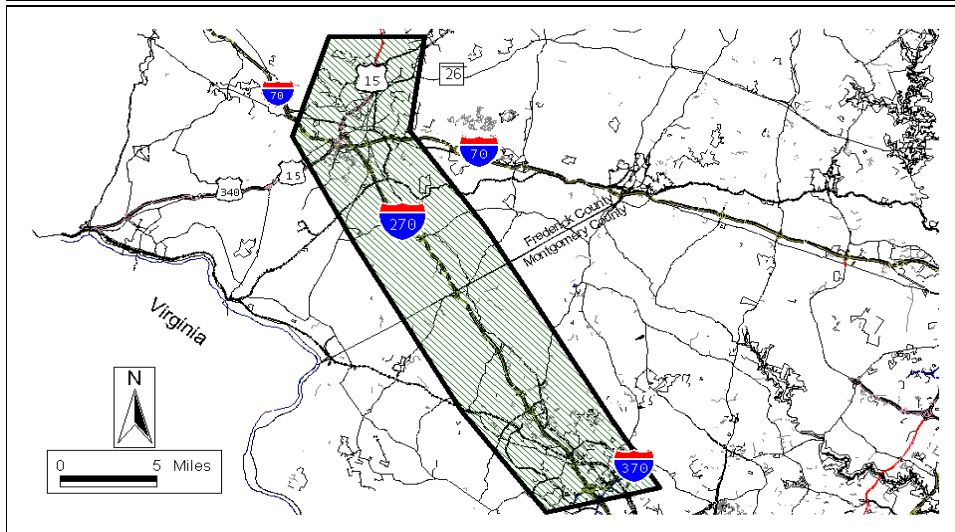
CURRENT (2001) - 73,750

PROJECTED (2025) - 118,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 7

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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 or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-70/I-270 Interchange (Line 1)
 I-70, MD 85 Extended and MD 355 Interchange (Line 2)
 MD 80 and MD 355 Relocated (Line 4)
 I-70, Mt. Phillip Road to MD 144 (Line 6)
 I-270/Watkins Mill Road Extended (Montgomery County - Line 13)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$2.3 million is due to additional funds needed to complete the Final Environmental Impact Statement.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	11,537	8,537	2,000	1,000	0	0	0	0	3,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,054	1,054	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,591	9,591	2,000	1,000	0	0	0	0	3,000	0
Federal-Aid	8,125	6,025	1,400	700	0	0	0	0	2,100	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

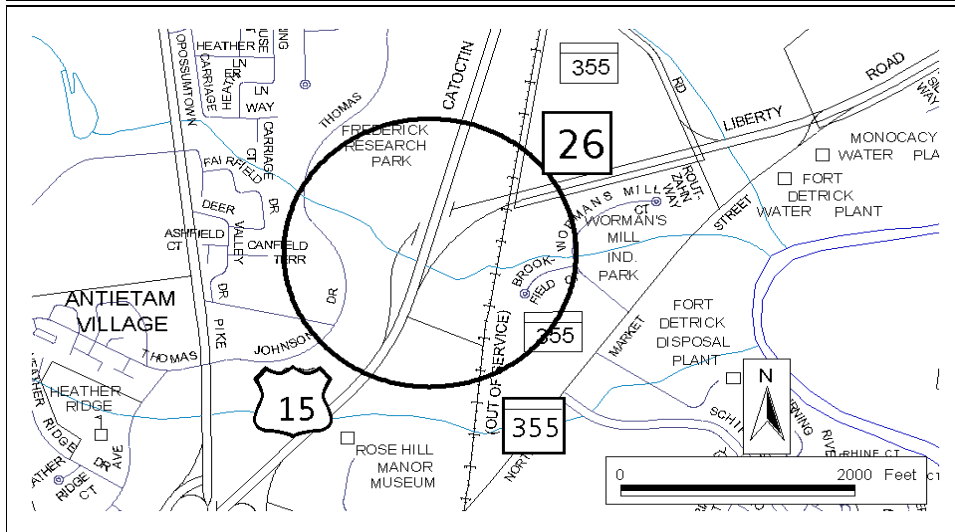
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 37,150 (US 15)
193,325 (I-270)

PROJECTED (2025) - 130,000 (US 15)
278,300 (I-270)

OPERATING COST IMPACT N/A



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Study to reconstruct the existing interchange at MD 26 to provide full movements, with an extension to Thomas Johnson Drive.

JUSTIFICATION: The missing movements to and from the north on US 15 cause capacity and safety issues along Opposumtown Pike and Worman's Mill Road at US 15. Ramp improvements are necessary to safely accommodate existing and planned development in the vicinity of the current interchange. US 15 and MD 26 should have full access to each other.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- I-70/I-270 Interchange (Line 1)
- I-70, MD 85 Extended and MD 355 Interchange (Line 2)
- I-70, Mount Phillip Road to MD 144 (Line 6)
- I-270 and US 15 Multi-Modal Corridor Study (Line 7)
- MD 475 (East Street Extended), South Street to proposed Monocacy Blvd. (Line 10)

STATUS: Project Planning underway. This project is a breakout from the I-270/US 15 Multi-Modal Corridor Study (D&E Program - Line 7). This project is contingent upon contributions from the City and County. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	200	54	100	46	0	0	0	0	146	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	200	54	100	46	0	0	0	0	146	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

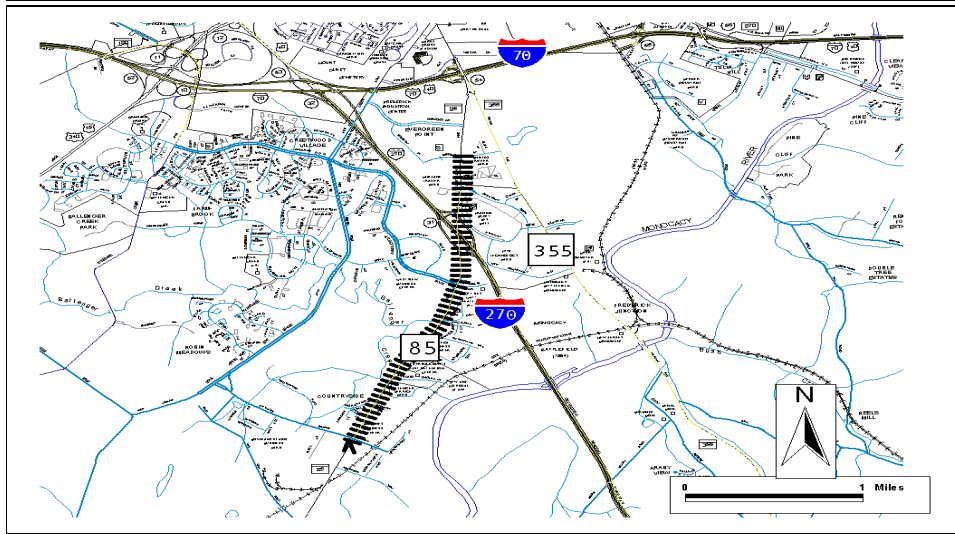
CURRENT (2001) - 36,800 - 79,500 (US 15)
29,750 (MD 26)

PROJECTED (2025) - 61,900 - 130,000 (US 15)
44,600 (MD 26)

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 9

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Study to upgrade MD 85 to a 4 lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270 and US 15 Multi-Modal Corridor Study (Line 7)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Partial Final Engineering to begin during current fiscal year. County to fund Project Planning and partial Final Engineering for \$1.1 million. The funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	0	100	400	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	500	0	100	400	0	0	0	0	500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

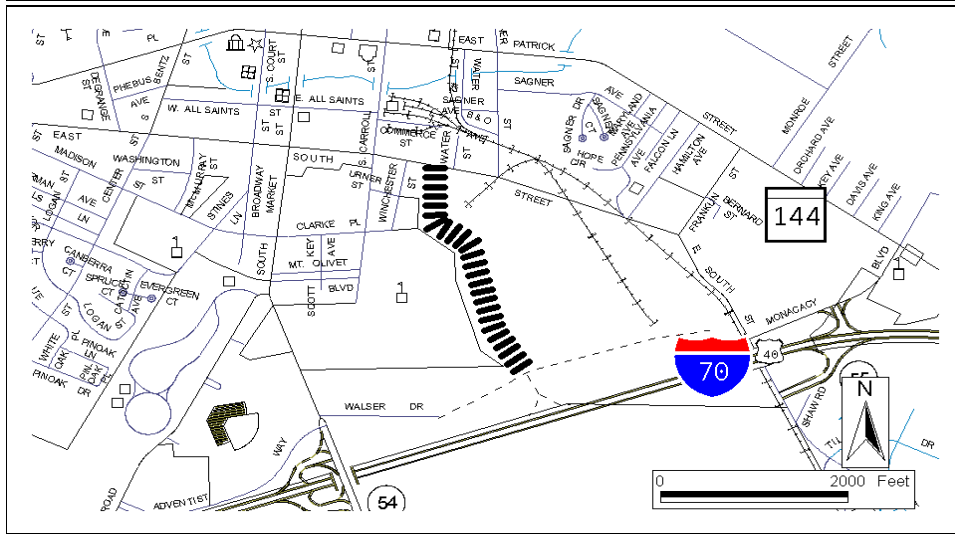
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 8,100 - 38,000

PROJECTED (2025) - 10,200 - 56,000

OPERATING COST IMPACT N/A



PROJECT: MD 475, East Street Extended

DESCRIPTION: Study to extend East Street from South Street to proposed Monocacy Boulevard, formerly Walser Drive. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will enhance access to the City of Frederick from I-70. This project will also provide access to the new downtown MARC station which is an element of the Carroll Creek flood control revitalization project.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- I-70/I-270 Interchange (Line 1)
- I-70, MD 85 Extended and MD 355 Interchange (Line 2)
- I-70, Mt. Phillip Road to MD 144 (Line 6)

STATUS: Final Engineering underway. City of Frederick to fund 50% of total Project Planning and Final Engineering costs. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	353	353	0	0	0	0	0	0	0	0
Engineering	532	294	50	188	0	0	0	0	238	0
Right-of-way	3	3	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	888	650	50	188	0	0	0	0	238	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - N/A

PROJECTED (2025) - 21,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	I 68	National Freeway; West Virginia State Line to MD 42; resurface	3,322	Completed
<u>Traffic Management</u>				
2	I 68	National Freeway; various locations in Garrett County; replace recessed pavement markers	63	Completed
3	US 219	Garrett Highway; at Glendale Road; install traffic signal	100	Completed
4	US 219	Garrett Highway; at Mosser Road; install intersection control beacon	57	Completed
<u>Sidewalks</u>				
5	US 40 ALT	Main Street; at various locations, western corporate limits to the eastern corporate limits in Grantsville; retrofit sidewalks - 4,209 linear feet	103	Completed
6	US 219	Third Street; Southwest corner of Third Street and Center Street in Oakland; retrofit sidewalks - 100 linear feet	13	Completed
<u>Fiscal Years 2003 and 2004</u>				
<u>Resurface/Rehabilitate</u>				
7	I 68	National Freeway; Old Morgantown Road Bridge to Pigs Ear Road Bridge; resurface	2,985	FY 2004
8	MD 560	Gorman Road/Lothian Street/Third Avenue/Paull Street; Bethlehem Road to MD 135; resurface	1,127	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

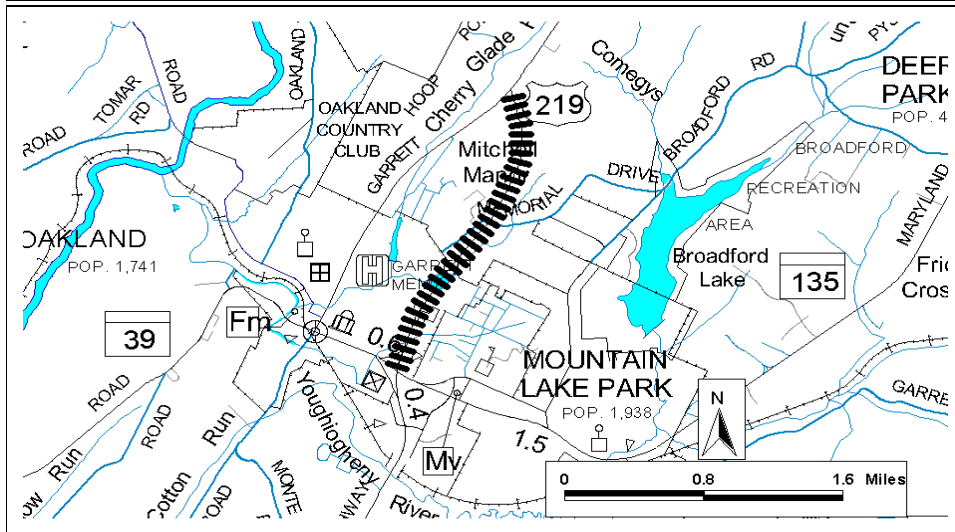
STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
9	US 40 ALT	National Pike; Bridges 11098XO over tributary of Casselman River, 11095XO over Spiker Run and 11099XO over Meadow Run; bridge replacement/rehabilitation	1,487	FY 2003
<u>Safety/Spot Improvement</u>				
10	US 40 ALT	Main Street; at MD 669 and at MD 495 in Grantsville; intersection improvements	1,144	FY 2004
11	MD 42	Friendsville Road; 1.15 miles north of Kisner Road to 0.23 mile south of MD 742; construct truck climbing lane and brake check/stop area	2,288	FY 2003
12	MD 135	Maryland Highway; at MD 825B; channelization	63	Completed
13	MD 495	Bittinger Road; at Sky Valley Road; geometric improvements	357	FY 2003
<u>Neighborhood Conservation</u>				
14	US 219	Oak Street/Third Street; MD 135 to the north corporate limits of Oakland; streetscape (Funded for preliminary concepts studies only) PROJECT ON INDEFINITE HOLD	100	
15	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	100	
<u>Traffic Management</u>				
16	I 68	National Freeway; West Virginia Line to Allegany County Line; modify signing	120	Under construction
<u>Truck Weight</u>				
17	I 68	National Freeway; at Finzel Weight Station; upgrade existing truck weight facilities	515	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Bicycle Retrofit</u>		
18	US 219	Garrett Highway; Glendale Road to 630 feet north of Glendale Road; retrofit bicycle/pedestrian route	321	FY 2003
		<u>Enhancements</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
19		Allegany & Garrett County Welcome Signs - Construction of 4 monumental welcome signs, one each on westbound I 68 and eastbound I 68 at both the Allegany and Garrett County Lines.	50	FY 2004



PROJECT: US 219 Relocated, Oakland

DESCRIPTION: Study to relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate. Shoulders and wide curb lanes will accommodate bicycles.

JUSTIFICATION: Traffic on existing US 219 through Oakland experiences congestion because of the frequency of entrances, intersections and restricted roadway width. A relocation would divert through traffic and heavy truck volumes from downtown Oakland.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete. Protective Right-of-way buying to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	BALANCE TO COMPLETE
Planning	1,253	1,219	34	0	0	0	0	0	34
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	1,401	1	0	280	280	280	280	280	1,400
Construction	0	0	0	0	0	0	0	0	0
Total	2,654	1,220	34	280	280	280	280	280	1,434
Federal-Aid	302	294	8	0	0	0	0	0	8

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

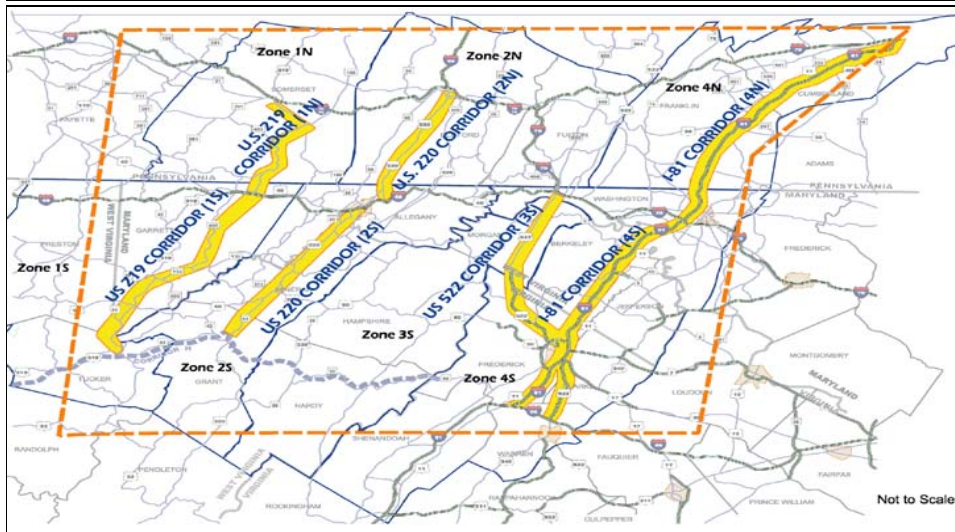
CURRENT (2001) - 4,625 - 14,775

PROJECTED (2025) - 4,150 (Bypass)
16,000 (US 219)

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Garrett County -- Line 3

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: Western Maryland North-South Corridor Study

DESCRIPTION: Conduct a multi-state study to identify a high priority north-south highway within Western Maryland, Virginia, West Virginia and Pennsylvania.

JUSTIFICATION: The need exists in Western Maryland to provide a major north-south highway of national significance to encourage and enhance economic development and interstate trade.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 219 North, I-68 to Pennsylvania State line (Line 4)
 I-81, West Virginia State line to Pennsylvania State line (Washington County - Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: This Pre-Project Planning study is complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW							
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	687	687	0	0	.....2005.....	.....2006.....	.....2007.....	.....2008.....	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	687	687	0	0	0	0	0	0	0	0	0
Federal-Aid	481	481	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

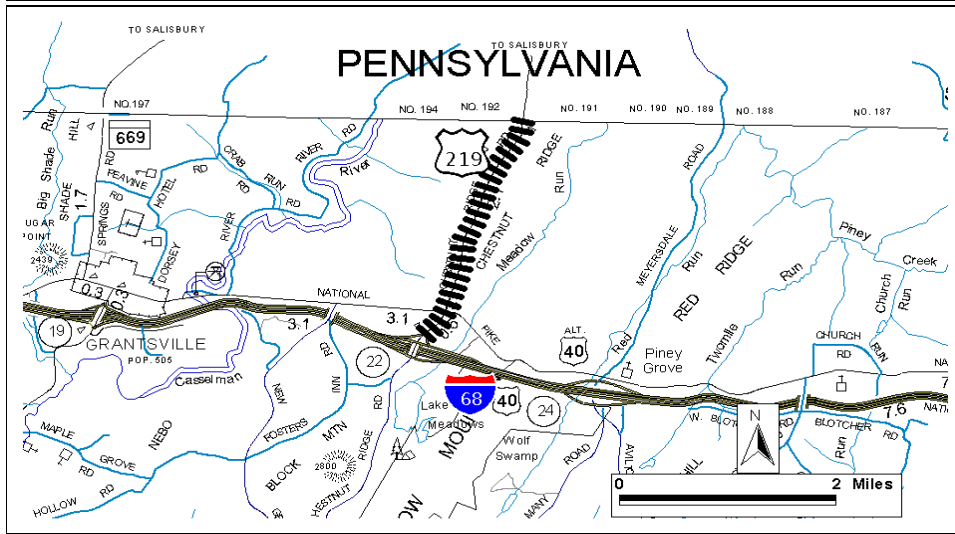
CURRENT (2001) - 1,275 - 62,100

PROJECTED (2025) - 2,500 - 102,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Garrett County -- Line 4

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 219 North, Chestnut Ridge Road

DESCRIPTION: Study to reconstruct US 219 from I-68 to the Pennsylvania state line (2.54 miles). This represents Maryland's portion of a larger study ongoing in Pennsylvania for US 219, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland. Maryland will reimburse Pennsylvania for its share of the study.

JUSTIFICATION: The need exists in Western Maryland to provide a major north-south highway to encourage and enhance economic development. Maryland needs to coordinate efforts with Pennsylvania's ongoing US 219 initiatives.

SMART GROWTH STATUS:

- | | |
|---|---|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input checked="" type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

Western Maryland North-South Corridor Study (Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	3900	0	0	ARC
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Pennsylvania is the lead in performing this study. The funding shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	400	19	200	181	0	0	0	0	381	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	5,000	0	0	0	1,700	1,700	1,600	0	5,000	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,400	19	200	181	1,700	1,700	1,600	0	5,381	0	
Federal-Aid	4,212	15	156	141	1,326	1,326	1,248	0	4,197	0	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 3,875

PROJECTED (2025) - 6,600

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 23	Norrisville Road; MD 146 to MD 138; resurface	683	Completed
2	MD 136	Calvary Road; MD 543 to MD 22; resurface	651	Completed
<u>Safety/Spot Improvement</u>				
3	US 1	Belair Road; at MD 24; replace concrete median	44	Completed
<u>Traffic Management</u>				
4	US 1	Belair Road; at MD 152; reconstruct traffic signal	118	Completed
5	MD 22	Churchville Road; at Mary Magdalen School; install hazard identification beacon	26	Completed
6	US 40	Pulaski Highway; at Joppa Farm Road; reconstruct signal	74	Completed
7	MD 152	Fallston Road; at Oakmont Road; install traffic signal	77	Completed
8	MD 543	Creswell Road; at southbound I-95 ramp; install traffic signal	95	Completed
<u>Fiscal Years 2003 and 2004</u>				
<u>Resurface/Rehabilitate</u>				
9	MD 22	Churchville Road; MD 543 to MD 136; resurface	1,486	Under construction
10	US 40	Pulaski Highway; Baltimore County Line to Joppa Road; resurface	4,309	FY 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD 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, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
11	US 40	Pulaski Highway; Robin Hood Road to the Hatem Memorial Bridge; resurface	3,184	Under construction
12	MD 136	Priestford Road; Deer Creek Bridge to US 1; resurface	1,328	FY 2003
<u>Bridge Replacement/Rehabilitation</u>				
13	MD 646	Prospect Road; Structures 12010X0 and 12160X0 over tributaries of Broad Creek; replace structures	762	Under construction
<u>Safety/Spot Improvement</u>				
14	US 1	Belair Road; at Connolly Road/Whitaker Mill Road; widen to provide separate left turn lanes (Funded for preliminary engineering only)	160	FY 2004
15	MD 7	Philadelphia Road; 350 feet downstream of Bridge 1201100 over Winters Run to 550 feet upstream of the bridge; slope protection	286	FY 2003
16	MD 22	Churchville Road; at MD 136/MD 155; realign MD 155 intersection	1,465	Under construction
17	MD 155	Level Road; at MD 161; construct roundabout (Funded for preliminary engineering only)	50	PE Underway
18	MD 924	Emmorton Road; MacPhail Road to Ring Factory Road; add center left turn lane (Funded for preliminary engineering only)	150	PE Underway
19	MD 924	Emmorton Road; Patterson Mill Road to Ring Factory Road; provide center turn lane	1,496	Under construction
<u>Neighborhood Conservation</u>				
20	MD 7A	Union Avenue; Congress Avenue to Otsego Street in Havre De Grace; urban street reconstruct	1,128	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD 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, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
21	MD 755	Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	622	
22	MD 132	West Belair Avenue; MD 462 to US 40; streetscape	1,158	Under construction
23	MD 755	Edgewood Road; Phase II - Willoughby Beach Road to MARC Station; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	118	
24	MD 924	Main Street; Phase II - MD 22 to Maulsby Street in Bel Air; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	400	
<u>Commuter Action Improvements</u>				
25	MD 7A	Otsego Street; at Juniata Street; construct ridesharing facility	378	FY 2004
<u>Sidewalks</u>				
26	MD 7A	Revolution Street; at Old Bay Lane; retrofit sidewalks	29	FY 2003
27	MD 22	Churchville Road; Giles Street to Fulford Avenue; retrofit sidewalks	37	FY 2003
28	US 40	Pulaski Highway; Treetop Drive to MD 24 Overpass; retrofit sidewalks	71	FY 2003
29	MD 924	Rock Spring Avenue; Dallam Avenue to Cressy Road; retrofit sidewalks	8	FY 2003
<u>Intersection Capacity Improvements</u>				
30	MD 152	Fallston Road; at Carrs Mill Road/Old Fallston Road; widen to provide extended right turn lane with 4 feet wide shoulder on northbound roadway (Funded for preliminary engineering only)	80	PE Underway

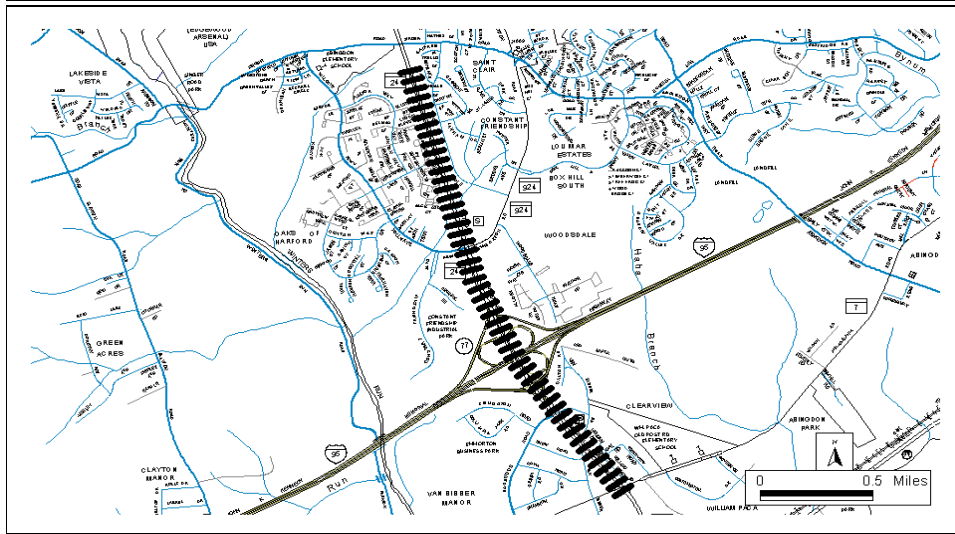
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Intersection Capacity Improvements (cont'd)</u>		
31	MD 155	Level Road; at MD 462; construct roundabout (Funded for preliminary engineering only)	106	PE Underway

STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 2

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 24, Vietnam Veterans Memorial Highway

DESCRIPTION: Study to provide capacity improvements on MD 24 from MD 7 to north of MD 924, including associated interchange improvements (2.39 miles). Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: This project would provide improved capacity, operation and safety for this segment of MD 24, including associated improvements to the I-95/MD 24 interchange and MD 24/MD 924/Tollgate Road intersection.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:
I-95, Master Plan Study (MdTA)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Jointly funded with MdTA. The funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	1,500	366	600	534	0	0	0	0	1,134	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,500	366	600	534	0	0	0	0	1,134	0	
Federal-Aid	1,050	256	420	374	0	0	0	0	794	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

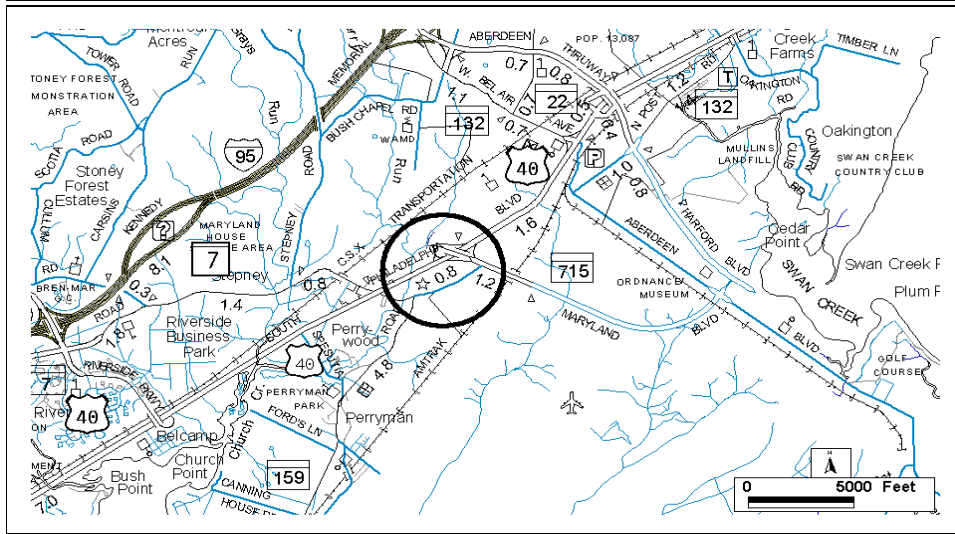
CURRENT (2001) - 66,300

PROJECTED (2025) - 108,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 3

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: Perryman Access Study

DESCRIPTION: Study to provide improved access from the Perryman Peninsula (MD 159) to US 40. Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: This project will improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network. This project includes the transfer of MD 159 to the County after construction.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	BALANCE TO COMPLETE
Planning	672	44	128	300	200	0	0	0	628
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	672	44	128	300	200	0	0	0	628
Federal-Aid	470	31	90	210	139	0	0	0	439

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

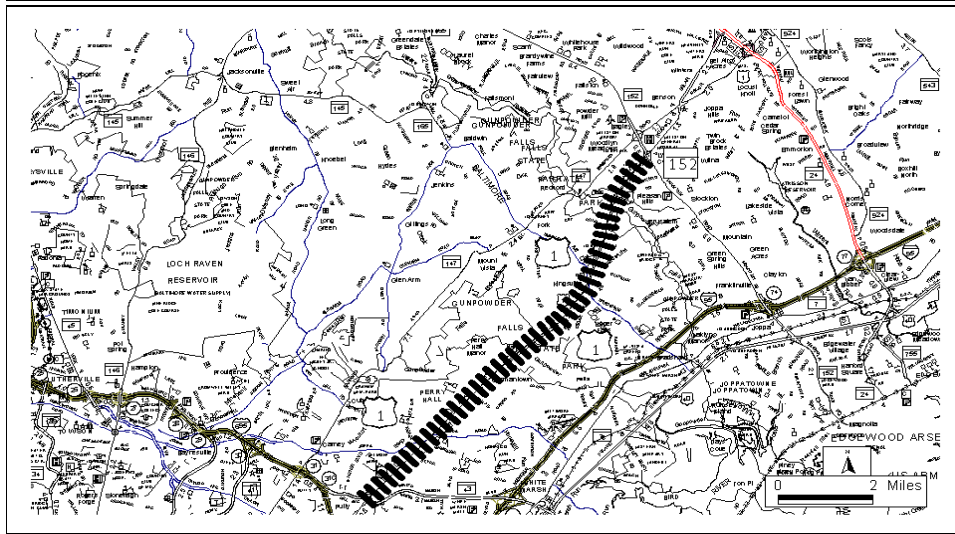
CURRENT (2001) - 6,000

PROJECTED (2025) - 30,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 4

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This improvement would relieve congestion and improve safety and traffic operations on US 1. This project would also provide capacity for the planned residential and commercial development along US 1.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

US 1, MD 152 to US 1 (Line 5)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Planning funds shown are for performing environmental updates.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	5	0	3	2	0	0	0	0	5	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	902	902	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	907	902	3	2	0	0	0	0	5	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

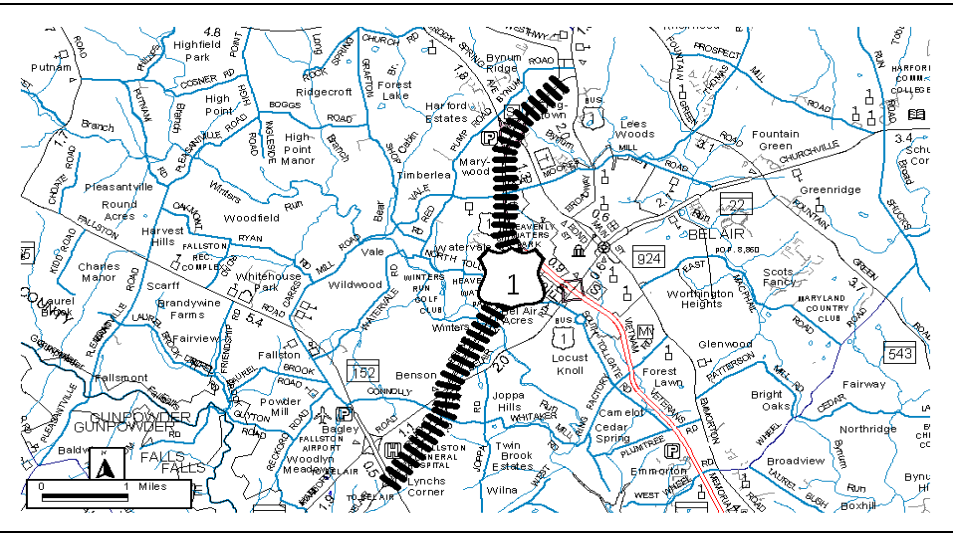
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 36,300

PROJECTED (2025) - 55,000

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multi-lane highway from MD 152 to US 1 Business, north of Bel Air (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 or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
US 1, MD 43 to MD 152 (Line 4)

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	
Planning	2,238	2,237	1	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	
Right-of-way	286	286	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	
Total	2,524	2,523	1	0	0	0	0	0	
Federal-Aid	1,567	1,566	1	0	0	0	0	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

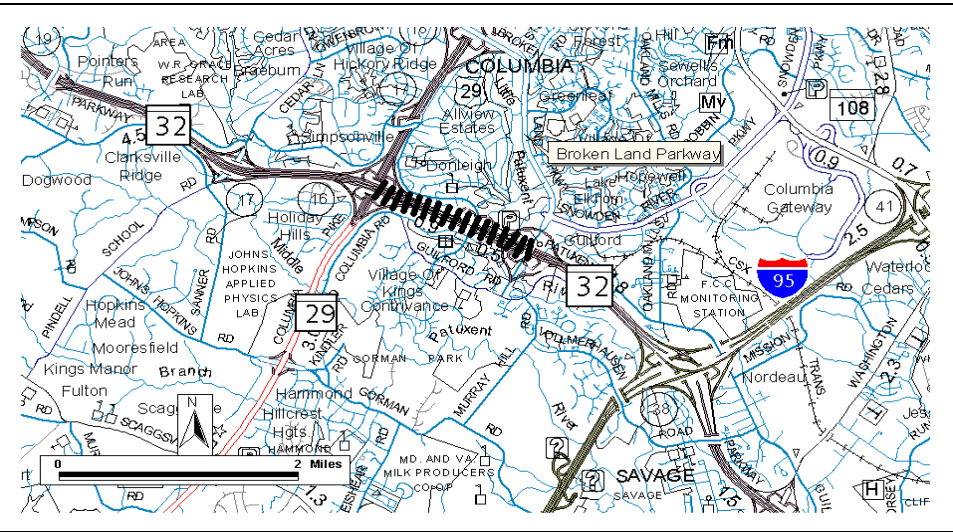
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 35,700

PROJECTED (2025) - 61,000

OPERATING COST IMPACT N/A



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Upgraded and widened eastbound MD 32 from US 29 to Broken Land Parkway (2.22 miles).

JUSTIFICATION: This project relieved existing traffic congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 32, MD 108 to I-70 (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service. This project was funded by Howard County at a cost of approximately \$4.9 million. Construction funding shown is for SHA Construction Inspection. SHA to reimburse County for improvements to the bridge at the Little Patuxent River.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	SIX YEAR TOTAL
Planning	0	0	0	0	0	0	0	0	0
Engineering	677	677	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	205	119	86	0	0	0	0	0	86
Total	882	796	86	0	0	0	0	0	86
Federal-Aid	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

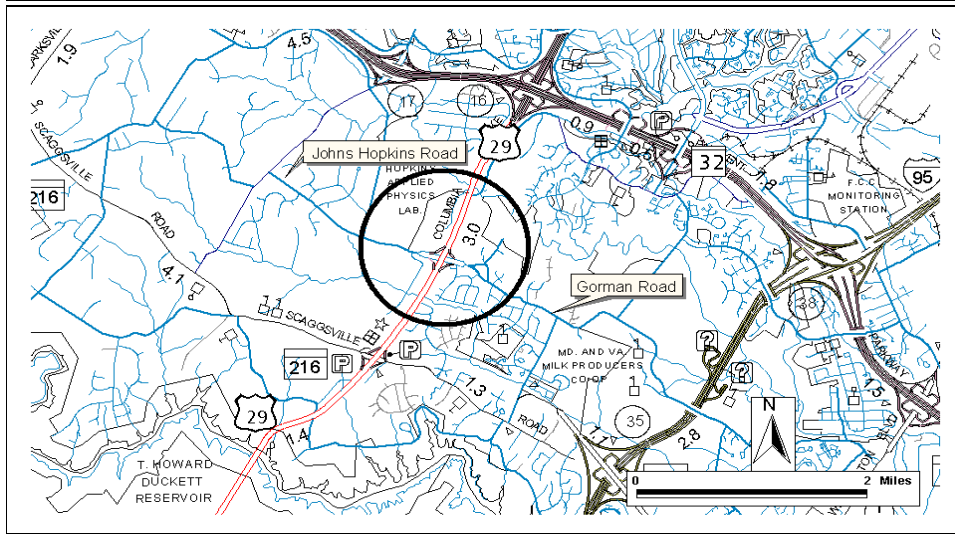
CURRENT (2001) - 84,200

PROJECTED (2025) - 112,300

OPERATING COST IMPACT \$2,800 per year

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 2

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 29, Columbia Pike

DESCRIPTION: Constructed a new interchange at Johns Hopkins/Gorman Roads. Wide curb lanes on Johns Hopkins and Gorman Roads accommodates bicycles, and sidewalks were included where appropriate.

JUSTIFICATION: The existing at-grade intersection was unable to handle the high traffic volumes resulting from development in the area. Peak hour operation on US 29 is congested.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 216 Relocated, I-95 to US 29 (Line 5)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service. Howard County funded approximately 40 percent of Engineering, Right-of-way and Construction at a cost of approximately \$10 million. The funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	159	159	0	0	0	0	0	0	0	0
Engineering	1,461	1,456	5	0	0	0	0	0	5	0
Right-of-way	1,910	1,391	519	0	0	0	0	0	519	0
Construction	15,652	9,265	6,387	0	0	0	0	0	6,387	0
Total	19,182	12,271	6,911	0	0	0	0	0	6,911	0
Federal-Aid	14,290	8,631	5,659	0	0	0	0	0	5,659	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway / Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

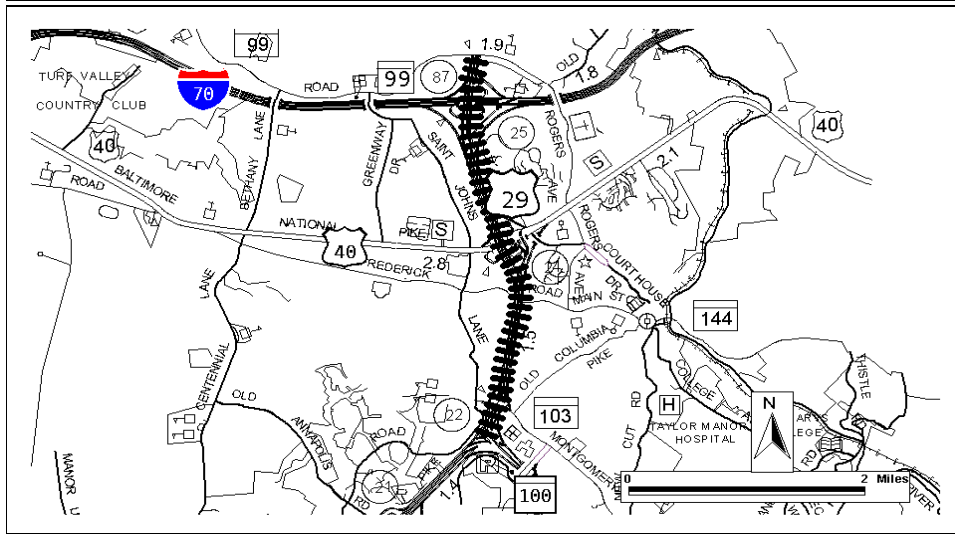
CURRENT (2001) - 104,000 (US 29)
16,600 (Hopkins/Gorman)

PROJECTED (2025) - 134,000 (US 29)
39,000 (Hopkins/Gorman)

OPERATING COST IMPACT \$15,000 per year

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 3

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 29, Columbia Pike

DESCRIPTION: Resurfacing portions of US 29 between MD 100 and MD 99, adding an additional lane in each direction between MD 100 and US 40 and widening the ramps to and from MD 100.

JUSTIFICATION: This project will improve safety and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

US 29, Interchange at Johns Hopkins/Gorman Road (Line 2)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway. County to contribute \$4.0 million to construction. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,572	1,562	10	0	0	0	0	0	10	0
Right-of-way	354	0	231	123	0	0	0	0	354	0
Construction	16,916	1,034	6,240	7,656	1,986	0	0	0	15,882	0
Total	18,842	2,596	6,481	7,779	1,986	0	0	0	16,246	0
Federal-Aid	14,003	826	5,366	6,262	1,549	0	0	0	13,177	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

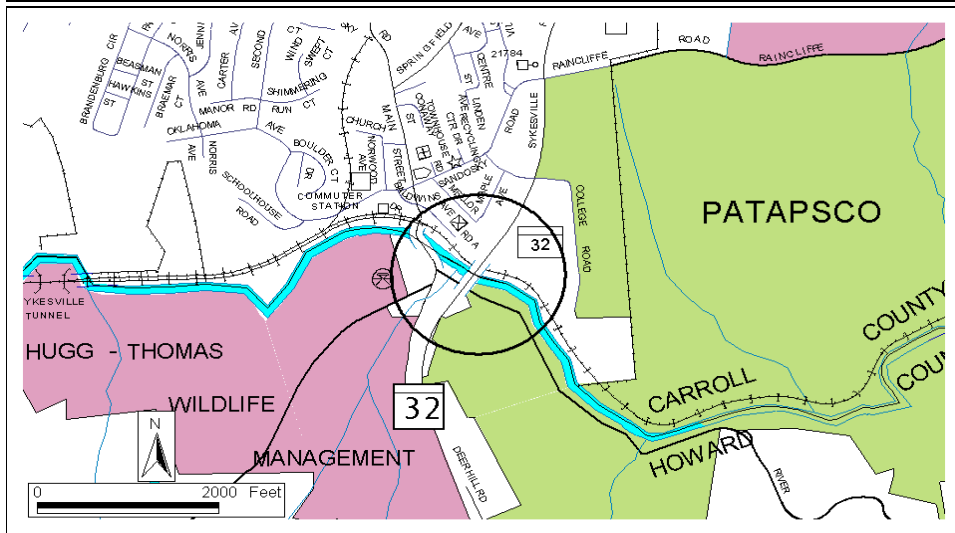
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 113,700

PROJECTED (2025) - 152,000

OPERATING COST IMPACT \$8,000 per year

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Replace Bridge 13046 over River Road, Patapsco River and CSX Railroad, immediately west of its existing location. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will replace the existing deteriorating aluminum bridge. The existing bridge is historic and will remain in place after the new bridge is constructed.

SMART GROWTH STATUS:

- | | |
|-------------------------------------|--|
| <input type="checkbox"/> | Project Not Location Specific or Location Not Determined |
| <input type="checkbox"/> | Project Within PFA |
| <input type="checkbox"/> | Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> | Grandfathered |
| <input checked="" type="checkbox"/> | Exception Approved by BPW/MDOT |

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	690	655	35	0	0	0	0	0	35	0	
Right-of-way	223	5	185	33	0	0	0	0	218	0	
Construction	4,288	1	1,743	2,544	0	0	0	0	4,287	0	
Total	5,201	661	1,963	2,577	0	0	0	0	4,540	0	
Federal-Aid	4,132	505	1,565	2,062	0	0	0	0	3,627	0	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

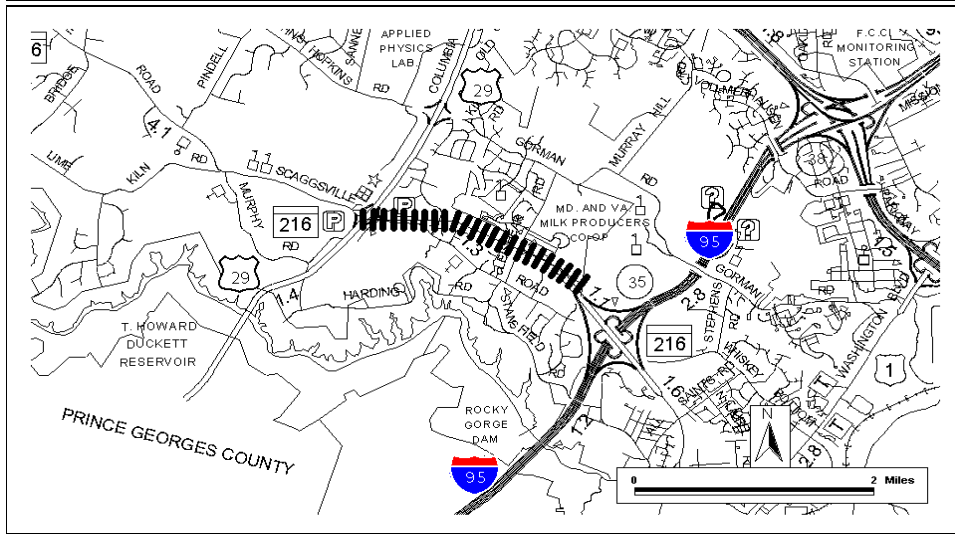
CURRENT (2001) - 20,950

PROJECTED (2025) - 28,000

OPERATING COST IMPACT	N/A
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STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 5

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 216 Relocated, Scaggsville Road

DESCRIPTION: Construct a 6 lane highway on new location to replace existing MD 216 from west of I-95 to US 29 (2.80 miles). Wide curb lanes will accommodate bicycles, and the project also includes a pedestrian facility.

JUSTIFICATION: MD 216 is a minor arterial serving southern Howard County. The existing roadway is geometrically deficient and discontinuous, utilizing a short section of a county road. The new roadway will provide a continuous arterial highway between I-95 and US 29, and will accommodate expected growth in this area.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

US 29, Interchange at Johns Hopkins/Gorman Road (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway. Howard County will contribute funds towards construction of the 5th and 6th lanes.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$2.8 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 checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	138	138	0	0	0	0	0	0	0	0
Engineering	4,247	4,044	203	0	0	0	0	0	203	0
Right-of-way	3,990	3,138	450	402	0	0	0	0	852	0
Construction	19,344	0	2,054	7,233	9,477	580	0	0	19,344	0
Total	27,719	7,320	2,707	7,635	9,477	580	0	0	20,399	0
Federal-Aid	18,822	2,448	2,266	6,063	7,582	463	0	0	16,374	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

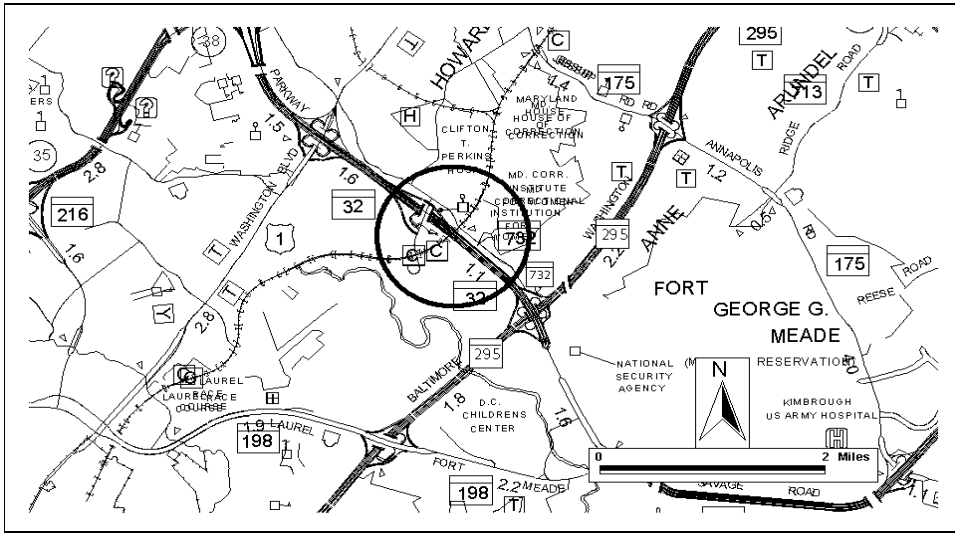
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 17,500 (existing MD 216)

PROJECTED (2025) - 51,500

OPERATING COST IMPACT \$13,000 per year



PROJECT: MD 732, Guilford Road

DESCRIPTION: Replace Bridge 13029 over CSX Railroad. Sidewalks and shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Final Engineering underway. Construction to begin during current fiscal year. SHA, Anne Arundel County and Howard County are sharing the cost of construction. Costs shown are SHA share only. Project to be advertised by Howard County.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Construction delayed from FY02 to FY03 due to the design of roadway approaches being done by the County.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							
TOTAL		PROJECT CASH FLOW							
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	188	130	58	0	0	0	0	0	58
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	930	0	565	365	0	0	0	0	930
Total	1,118	130	623	365	0	0	0	0	988
Federal-Aid	146	101	45	0	0	0	0	0	45

FUNCTION :

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 14,900

PROJECTED (2025) - 32,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 40	Baltimore National Pike; I 70 to MD 144; resurface	1,023	Completed
2	MD 216	Scaggsville Road; Browns Bridge Road to US 29; resurface	475	Completed
<u>Safety/Spot Improvement</u>				
3	US 1	Washington Boulevard; MD 175 to Dorsey Road; widen to 5 lanes and resurface	2,597	Completed
4	US 1	Washington Boulevard; CSX Railroad Bridge to north of Levering Avenue; drainage improvements	192	Completed
<u>Traffic Management</u>				
5	US 1	Washington Boulevard; at Assateague Drive; reconstruct traffic signal	45	Completed
6	US 1	Washington Boulevard; at Old Washington Road; install hazard identification beacon	32	Completed
7	MD 108	Clarksville Pike; at Centennial Lane; install hazard identification beacon	70	Completed
<u>Fiscal Years 2003 and 2004</u>				
<u>Resurface/Rehabilitate</u>				
8	US 29	Columbia Pike; South of MD 108 to MD 100; resurface	2,169	Completed
9	I 70	East of MD 97 to 1.0 mile east of Marriottsville Road; resurface	7,436	FY 2004
10	MD 175	Waterloo Road; Anne Arundel County Line to US 1; resurface	800	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

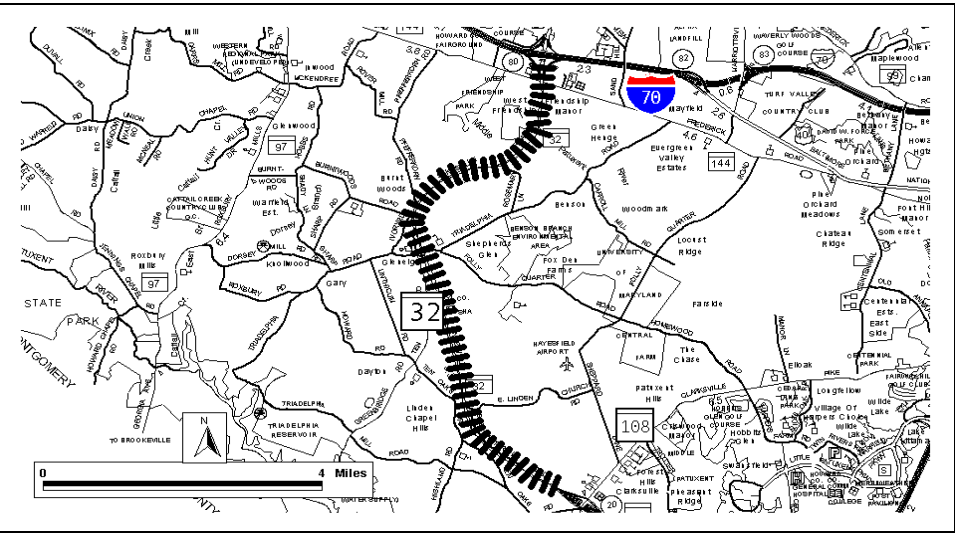
STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
11	I 95	I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	7,744	Completed
12	MD 986K	South Entrance Road; Structure 1314300 over Little Patuxent River; box culvert replacement (includes 500 feet of approach roadway rehabilitation and interchange reconstruction)	400	FY 2003
<u>Safety/Spot Improvement</u>				
13	US 1	Washington Boulevard; Brewers Court to Whiskey Bottom Road; correct oververtical	1,027	FY 2003
14	US 1	Washington Boulevard; at Guilford Road; modify MD 32 westbound off-ramp terminus	370	FY 2003
15	US 40	Baltimore National Pike; at Ridge Road; restripe westbound US 40 to provide 2 lane access to southbound US 29 ramp and modify overhead signing (Funded for preliminary engineering only)	100	FY 2003
16	MD 97	Roxbury Mills Road; at MD 144; provide left turn lanes and modify signal	801	FY 2004
17	MD 99	Old Frederick Road; at Mt. Hebron Drive and Maple Rock Drive; provide bypass lanes	395	FY 2003
18	MD 175	Little Patuxent Parkway; at MD 108; resurface, install hazard identification beacon and pavement markings	515	FY 2003
<u>Noise Barriers</u>				
19	US 29	Columbia Pike; 4400 feet south of Broken Land Parkway to Diamondback Drive; noise barrier (Atholton Manor, Guilford Downs and Allview Estates)	6,680	FY 2004
20	I 70	St. Johns Lane to US 29; noise barrier along westbound roadway (Brinkleigh/Skyview/The Orchards)	3,075	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Noise Barriers (cont'd)</u>				
21	I 95	2,400 feet south of Montgomery Road to 400 feet south of Montgomery Road; noise barrier along northbound roadway (Hunt Club Estates)	1,921	FY 2004
22	I 95	Patuxent River Bridge to 2,200 feet south of MD 216; noise barrier along northbound roadway (Highridge)	1,795	FY 2003
<u>Traffic Management</u>				
23	MD 144	Frederick Road; at West Kawanis-Wallis Park; install hazard identification beacon	15	Completed
<u>Intersection Capacity Improvements</u>				
24	MD 32	Sykesville Road; at MD 99; widen southbound to provide 2 thru lanes and an acceleration lane from the intersection to the Park and Ride lot and add right turn lane on eastbound Old Frederick Road	964	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
25		Centennial Access Pathway - Construction of a 0.5 mile pathway and boardwalk from Old Annapolis Road to Centennial Park at Woodland Road.	250	FY 2003
26		Howard County Spinal Pathway Phase IIIb - Construction of a 2.0 mile pathway from the B&O Railroad Bridge to Lake Elkhorn.	1,046	Completed



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).

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 or Location Not Determined
- ☐ Project Within PFA
- ☐ Grandfathered
- ☒ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 32, US 29 to Broken Land Parkway (Line 1)

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$1.0 million is due to the addition of Protective Right-of-Way funding.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	
Planning	2,051	1,778	250	23	0	0	0	0	273
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	6,378	488	18	1,373	1,499	1,000	1,000	1,000	5,890
Construction	0	0	0	0	0	0	0	0	0
Total	8,429	2,266	268	1,396	1,499	1,000	1,000	1,000	6,163
Federal-Aid	1,436	1,245	175	16	0	0	0	0	191

FUNCTION :
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Primary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (2001) - 23,000
PROJECTED (2025) - 48,500
OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS 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, 2002
<u>Fiscal Years 2003 and 2004</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 213	Augustine Herman Highway; South of Creamery Street to MD 449; resurface	570	FY 2004
2	MD 444	Locust Grove Road/Kentmore Park Road; MD 290 to end of SHA maintenance; resurface	516	FY 2004
3	MD 291	Morgnec Road/River Road; 400 feet east of Morgnec Cutoff Road to 140 feet east of MD 290; resurface	865	Under construction
<u>Safety/Spot Improvement</u>				
4	MD 213	Washington Avenue; at Spring Street; geometric improvements, sidewalk and pedestrian improvements (Funded for preliminary concept studies only)	35	Concepts Underway
<u>Neighborhood Conservation</u>				
5	MD 213	Augustine Herman Highway, East Cross Street and South Main Street in Galena; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	121	
6	MD 291	Cypress Street; Through the Town of Millington; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	235	
7	MD 292	Still Pond Road; Through the Town of Still Pond; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	170	
8	MD 292	Main Street; Within the limits of Betterton; urban street reconstruct	644	Under construction
9	MD 445	Main Street; Green Lane to Rock Hall Ball Park and MD 20 from Gratitude to Chesapeake Villa Road in Rock Hall; urban street reconstruct and drainage.	2,288	FY 2004

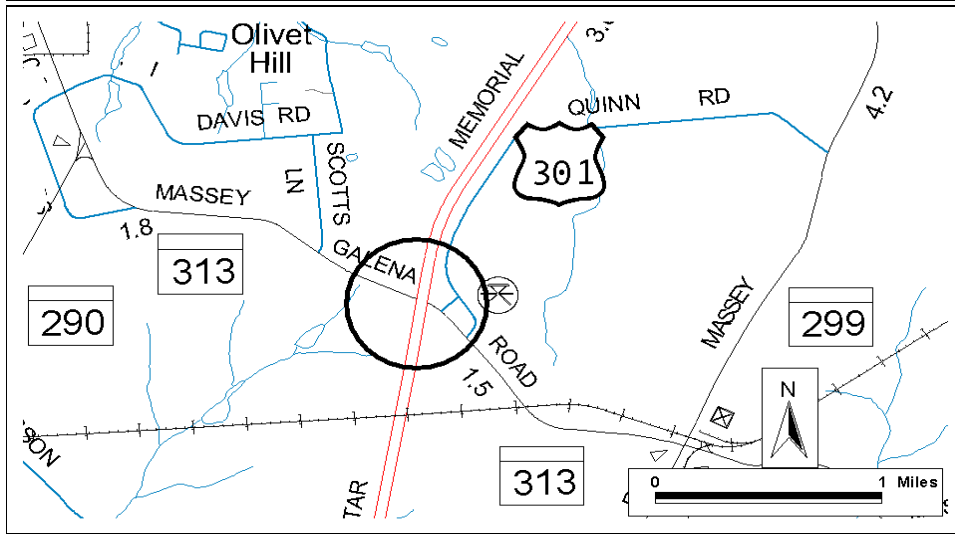
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
10		<p align="center"><u>Fiscal Years 2003 and 2004 (cont'd)</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p> <p>Kent County Visitor's Center - Construction of a 4,000 square foot visitor center on the main north/south state road (MD 213 at MD 289) connecting Kent & Queen Anne's Counties.</p>	400	Completed

STATE HIGHWAY ADMINISTRATION -- Kent County -- Line 2

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Study to construct a new interchange at MD 313. Shoulders on MD 313 will accommodate bicycles.

JUSTIFICATION: The existing at-grade intersection creates a conflict point on this high speed arterial. This project will improve safety and access controls on US 301.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	292	292	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	292	292	0	0	0	0	0	0	0	0	
Federal-Aid	204	204	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

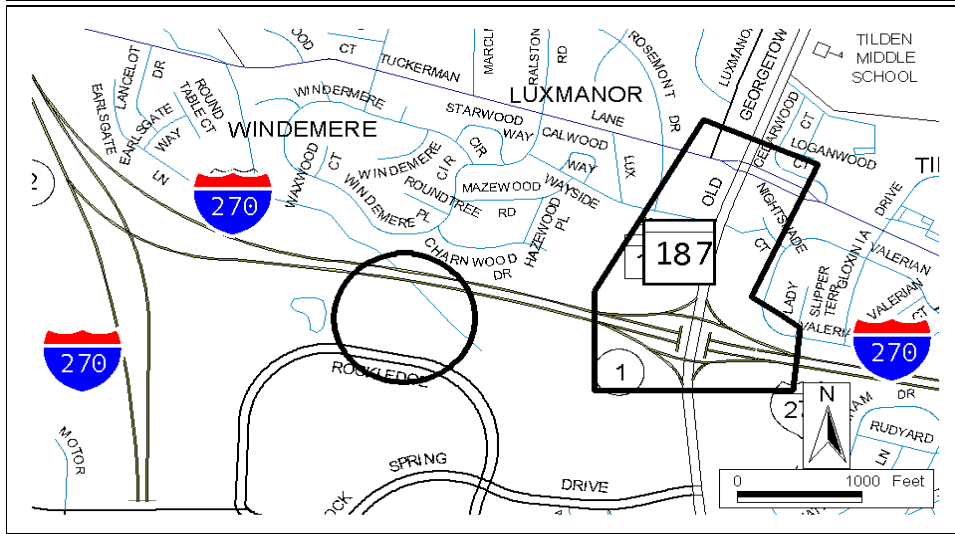
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 7,600(US301)
1,525 (MD 313)

PROJECTED (2025) - 14,600 (US 301)
2,800 (MD 313)

OPERATING COST IMPACT N/A



PROJECT: I-270 (East Spur)

DESCRIPTION: Construct a new interchange on I-270 (east segment) at the Rockledge Drive Connector, upgrade the interchange at MD 187, and intersection improvements at MD 187/Tuckerman Lane.

JUSTIFICATION: Interchange modifications will improve traffic operations while increasing accessibility to the Rockspring Business Park. MD 187 (Old Georgetown Road) interchange modifications will improve traffic operations while increasing accessibility to the southwest quadrant of the interchange and I-270.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270/I-270 spur, Interchanges at Democracy Blvd. and Westlake Terrace (Line 2)
 East/West Intersection Improvement Program (Line 10)
 I-270/I-495, Advanced Traffic Management System (System Preservation Program - Line 11)

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Construction underway. The cost shown does not include developer funding.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$2.7 million is due to additional utility relocation requirements, a Wood Look Screen wall, and additional erosion and sediment control.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					2005	2006	2007	2008	
Planning	0	0	0	0	0	0	0	0	0
Engineering	2,005	1,999	6	0	0	0	0	0	6
Right-of-way	1,923	764	1,159	0	0	0	0	0	1,159
Construction	24,321	17,144	7,177	0	0	0	0	0	7,177
Total	28,249	19,907	8,342	0	0	0	0	0	8,342
Federal-Aid	21,117	14,345	6,772	0	0	0	0	0	6,772

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

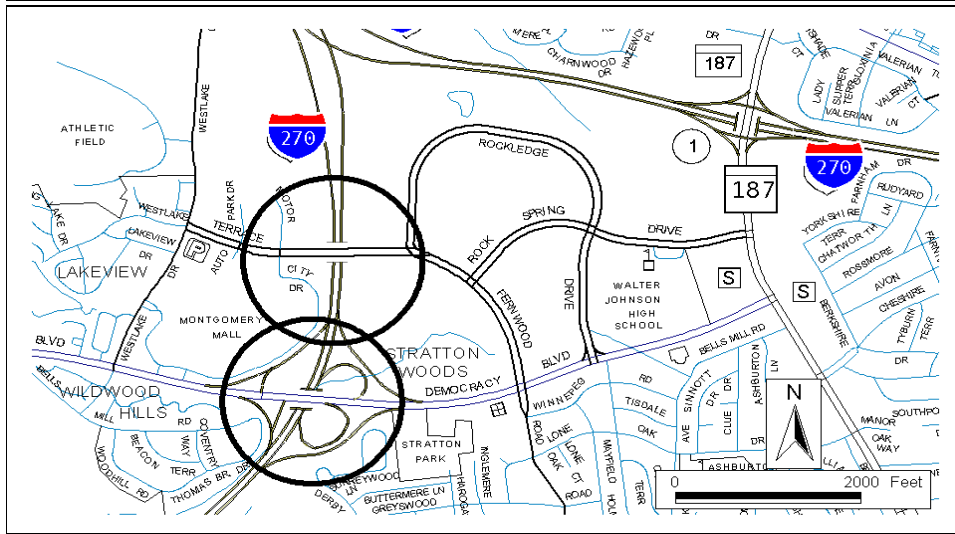
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 114,000

PROJECTED (2025) - 198,220

OPERATING COST IMPACT \$4,000 per year



PROJECT: I-270 (West Spur)

DESCRIPTION: Reconstruct and upgrade the I-270 Spur interchange at Democracy Boulevard and construct a new interchange at Westlake Terrace (formerly Fernwood Road).

JUSTIFICATION: Democracy Boulevard interchange modifications will improve traffic operations. Providing a new partial interchange with Westlake Terrace and the I-270 Spur will improve access to this developing area of Montgomery County.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-270 Spur, Interchange of Rockledge Connector & MD 187 (Line 1)
 East/West Intersection Improvement Program (Line 10)
 I-270/I-495, Advanced Traffic Management System (System Preservation Program - Line 11)

STATUS: Construction underway. Montgomery County participated in Project Planning cost.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,729	1,729	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	460	415	45	0	0	0	0	0	45	0
Construction	18,138	6,296	6,908	4,934	0	0	0	0	11,842	0
Total	22,002	10,115	6,953	4,934	0	0	0	0	11,887	0
Federal-Aid	17,319	6,781	6,120	4,418	0	0	0	0	10,538	0

FUNCTION :

STATE - Primary Arterial

FEDERAL - Interstate

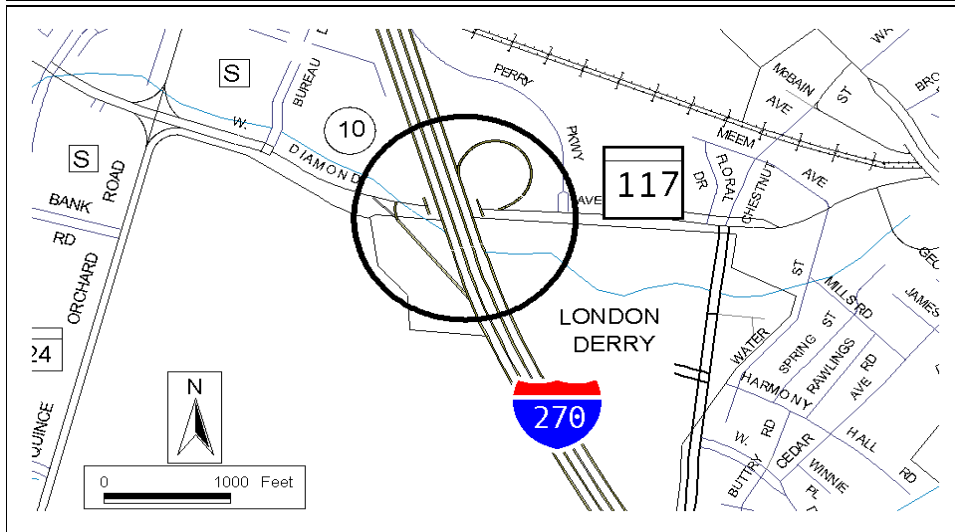
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 118,550

PROJECTED (2025) - 198,220

OPERATING COST IMPACT \$3,000 per year



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Construct a new northbound to eastbound ramp and a park and ride lot inside the loop of the new northeast quadrant ramp of the I-270/MD 117 interchange. The associated widening of MD 117 will allow MD 117 to operate at an acceptable level-of-service.

JUSTIFICATION: This project will provide much needed park and ride spaces in the Gaithersburg area and provide access to Olde Towne Gaithersburg with a new northbound to eastbound movement at the I-270/MD 117 interchange.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270 and US 15 Multi-Modal Corridor Study (Line 12)
 MD 117, Great Seneca Park to I-270 (Line 23)

STATUS: Construction underway. The MD 355/MD 117 Neighborhood Conservation Program project was advertised with this project.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,001	983	18	0	0	0	0	0	18	0
Right-of-way	1,964	1,161	803	0	0	0	0	0	803	0
Construction	7,683	247	3,022	4,414	0	0	0	0	7,436	0
Total	10,648	2,391	3,843	4,414	0	0	0	0	8,257	0
Federal-Aid	7,549	885	3,064	3,600	0	0	0	0	6,664	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

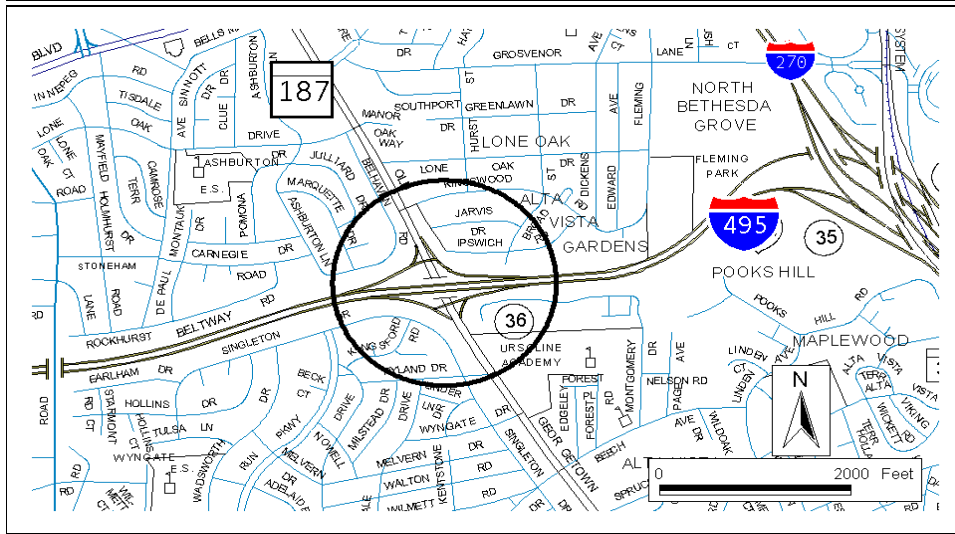
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 154,275 (I-270)

PROJECTED (2025) - 238,300 (I-270)

OPERATING COST IMPACT \$5,000 per year

**PROJECT:** I-495, Capital Beltway**DESCRIPTION:** Replace Bridge 15115 over MD 187.**JUSTIFICATION:** This project will replace the existing deteriorating bridge.**SMART GROWTH STATUS:**

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270/Rockledge Drive Connector and MD 187 Interchanges (Line 1)
 I-270/I-495, Advanced Traffic Management System (System Preservation Program - Line 11)
 I-495/I-95, Capital Beltway (Line 14)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$1.8 million is due to additional lighting needs and a higher bid price.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	518	518	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,335	957	5,245	2,133	0	0	0	0	7,378	0
Total	8,853	1,475	5,245	2,133	0	0	0	0	7,378	0
Federal-Aid	7,747	1,209	4,647	1,891	0	0	0	0	6,538	0

FUNCTION:

STATE - Principal Arterial

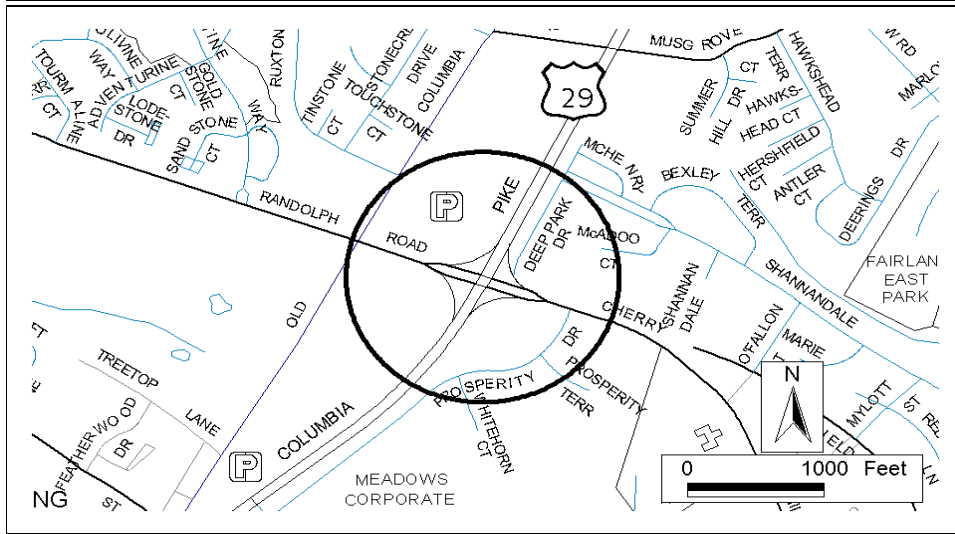
FEDERAL - Interstate

STATE SYSTEM: Primary**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2001) - 125,150

PROJECTED (2025) - 150,000

OPERATING COST IMPACT N/A

**PROJECT:** US 29, Columbia Pike**DESCRIPTION:** Construct new interchange at Randolph/Cherry Hill Roads. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. Bicycle trail is included.**JUSTIFICATION:** Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location will address failing levels of service and support planned economic development.**SMART GROWTH STATUS:**

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 29, Interchanges (Lines 6,7,15,16)
 East/West Intersection Improvements Program (Line 10)
 East/West Link Improvements (Line 17)
 MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP:** The cost decrease of \$3.1 million is due to a favorable bid price and reduced inflation.**Federal Funding By Year of Obligation**

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

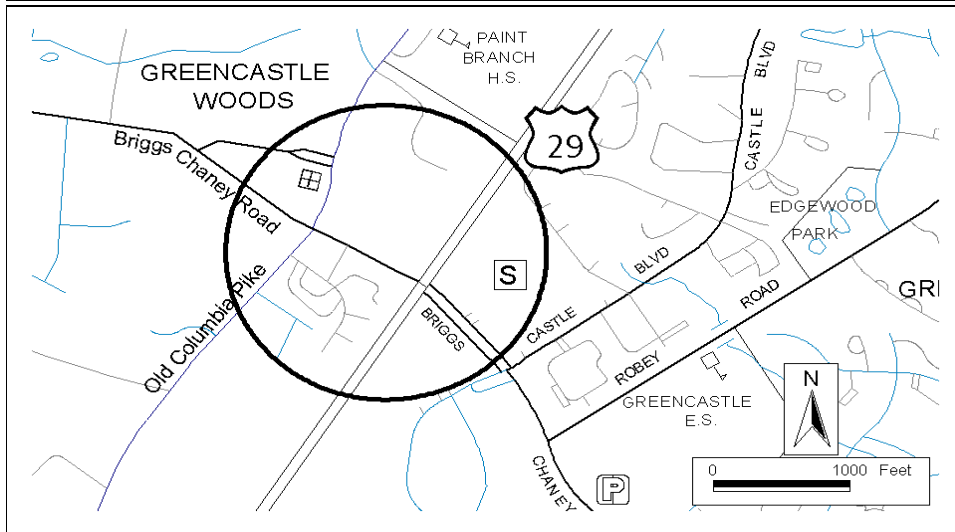
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,868	2,628	240	0	0	0	0	0	240	0
Right-of-way	16,747	9,271	7,313	163	0	0	0	0	7,476	0
Construction	24,472	2,448	3,405	6,254	7,563	4,802	0	0	22,024	0
Total	44,087	14,347	10,958	6,417	7,563	4,802	0	0	29,740	0
Federal-Aid	30,297	7,536	8,055	5,024	5,922	3,760	0	0	22,761	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary**DAILY TRAFFIC : (USAGE IMPACTS)****CURRENT (2001) -** 60,350**PROJECTED (2025) -** 114,000**OPERATING COST IMPACT** \$7,000 per year



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new interchange at Briggs Chaney Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. Bicycle trail is included.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location will address failing levels of service and support planned economic development.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 29, Interchanges (Lines 5,7,15,16)
 East/West Intersection Improvement Program (Line 10)
 East/West Link Improvements (Line 17)
 MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$5.0 million is due to foundation work and noise walls for Avonshire.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	36671	0	0	0	0	NHS

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,820	2,196	1,624	0	0	0	0	0	1,624	0
Right-of-way	4,235	160	3,750	325	0	0	0	0	4,075	0
Construction	47,014	0	0	8,860	15,202	15,671	7,281	0	47,014	0
Total	55,069	2,356	5,374	9,185	15,202	15,671	7,281	0	52,713	0
Federal-Aid	42,649	1,662	4,062	7,164	11,857	12,224	5,680	0	40,987	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

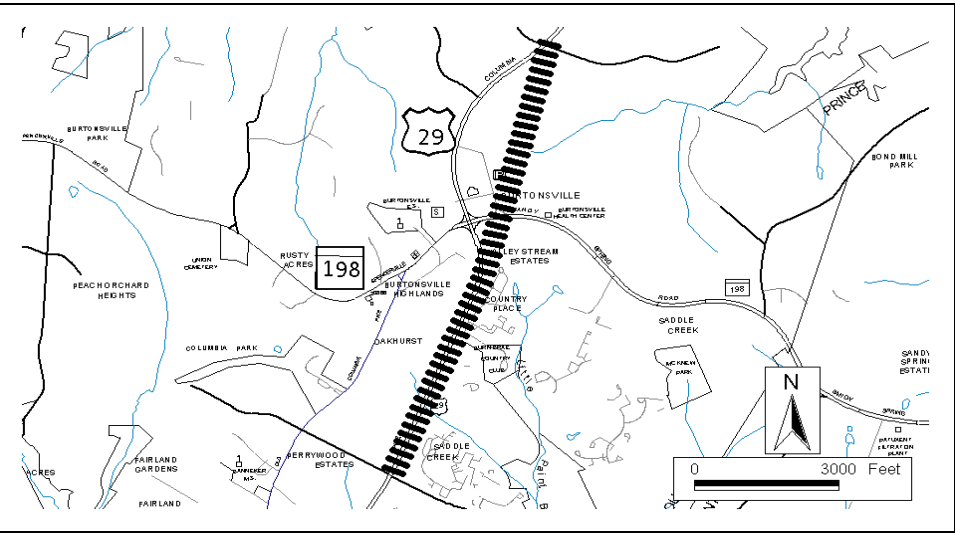
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 60,350

PROJECTED (2025) - 108,000

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new interchange at relocated US 29/MD 198. US 29 will be relocated to the east from south of MD 198 to north of Dustin Road. Construct a partial interchange at US 29 and Dustin Road. Direct bus service ramps to and from the Burtonsville Park and Ride Lot will be included. Sidewalks will be included where appropriate. Wide curb lanes on MD 198 will accommodate bicycles. Bicycle trail is included.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location will address failing levels of service and support planned economic development.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☒ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 29, Interchanges (Lines 5,6,15,16)
East/West Intersection Improvement Program (Line 10)
East/West Link Improvements (Line 17)
MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$13.1 million is due to a favorable bid price and a change in scope involving a grade change on US 29 which reduced right-of-way taking.

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,020	1,943	77	0	0	0	0	0	77	0
Right-of-way	11,503	6,050	4,459	994	0	0	0	0	5,453	0
Construction	32,621	698	9,818	13,776	8,329	0	0	0	31,923	0
Total	46,144	8,691	14,354	14,770	8,329	0	0	0	37,453	0
Federal-Aid	36,863	6,633	11,497	11,969	6,764	0	0	0	30,230	0

FUNCTION:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

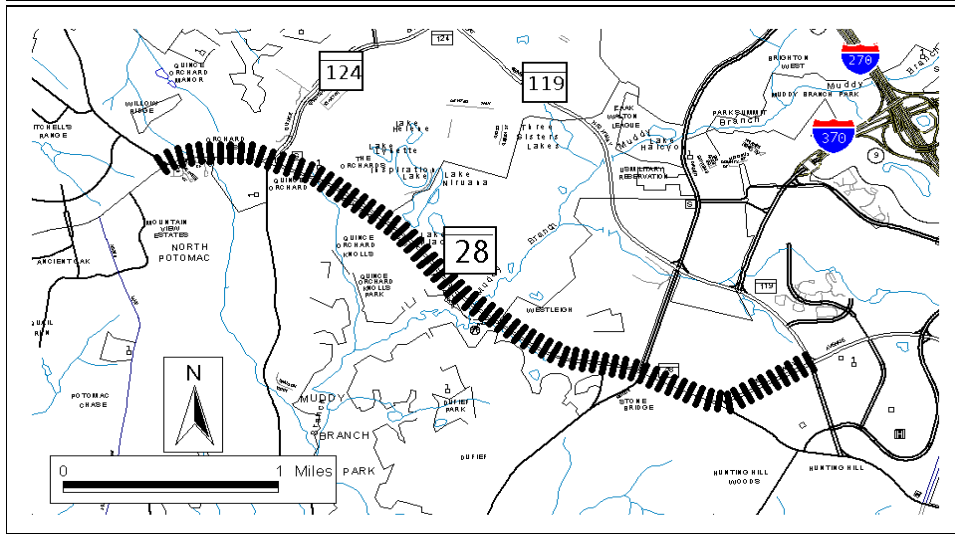
CURRENT (2001) - 47,750

PROJECTED (2025) - 82,200

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 4

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 28, Darnestown Road

DESCRIPTION: Upgrade MD 28 to a 4/6 lane divided highway from Riffle Ford Road to MD 119 (Great Seneca Highway) (3.36 miles). A 6 lane section will be provided from Muddy Branch Road to MD 119. Sidewalks will be included where appropriate. A separate bicycle/pedestrian facility will be included on the north side of MD 28, from MD 119 (Great Seneca Highway) to Owens Glen Way. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This roadway will serve a rapidly developing portion of Montgomery County. The improvement will relieve existing congestion on MD 28.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	948	948	0	0	0	0	0	0	0	0	
Engineering	5,698	5,654	44	0	0	0	0	0	44	0	
Right-of-way	9,004	6,644	2,101	259	0	0	0	0	2,360	0	
Construction	25,149	8,682	11,545	4,669	220	33	0	0	16,467	0	
Total	40,799	21,928	13,690	4,928	220	33	0	0	18,871	0	
Federal-Aid	22,464	9,404	9,401	3,462	172	25	0	0	13,060	0	

FUNCTION :

STATE - Minor Collector

FEDERAL - Other Principal Arterial

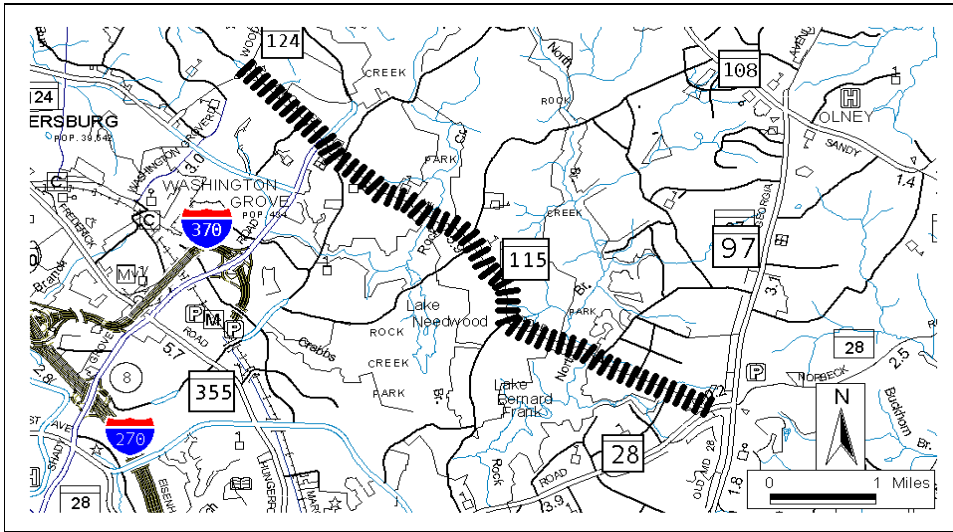
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 48,960

PROJECTED (2025) - 80,600

OPERATING COST IMPACT \$8,300 per year



PROJECT: MD 115, Muncaster Mill Road

DESCRIPTION: Provide safety improvements along MD 115 from MD 28 to MD 124. Improvements will concentrate on horizontal and vertical deficiencies in the road as well as spot intersection improvements. Project will include sidewalks and wide curb lanes.

JUSTIFICATION: MD 115 experiences a high number of accidents and several intersections are identified as high accident intersections. MD 115 has poor vertical and horizontal curves and sight distance problems.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Line 10)

East/West Link Improvement (Line 17)

MD 28/MD 198, MD 97 to I-95 (Line 18)

MD 97/MD 28 Interchange Improvement (Line 20)

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year on the improvements at Avery Road.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Right-of-way delayed from FY02 to FY03 due to a change in the scope of the project.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4842	0	0	0	0	STP

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	462	900	138	0	0	0	0	1,038	0
Right-of-way	2,284	0	440	69	887	888	0	0	2,284	0
Construction	6,208	0	0	2,121	2,204	1,550	333	0	6,208	0
Total	9,992	462	1,340	2,328	3,091	2,438	333	0	9,530	0
Federal-Aid	4,842	0	0	1,654	1,719	1,209	260	0	4,842	0

FUNCTION :

STATE - Urban - Minor Arterial

FEDERAL - Major Collector

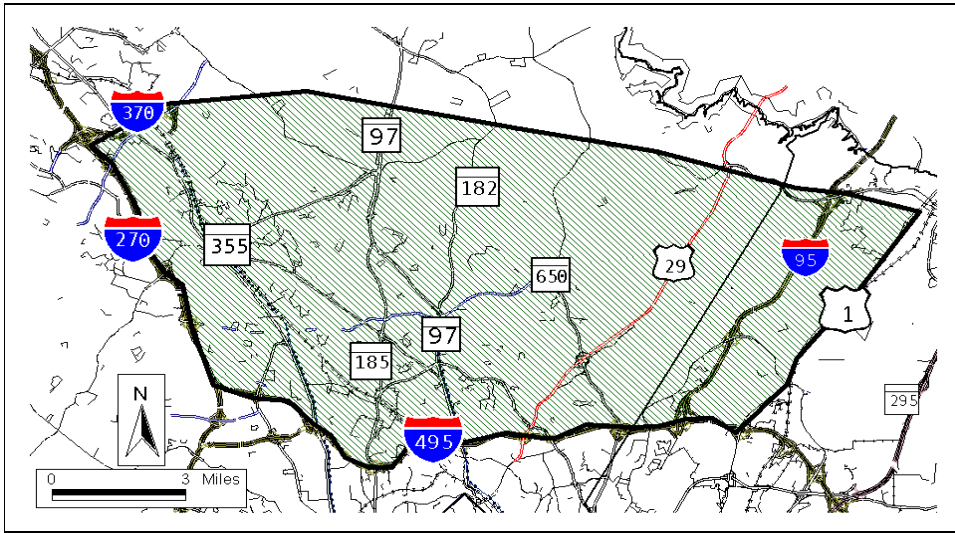
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 23,370

PROJECTED (2025) - 30,370

OPERATING COST IMPACT N/A



PROJECT: East-West Intersection Improvement Program

DESCRIPTION: Improve intersections in northern Montgomery and western Prince George's counties. Bicycle and pedestrian access included where appropriate.

JUSTIFICATION: This series of minor project improvements will provide relief to traffic congestion and improve east/west travel between I-270 and US 1 in Montgomery and Prince George's counties.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270, East & West Spur Interchanges (Lines 1,2)
 US 29, Interchanges (Lines 5,6,7,15,16)
 MD 115, MD 28 to MD 124 (Line 9)
 East/West Link Improvements (Line 17)
 MD 28/MD 198, MD 97 to I-95 (Line 18)
 MD 97/MD 28 and MD 97/Randolph Road Interchanges (Lines 20,22)

STATUS: Final Engineering, Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	26955	0	0	0	0	CMAQ/STP

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	999	999	0	0	0	0	0	0	0	0
Engineering	12,650	10,001	2,549	100	0	0	0	0	2,649	0
Right-of-way	12,771	1,988	9,366	1,417	0	0	0	0	10,783	0
Construction	51,277	15,601	1,493	14,639	19,544	0	0	0	35,676	0
Total	77,697	28,589	13,408	16,156	19,544	0	0	0	49,108	0
Federal-Aid	51,917	15,166	8,888	12,604	15,259	0	0	0	36,751	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 117	Bucklodge Road; MD 28 to Barnesville Road; resurface	635	Completed
2	MD 121	Clarksburg Road; 1000 feet east of Seneca Creek to 2500 feet west of bridge; resurface	205	Completed
3	MD 185	Connecticut Avenue; MD 193 to MD 586; resurface	598	Completed
4	MD 193	University Boulevard; Lorain Avenue to Kerwin Road; resurface	160	Completed
5	I 270	Eisenhower Memorial Highway; at MD 117; resurface	77	Completed
6	I 270	Eisenhower Memorial Highway; at Middlebrook Road; resurface	62	Completed
7	MD 355	Frederick Road; from structure 15056 to South Westland; resurface	391	Completed
8	MD 586	Veirs Mill Road; MD 185 to Kensington Boulevard and MD 185 from MD 586 to MD 97 (Georgia Avenue); resurface	3,502	Completed
<u>Safety/Spot Improvement</u>				
9	MD 117	Clopper Road; Seneca Park to Waring Station Road; grind surface to improve skid resistance	30	Completed
10	MD 117	Bucklodge Road; at Barnesville Road; provide right turn lane	62	Completed
11	MD 119	Great Seneca Highway; Queenstown Lane to Richter Farm Road; fencing	25	Completed
12	MD 119	Great Seneca Highway; at Queenstown Lane; provide left turn lane	43	Completed
13	MD 193	University Boulevard; at MD 185; enlarge concrete median	12	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2002
<u>Fiscal Year 2002 Completions (cont'd)</u>				
<u>Noise Barriers</u>				
14	I 495	Capital Beltway; Connecticut Avenue to Georgia Avenue; noise barriers (Park View Estates and Forest Glen)	3,331	Completed
<u>Traffic Management</u>				
15	MD 27	Ridge Road; at Kings Valley Road; install traffic signal	74	Completed
16	US 29	Collesville Road; at Sligo Creek; modify signal	38	Completed
17	MD 117	Clopper Road; at Orchard Hills Road; modify intersection lighting	11	Completed
18	MD 118	Germantown Road; at Richter Farm Road; install traffic signal	172	Completed
19	MD 119	Great Seneca Highway; at Queenstown Lane; install traffic signal	129	Completed
20	MD 119	Great Seneca Highway; at Richter Farm Road; install hazard identification beacon	26	Completed
21	MD 124	Woodfield Road; at Cypress Hill Drive; install traffic signal	110	Completed
22	MD 124	Midcounty Highway; at Saybrooke Oaks Boulevard; modify traffic signal	31	Completed
23	MD 182	Layhill Road; at Bel Pre Road; modify traffic signal	28	Completed
24	MD 193	University Boulevard; at Eastern Middle School; install hazard identification beacon	33	Completed
25	MD 198	Spencerville Road; at Peach Orchard Road; install intersection control beacon	43	Completed
26	MD 410	Montgomery Avenue; at Sycamore Avenue; modify traffic signal	34	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2002
		<u>Fiscal Year 2002 Completions (cont'd)</u>		
		<u>Traffic Management (cont'd)</u>		
27	MD 650	New Hampshire Avenue; at Quaint Avenue; install intersection control beacon	54	Completed
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
28		Rockville Millennium Trail - Construction of a 2.5 mile multi-use trail along Wootton Parkway from Falls Road to Darnestown Road in the City of Rockville.	742	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Resurface/Rehabilitate</u>		
29	MD 124	Woodfield Road; Woodfield Road to Sweepstakes Road; resurface	771	Completed
30	MD 188	Wilson Lane; MD 190 to Moorland Lane; resurface	2,523	FY 2003
31	I 270	Eisenhower Memorial Highway; South of I 270 Y Split to MD 189 (Falls Road); resurface	8,200	FY 2003
32	MD 396	Massachusetts Avenue; Onondaga Road to West Moreland Circle; resurface	1,027	FY 2003
33	I 495	Capital Beltway; US 29 (Colesville Road) to MD 650 (New Hampshire Avenue); resurface	7,249	FY 2003
		<u>Bridge Replacement/Rehabilitation</u>		
34	MD 109	Old Hundred Road; Bridge 15070 over Branch of Little Monocacy River; bridge replacement	412	FY 2004
35	I 495	Capital Beltway; at Brunett Avenue, Sligo Creek Parkway, Northern Parkway and Georgia Avenue; bridge deck replacements (total replacement of Northern Parkway structure)	24,308	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
36	MD 410	East West Highway; at MD 390; reconstruct intersection	1,458	Under construction
37	MD 117	Clopper Road; at Waring Station Road; widen to provide separate eastbound left turn lane (Funded for preliminary engineering only)	60	PE Underway
38	MD 108	Sandy Spring Road; at Sherwood Elementary School; geometric improvements	324	Under construction
39	MD 119	Great Seneca Highway; at MD 124; relocate eastbound MD 124 left turn bay, widen and restripe westbound MD 124 and add right turn lane	572	FY 2003
40	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost.)	850	FY 2003
41	MD 108	Sandy Spring Road; at Old Baltimore Road; lengthen westbound left turn lane and modify signal phasing (Funded for preliminary engineering only)	15	PE Underway
<u>Neighborhood Conservation</u>				
42	MD 97	High Street/Market Street; Longwood Park to Brookeville Road in Brookeville; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	175	
43	MD 186	Brookeville Road; MD 410 (East-West Highway) to Woodbine Street in Chevy Chase; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	150	
44	MD 192	Metropolitan Avenue; Plyers Mill Road to Kensington Parkway in Kensington; roadway reconstruction, sidewalks and landscaping	1,352	Under construction
45	MD 193	University Boulevard; MD 195 to Adelphi Road in Langley Park; streetscape (Funded for preliminary concept studies only) (Project also shown in Prince George's County) PROJECT ON INDEFINITE HOLD	436	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
46	MD 195	Carroll Avenue; Phase II - District of Columbia Line to Garland Avenue in Takoma Park; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	100	
47	MD 195	Carroll Avenue; Garland Avenue to MD 193; streetscape	2,288	FY 2004
48	MD 547	Strathmore Avenue; (Phase I) Kenilworth Avenue to Weymouth Street in Garrett Park; urban street reconstruct.	2,500	FY 2004
49	MD 547	Strathmore Avenue; (Phase II) MD 355 to Kenilworth Avenue in Garrett Park; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	88	
<u>Noise Barriers</u>				
50	MD 28	Darnestown Road; Muddy Branch Road to 1000 feet east of Muddy Branch Road; noise barrier	289	FY 2004
51	I 495	Capital Beltway; Rock Creek Bridge to east of the Linden Road overpass; noise barrier (Forest Glen Park)	2,140	FY 2003
52	I 495	Capital Beltway; 1000 feet east of MD 185 to 350 feet east of MD 185; noise barrier along inner loop (Outdoor Nursery School)	507	Completed
53	I 495	Capital Beltway; MD 191 (Bradley Boulevard) to north of MD 190 (River Road); noise barrier (Burning Tree Estates and Seven Locks Manor)	4,582	Under construction
54	I 495	Capital Beltway; MD 191 (Bradley Boulevard) to 2,700 feet east of Greentree Road (Inner Loop) and Greentree Road to I 270 West Spur (Outer Loop); noise barriers (Longwood, Wolfe's Subdivision and Bradley Manor)	4,543	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Traffic Management</u>				
55	I 495	Capital Beltway; at I 270 and MD 355; lighting	224	Under construction
<u>C.H.A.R.T. Projects</u>				
56	I 270	Eisenhower Memorial Highway; (Phase 2) - I 495 to I 70 and I 495 - I 95 to American Legion Bridge; install closed circuit television cameras, variable message signs, speed detectors and roadway weather information systems for advanced traffic management	823	Under construction
<u>Environmental Preservation</u>				
57		Various locations in Montgomery County; landscape	156	Completed
<u>Sidewalks</u>				
58	MD 97	Georgia Avenue; Brookeville Road to Longwood Park; retrofit sidewalks - 1,200 linear feet (Project is dependent upon contribution from County.) (Project is dependent upon right-of-way donation.)	19	FY 2003
59	MD 190	River Road; at MD 189 intersection; retrofit sidewalks - 2,600 linear feet	63	Completed
<u>Intersection Capacity Improvements</u>				
60	MD 97	Georgia Avenue; at Tilton Drive; construct separate southbound MD 97 left turn lane (Funded for preliminary engineering only)	35	PE Underway
61	MD 185	Connecticut Avenue; at MD 547 (Knowles Avenue); widen southbound roadway to provide separate and channelized right turn to MD 547 (Funded for preliminary engineering only)	53	PE Underway
62	MD 355	Rockville Pike; at MD 547 (Strathmore Avenue); widen and resurface	445	FY 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
63		Forest Glen Pedestrian Bridge - Construction of a pedestrian bridge along the west side of MD 97 (Georgia Avenue) at I-495 (Capital Beltway).	2,878	FY 2004
64		North Bethesda Trail - Construction of 4,200 linear feet of 10-foot wide missing trail segments in North Bethesda, between the I-495 and I-270 trail bridges.	547	FY 2004
65		Rockville Millennium Trail - Phase II - Construction of a trail along MD 28 from Gude Drive to MD 586 (Veirs Mill Road).	736	FY 2003
66		Rockville I 270/MD 28 Bridges and Trail- Construction of trail, boardwalk, and four bridges over I 270 and ramps.	3,124	FY 2003
67		Rockville Millennium Trail - Phase III - Construction of a 3,600-foot long, 8-foot wide trail along Wootton Parkway, from West Edmonston Drive to Veirs Mill Road.	677	FY 2004
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
68		Silver Spring B&O Station Rehabilitation - Rehabilitation of a 1945 B&O Train Station in Silver Spring to it's original appearance and return it to use as a MARC ticketing facility and future use as a service facility for the planned Metropolitan Branch Trail.	199	Completed
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
69		Rock Creek Watershed Restoration - Stream restoration along Turkey Branch, Stoney Creek, Sycamore Creek, and Joseph's Branch in the Rock Creek watershed.	2,029	FY 2003
		<u>Preservation of Abandoned Railway Corridors</u>		
70		Bethesda Trolley Trail - Construction of a pedestrian bridge and approaches over I-270.	1,310	Underway

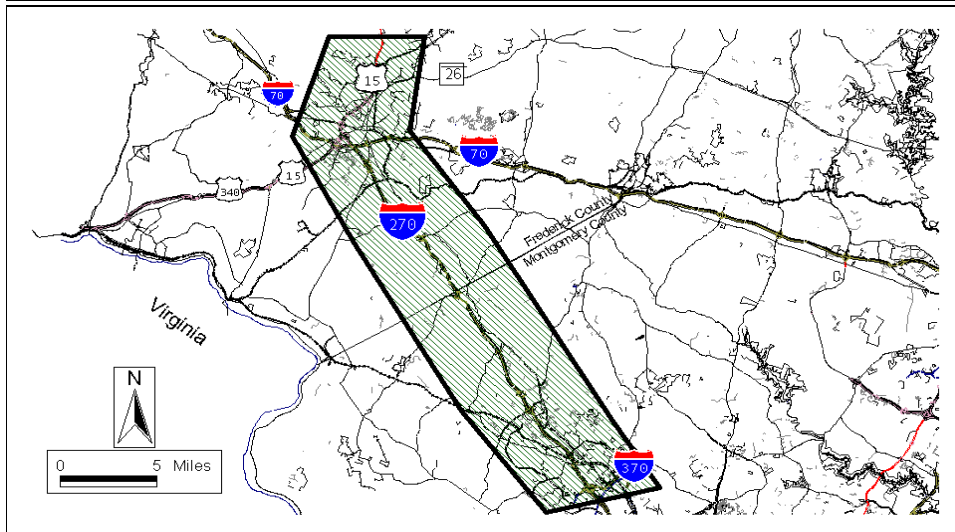
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Preservation of Abandoned Railway Corridors (cont'd)</u>		
71		Bethesda Trolley Trail - Construction of a pedestrian bridge and approaches over I-495.	640	Completed
		<u>Establishment of Transportation Museums</u>		
72		National Capital Trolley Museum Display Facility - Expansion of the National Capital Trolley Museum by constructing a 5,000 square foot display barn on land adjacent to the present facilities in Northwest Branch Park.	250	FY 2003

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 12

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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 or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-70/I-270 Interchange (Frederick County - Line 1)
 I-70, MD 85 Extended and MD 355 Interchange (Frederick County - Line 2)
 I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 6)
 I-270/Watkins Mill Road Extended Interchange (Line 13)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$2.3 million is due to additional funds needed to complete the Final Environmental Impact Statement.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	11,537	8,537	2,000	1,000	0	0	0	0	3,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,054	1,054	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,591	9,591	2,000	1,000	0	0	0	0	3,000	0
Federal-Aid	8,125	6,025	1,400	700	0	0	0	0	2,100	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

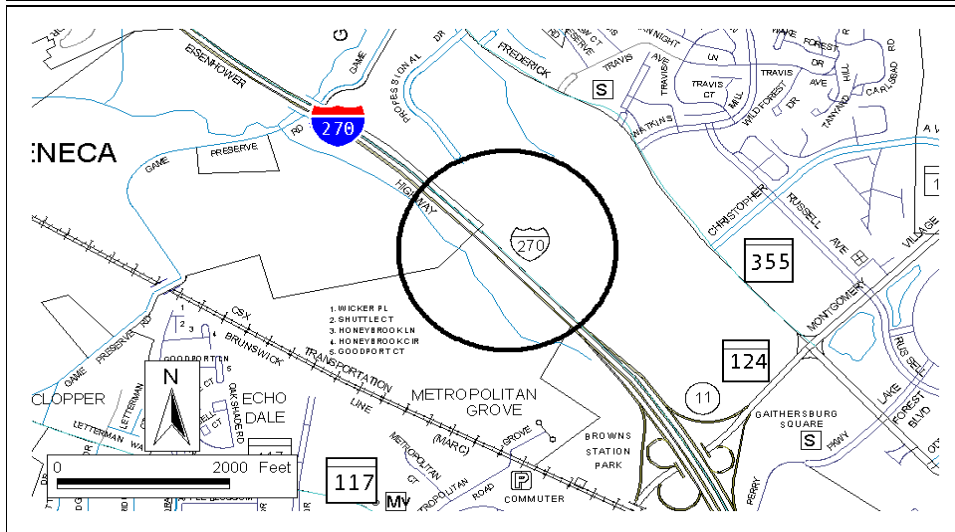
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 37,150 (US 15)
193,325 (I-270)

PROJECTED (2025) - 130,000 (US 15)
278,300 (I-270)

OPERATING COST IMPACT N/A



PROJECT: I-270/Watkins Mill Road Extended

DESCRIPTION: Study to construct a new interchange at Watkins Mill Road Extended.

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 direct access from I-270 to the Metropolitan Grove Road (MARC) commuter rail station.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Line 10)
 I-270 and US 15 Multi-Modal Corridor Study (Line 12)
 East/West Link Improvements (Line 17)

STATUS: Project planning complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,145	1,141	4	0	0	0	0	0	4	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	1,145	1,141	4	0	0	0	0	0	4	0
Federal-Aid	802	799	3	0	0	0	0	0	3	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

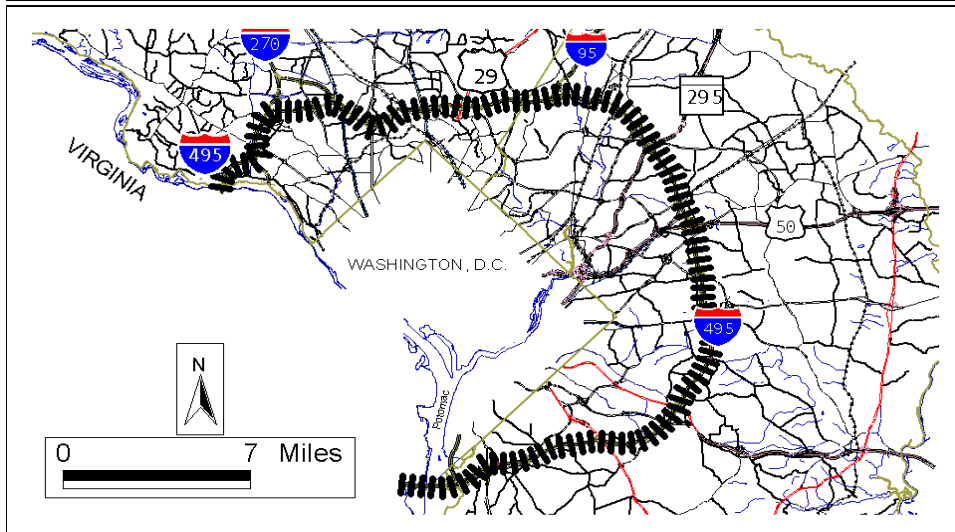
CURRENT (2001) - 119,600

PROJECTED (2025) - 241,500

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 14

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-495/I-95, Capital Beltway

DESCRIPTION: Study to determine the feasibility of providing high occupancy vehicle lanes and other transit improvements, from the American Legion Bridge to the Woodrow Wilson Bridge (42.20 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion. High occupancy vehicle lanes or other transit improvements would encourage more carpooling and transit use.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Interchange at Ritchie Marlboro Road (Prince George's County - Line 1)
 I-95/I-495, Woodrow Wilson Bridge (Prince George's County - Line 2)
 I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program - Line 11)
 MD 4, MD 223 to I-95/I-495 (Prince George's County - Line 20)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Prince George's County - Line 21)
 I-95/I-495, Corridor Transportation Study (MTA Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	6,225	4,081	1,450	694	0	0	0	0	0	2,144	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	6,225	4,081	1,450	694	0	0	0	0	0	2,144	0
Federal-Aid	4,358	2,857	1,015	486	0	0	0	0	0	1,501	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

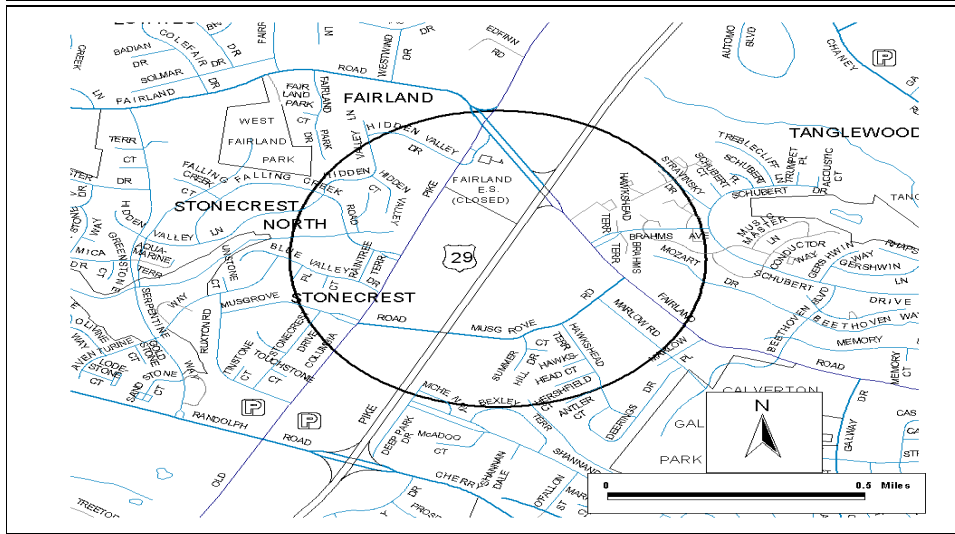
CURRENT (2001) - 222,600

PROJECTED (2025) - 361,400

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 15

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 29, Columbia Pike

DESCRIPTION: Study to construct an interchange at Musgrove/Fairland Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 29 Interchanges (Lines 5,6,7,16)
 East/West Intersection Program (Line 10)
 East/West Link Improvements (Line 17)
 MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Final Engineering underway. Right-of-way to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Development and Evaluation Program as a breakout project of Line 16.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3907	0	0	0	0	NHS
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,207	209	700	1,100	1,099	1,099	0	0	3,998	0
Right-of-way	5,008	0	0	4,404	604	0	0	0	5,008	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,215	209	700	5,504	1,703	1,099	0	0	9,006	0
Federal-Aid	6,851	146	490	4,205	1,241	769	0	0	6,705	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

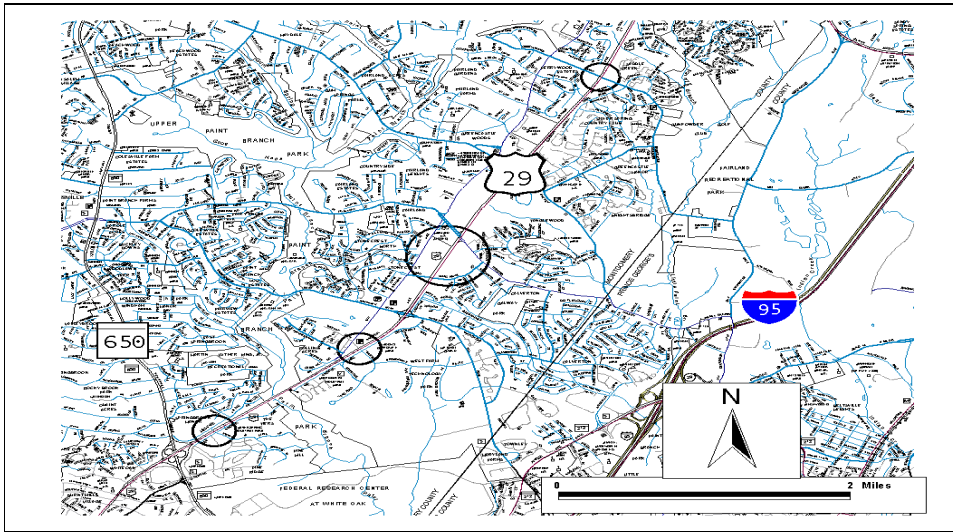
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 60,350

PROJECTED (2025) - 113,500

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Study to construct interchanges at Stewart Lane, Tech Road, Greencastle Road and Blackburn Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 29, Interchanges (Lines 5,6,7,15)
 East/West Intersection Improvement Program (Line 10)
 East/West Link Improvements (Line 17)
 MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Partial Preliminary Engineering underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Interchange at Musgrove/Fairland Road broken out as a separate project (Line 15).

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	5246	0	0	0	0	NHS
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	2,488	2,488	0	0	0	0	0	0	0	0
Engineering	6,354	2,591	1,958	1,605	200	0	0	0	3,763	0
Right-of-way	7,301	579	17	30	5,233	1,442	0	0	6,722	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	16,143	5,658	1,975	1,635	5,433	1,442	0	0	10,485	0
Federal-Aid	9,469	1,592	1,383	1,148	4,222	1,124	0	0	7,877	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

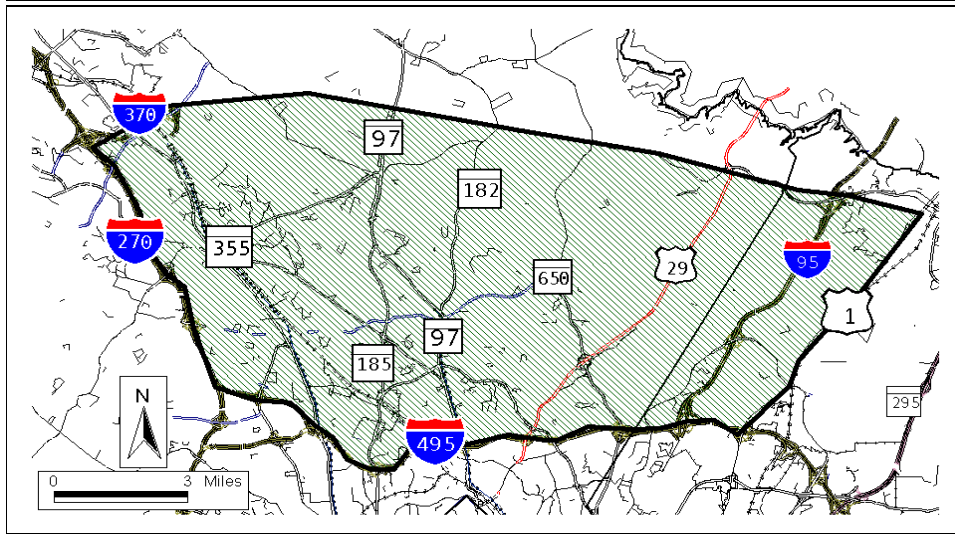
CURRENT (2001) - 60,350

PROJECTED (2025) - 113,500

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 17

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: East-West Link Improvements

DESCRIPTION: Study to construct new east-west link improvements in Montgomery and Prince George's counties between I-370 and US 1. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: East-west link improvements are needed to provide improved connectors to I-270 and I-95 and to support land use plans of both counties.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 29 Interchanges (Lines 5,6,7,15,16)
 MD 115, MD 28 to MD 124 (Line 9)
 East/West Intersection Improvement Program (Line 10)
 MD 28/MD 198, MD 97 to I-95 (Line 18)
 I-95/Contee Road Interchange (Prince George's County - Line 13)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 28)

STATUS: Project Planning to begin for East-West Link during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	2,000	0	400	800	800	0	0	0	0	2,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	400	800	800	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

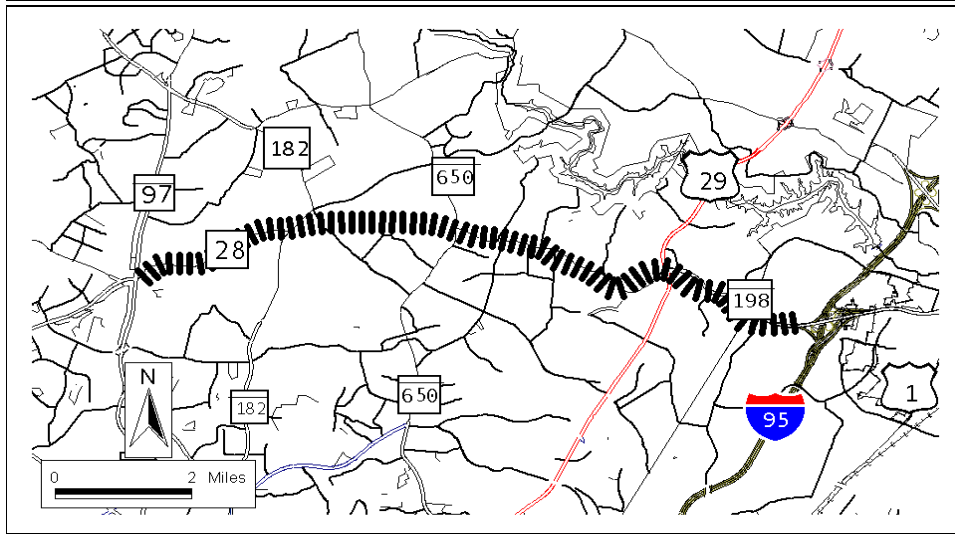
CURRENT (2001) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 18

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to consider capacity improvements in the MD 28 and MD 198 corridor in Montgomery and Prince George's counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes will be included to accommodate bicycles.

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 or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 29 Interchanges (Lines 5,6,7,15,16)
 East/West Intersection Improvement Program (Line 10)
 East/West Link Improvements (Line 17)
 MD 97/MD 28 Interchange (Line 20)
 I-95/Contee Road Interchange (Prince George's County - Line 13)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - 28)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	2,000	923	510	358	209	0	0	0	0	1,077	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,000	923	510	358	209	0	0	0	0	1,077	0
Federal-Aid	1,400	646	357	251	146	0	0	0	0	754	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

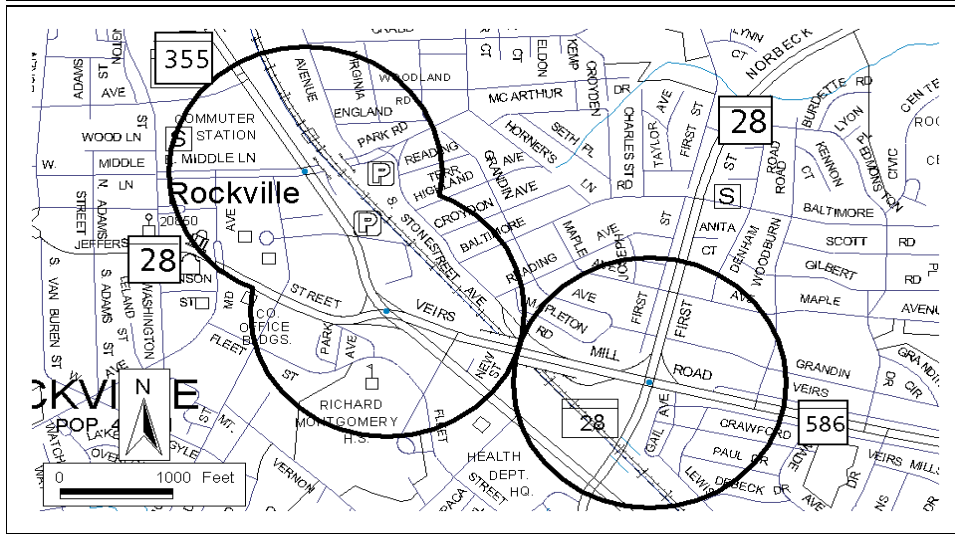
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 13,900 - 41,500 (MD 28)
17,300 - 64,500 (MD 198)

PROJECTED (2025) - 27,400 - 62,400 (MD 28)
22,000 - 73,800 (MD 198)

OPERATING COST IMPACT N/A



PROJECT: MD 28, Rockville Town Center

DESCRIPTION: Study to construct interchange improvements at MD 355/Middle Lane, MD 355/MD 28 and MD 28/MD 586/MD 911. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve congestion at the existing intersections and facilitate development plans in the Rockville Town Center.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Line 10)
 East/West Link Improvements (Line 17)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,500	656	224	300	320	0	0	0	844	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	1,500	656	224	300	320	0	0	0	844	0
Federal-Aid	1,050	459	157	210	224	0	0	0	591	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

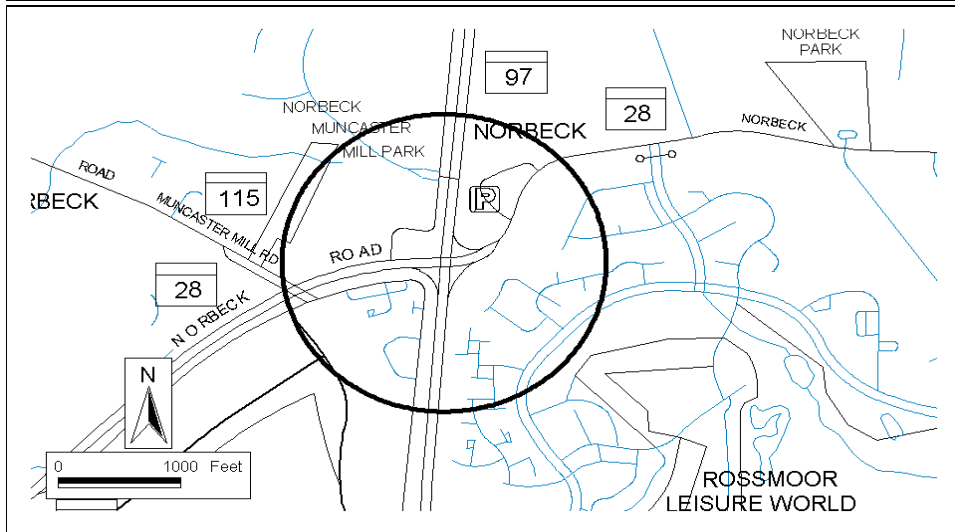
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 34,500

PROJECTED (2025) - 75,000

OPERATING COST IMPACT N/A



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Study to 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 or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 115, MD 28 to MD 124 (Line 9)
 East/West Intersection Improvement Program (Line 10)
 East/West Link Improvements (Line 17)
 MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Project Planning underway. Final Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$ 1.1 million is due to increased public involvement and alignment shifts.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2492	0	0	0	0	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	1,955	1,035	800	120	0	0	0	0	0	920	0
Engineering	3,560	0	1,000	1,560	1,000	0	0	0	0	3,560	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,515	1,035	1,800	1,680	1,000	0	0	0	0	4,480	0
Federal-Aid	3,861	725	1,260	1,176	700	0	0	0	0	3,136	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

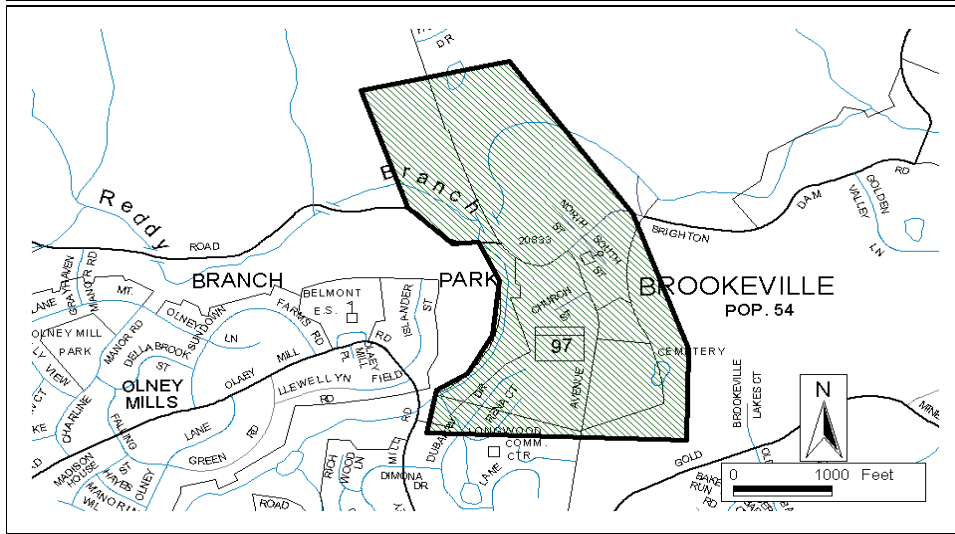
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 39,500

PROJECTED (2025) - 69,350

OPERATING COST IMPACT N/A



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.

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 or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Bordly Drive (P-23), MD 97 to Brighton Dam Road (Montgomery County)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,819	1,519	250	50	0	0	0	0	300	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,819	1,519	250	50	0	0	0	0	300	0
Federal-Aid	1,273	1,063	175	35	0	0	0	0	210	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

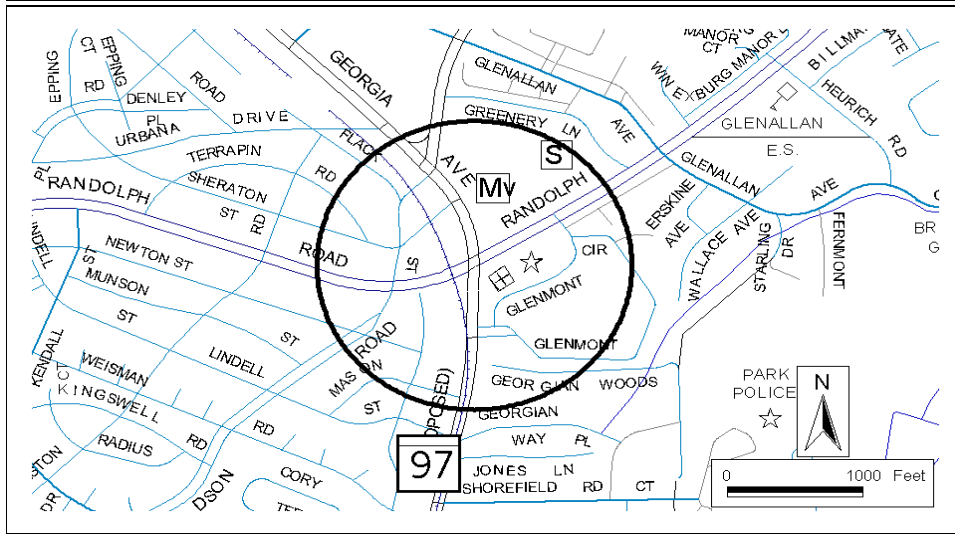
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 15,900

PROJECTED (2025) - 27,600

OPERATING COST IMPACT N/A



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Study to construct interchange improvements at Randolph Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would relieve congestion at the existing intersection.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Line 10)

East/West Link Improvements (Line 17)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	3136	0	0	0	0	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Final Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$1.8 million is due to increased public involvement and alignment shifts.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	915	815	100	0	0	0	0	0	0	100	0
Engineering	4,480	0	1,000	2,500	980	0	0	0	0	4,480	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,395	815	1,100	2,500	980	0	0	0	0	4,580	0
Federal-Aid	3,777	571	770	1,750	686	0	0	0	0	3,206	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

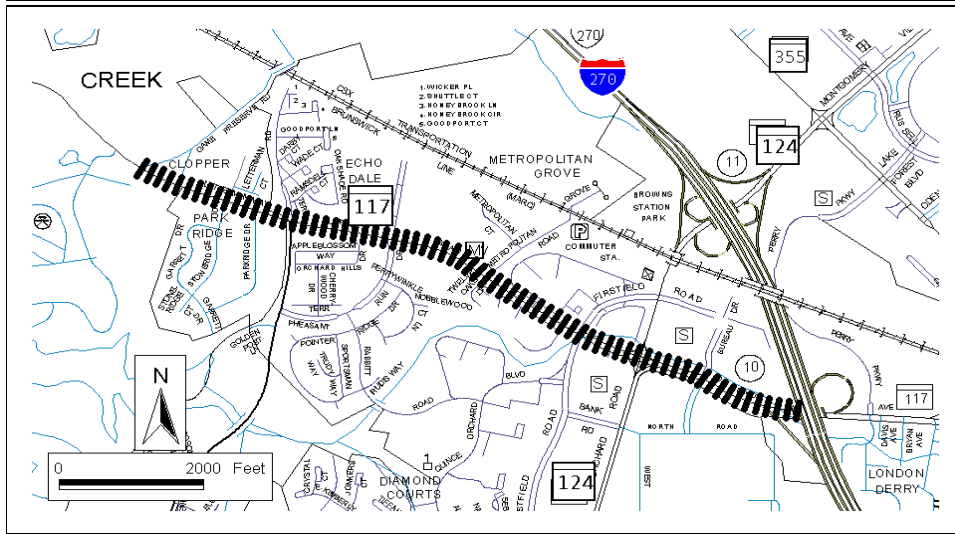
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1998) - 48,200

PROJECTED (2025) - 90,000

OPERATING COST IMPACT N/A



PROJECT: MD 117, Clopper Road

DESCRIPTION: Study intersection capacity improvements from Great Seneca Park to I-270 (1.73 miles). Sidewalks will be included where appropriate. 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 or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270, MD 117 to Muddy Branch Road (Line 3)
 East/West Intersection Improvement Program (Line 10)
 I-270/Watkins Mill Road Extended Interchange (Line 13)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Final Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$1.6 million is due to a more detailed estimate.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	929	873	56	0	0	0	0	0	56	0
Engineering	3,900	0	1,300	1,300	1,300	0	0	0	3,900	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	4,829	873	1,356	1,300	1,300	0	0	0	3,956	0
Federal-Aid	650	611	39	0	0	0	0	0	39	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

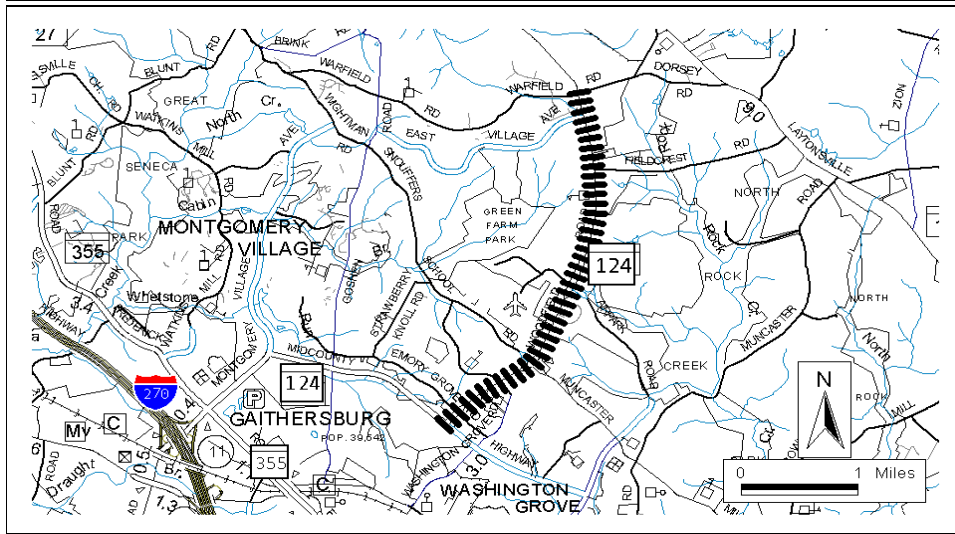
CURRENT (2001) - 48,000

PROJECTED (2025) - 84,800

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 24

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Study to reconstruct MD 124 from Midcounty Highway to Warfield Road (3.46 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:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Line 10)
East/West Link Improvement (Line 17)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Final Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$1.6 million is due to this project being done as a detailed build project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	1,841	1,713	128	0	0	0	0	0	128	0
Engineering	4,001	26	1,000	1,475	1,500	0	0	0	3,975	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	5,842	1,739	1,128	1,475	1,500	0	0	0	4,103	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

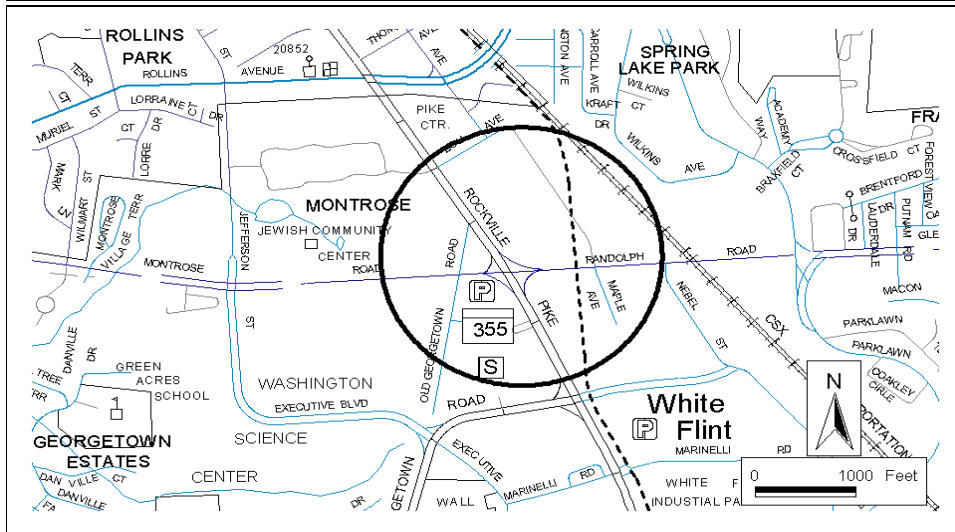
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 29,000

PROJECTED (2025) - 56,250

OPERATING COST IMPACT N/A



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Study to construct a CSX Railroad grade separated crossing and interchange improvements on Randolph Road/Montrose Road. 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 MD 355/Randolph/Montrose Roads intersection and at the CSX railroad crossing.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Line 10)
 East/West Link Improvement (Line 17)
 Montrose Parkway (Montgomery County Project)
 Nebel Street (Montgomery County Project)

STATUS: Project Planning underway. Final Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	3451	0	0	0	0	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,755	1,383	372	0	0	0	0	0	372	0
Engineering	4,930	0	700	2,000	2,000	230	0	0	4,930	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,685	1,383	1,072	2,000	2,000	230	0	0	5,302	0
Federal-Aid	3,451	0	490	1,400	1,400	161	0	0	3,451	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

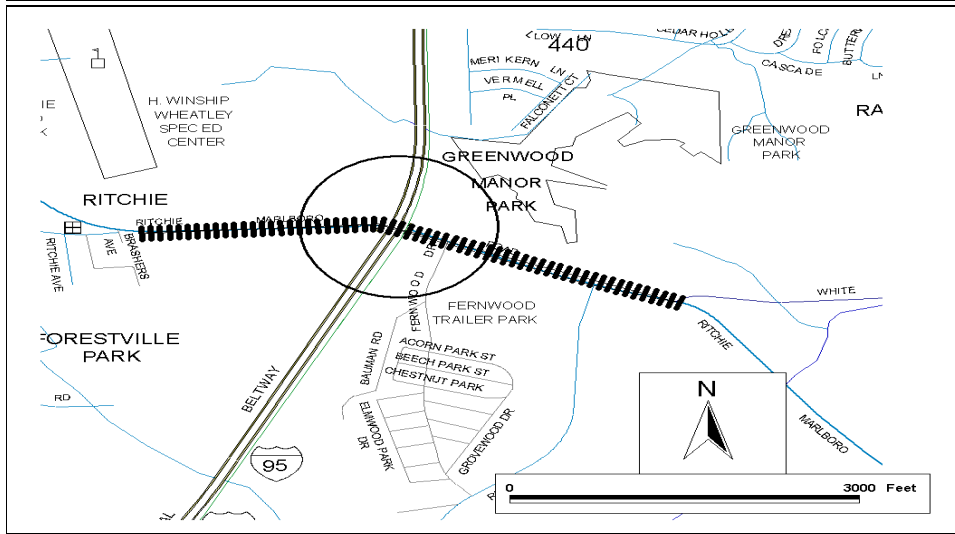
CURRENT (2001) - 77,900

PROJECTED (2025) - 98,600

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a new interchange at I-95/I-495 (Capital Beltway) and Ritchie Marlboro Road. Sidewalks will be included. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This interchange will relieve capacity problems at the I-95/I-495 interchanges with MD 214 and MD 4 and will improve access to planned economic development in the area.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway. Prince George's County participated in the cost of Final Engineering and funding construction improvements on connecting County roads. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	907	907	0	0	0	0	0	0	0	0	0
Engineering	2,132	2,121	11	0	0	0	0	0	0	11	0
Right-of-way	7,281	6,126	1,155	0	0	0	0	0	0	1,155	0
Construction	13,904	10,488	2,781	635	0	0	0	0	0	3,416	0
Total	24,224	19,642	3,947	635	0	0	0	0	0	4,582	0
Federal-Aid	14,487	10,458	3,424	605	0	0	0	0	0	4,029	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

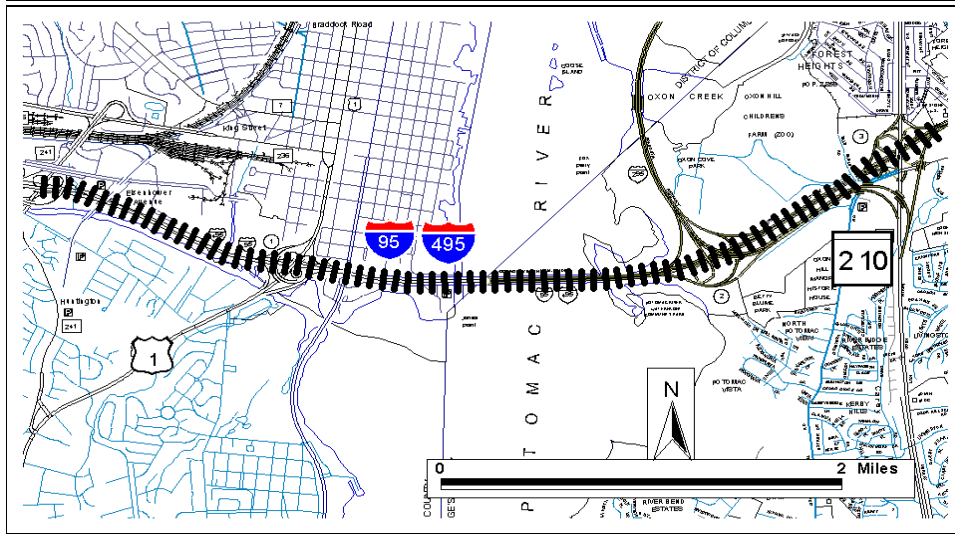
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 180,850

PROJECTED (2025) - 281,850

OPERATING COST IMPACT \$3,500 per year



PROJECT: I-95/I-495 Woodrow Wilson Bridge Improvement

DESCRIPTION: Joint project with VDOT, DCDPW and FHWA to develop a replacement facility to address congestion and operational problems associated with the existing Woodrow Wilson Bridge. The limits of the study are from Telegraph Rd. in Virginia to MD 210 in Maryland. A pedestrian/bicycle facility will be included in this project.

JUSTIFICATION: The bridge is nearing the end of its structural life and is currently operating with traffic volumes significantly higher than its design capacity.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-295/I-495, National Harbor Access (Line 3)
 I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
 MD 210, MD 228 to Capital Beltway (Line 23)

STATUS: Final Engineering, Right-of-way and Construction underway. Funding shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$145.0 million is due to updated cost estimates for the bridge superstructure. Loss of General Funds for this project will have significant impacts throughout the program.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	543500	0	23800	0	0	WWB

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	72,102	56,494	7,442	5,718	2,422	26	0	0	15,608	0
Right-of-way	5,960	1,793	2,397	470	433	433	434	0	4,167	0
Construction	1,383,287	134,497	96,182	159,966	187,027	207,721	188,390	131,868	971,154	277,636
Total	1,461,349	192,784	106,021	166,154	189,882	208,180	188,824	131,868	990,929	277,636
Federal-Aid	1,123,233	177,522	94,234	142,094	152,197	157,659	144,478	115,529	806,191	139,520

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

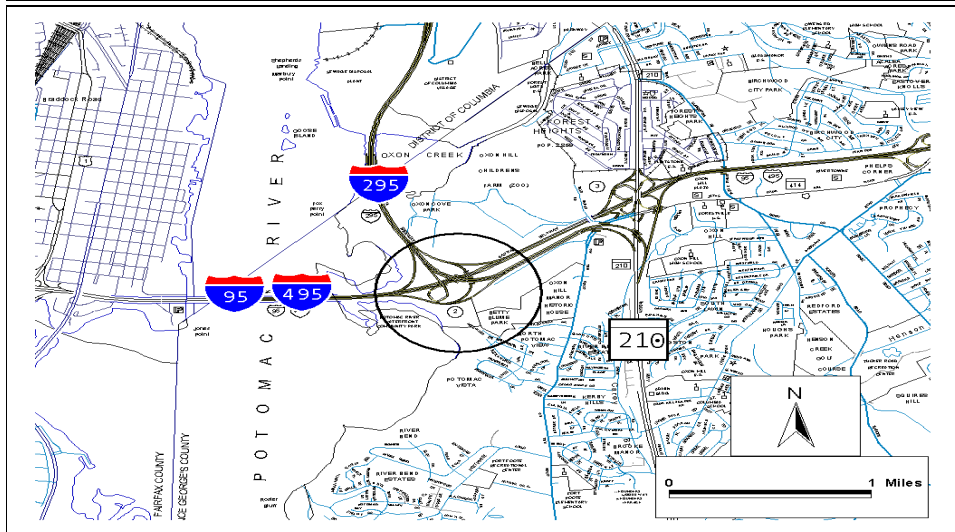
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 202,675

PROJECTED (2025) - 310,400

OPERATING COST IMPACT \$700,000 per year



PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Construct access improvements and MD 414 Extended.

JUSTIFICATION: This project supports the National Harbor project, which is a major economic development opportunity in Prince George's County.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Woodrow Wilson Bridge Improvements (Line 2)
 I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
 MD 210, MD 228 to Capital Beltway (Line 23)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$3.1 million is due to the removal of on site ramp connections at I-295/I-495. These improvements have been moved to Woodrow Wilson Bridge Project (Line 2).

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,388	0	2,538	3,500	350	0	0	0	0	6,388	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	46,212	262	3,017	18,041	13,892	11,000	0	0	0	45,950	0
Total	52,600	262	5,555	21,541	14,242	11,000	0	0	0	52,338	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

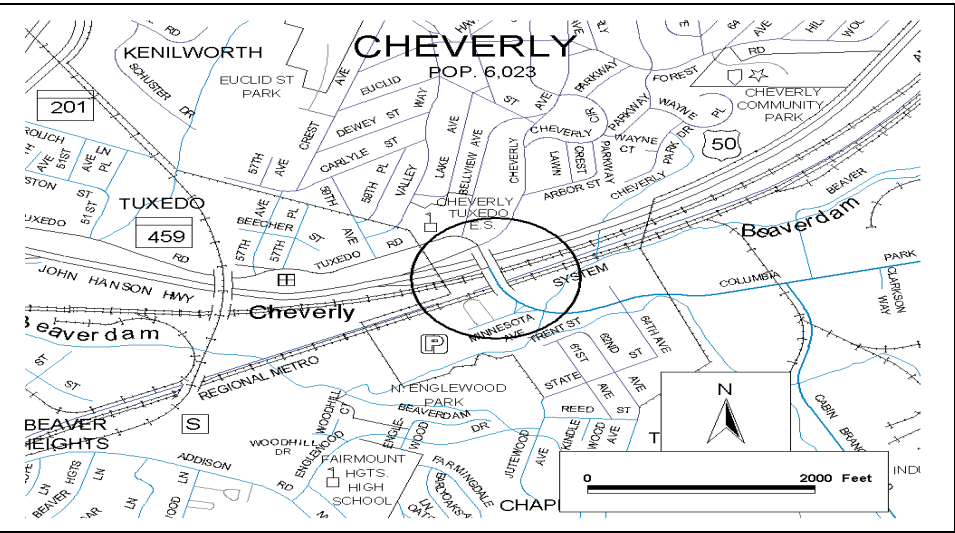
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 202,675

PROJECTED (2025) - 310,400

OPERATING COST IMPACT \$3,900 per year



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construction of a ramp from northbound Columbia Park Road to eastbound US 50. This adds a movement not available at the existing US 50/Columbia Park Road interchange. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will improve traffic operations while increasing accessibility to employment areas in the vicinity of the US 50/Columbia Park Road interchange.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☒ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
US 50, East of US 301 to east of I-95/I-495 (Line 5)

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Construction underway. This project includes county funding for replacement of a county bridge. The funding shown is SHA share only.

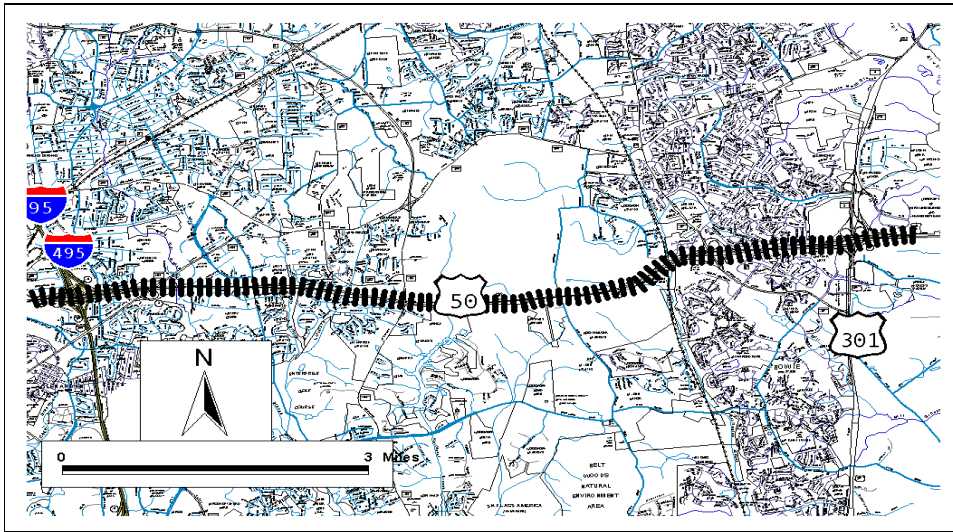
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	
Planning	577	577	0	0	0	0	0	0	0
Engineering	356	355	1	0	0	0	0	0	1
Right-of-way	664	374	83	199	8	0	0	0	290
Construction	6,121	2,223	2,754	1,144	0	0	0	0	3,898
Total	7,718	3,529	2,838	1,343	8	0	0	0	4,189
Federal-Aid	6,013	2,725	2,338	950	0	0	0	0	3,288

FUNCTION :
STATE - Principal Arterial
FEDERAL - Freeway - Expressway
STATE SYSTEM : Primary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (2001) - 79,550
PROJECTED (2025) - 116,900
OPERATING COST IMPACT \$1,200 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 5

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Provided a high occupancy vehicle lane in each direction, from east of US 301 to east of I-95/I-495. This project also included extending the acceleration lane for the ramp connecting MD 197 southbound to US 50 westbound (8.20 miles).

JUSTIFICATION: The rapid development in the Bowie area and Anne Arundel County has caused severe traffic congestion along this portion of US 50 during the morning and evening peak periods. High occupancy vehicle lanes encouraged carpooling, improved traffic mobility and enhanced safety along this segment of US 50.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 450, Whitfield Chapel Road to Seabrook Road (Line 7)
 MD 450, MD 193 to Stoneybrook Drive (Line 8)
 MD 3, US 50 to MD 32 (Line 19)
 US 301, South Corridor Transportation Study (Line 24)
 US 301, North of Mount Oak Road to US 50 (Line 25)
 MD 450, Stonybrook Drive to west of MD 3 (Line 29)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,021	1,008	13	0	0	0	0	0	0	13	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	26,127	14,493	11,634	0	0	0	0	0	11,634	0	0
Total	27,148	15,501	11,647	0	0	0	0	0	11,647	0	0
Federal-Aid	23,187	13,042	10,145	0	0	0	0	0	10,145	0	0

FUNCTION :

STATE - Urban Major Arterial

FEDERAL - Urban Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

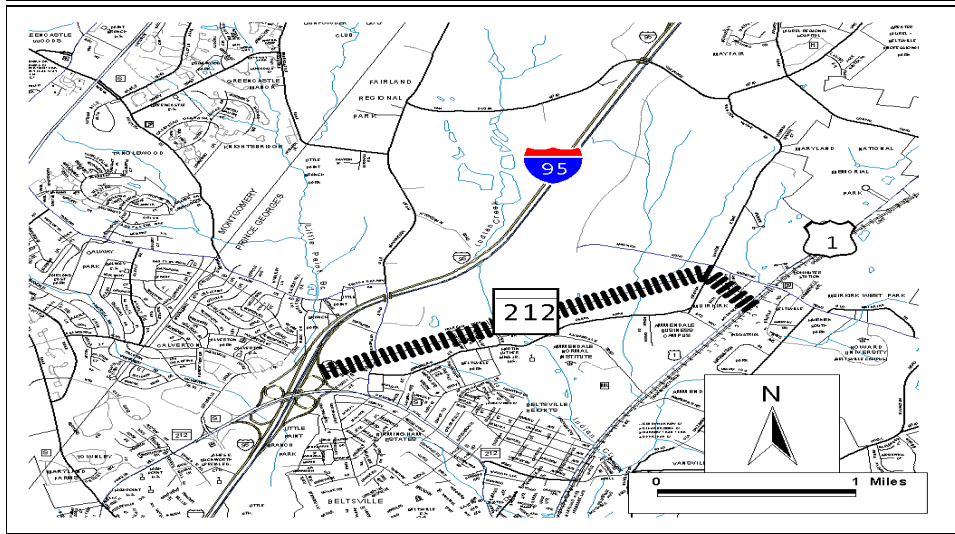
CURRENT (2001) - 98,825

PROJECTED (2025) - 142,000

OPERATING COST IMPACT \$22,500 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 6

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 212 Relocated

DESCRIPTION: Prince George's County will construct a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.00 miles). When completed this road will become MD 212. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve the projected traffic congestion generated by proposed development and enhance safety within the limits of the project.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 28)
US 1, College Avenue to Sunnyside Avenue (Line 30)

STATUS: Construction by Prince George's County underway. Funding shown is SHA's share only. This project is dependent upon a road transfer of existing MD 212 to the county.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	73	59	14	0	0	0	0	0	0	14	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	6,927	0	5,000	1,927	0	0	0	0	0	6,927	0
Total	7,000	59	5,014	1,927	0	0	0	0	0	6,941	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

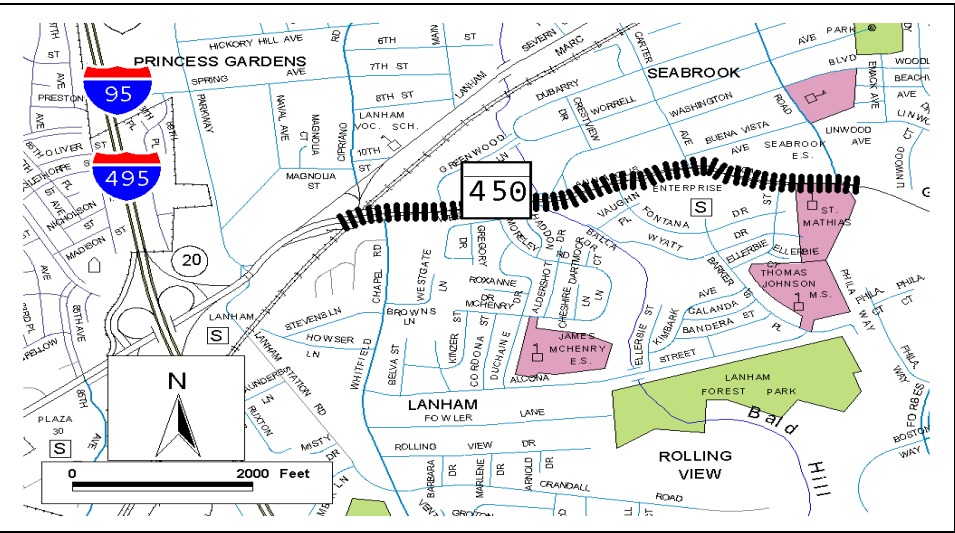
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 30,600

PROJECTED (2025) - 49,200

OPERATING COST IMPACT \$10,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from east of Whitfield Chapel Road to Seabrook Road (0.95 miles). Sidewalks will be included where appropriate. Wide outside lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate high 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 or Location Not Determined
- ☒ Project Within PFA
- ☒ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 450, MD 193 to Stoneybrook Drive (Line 8)
MD 450, Stonybrook Drive to west of MD 3 (Line 29)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	9107	0	0	0	0	STP

STATUS: Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$2.1 million due to reduced utility costs.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	1,084	994	90	0	0	0	0	0	0	90	0
Right-of-way	5,312	2,215	3,097	0	0	0	0	0	0	3,097	0
Construction	11,676	0	1,616	6,906	3,154	0	0	0	0	11,676	0
Total	19,406	4,543	4,803	6,906	3,154	0	0	0	0	14,863	0
Federal-Aid	13,211	1,724	3,640	5,387	2,460	0	0	0	0	11,487	0

FUNCTION :

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

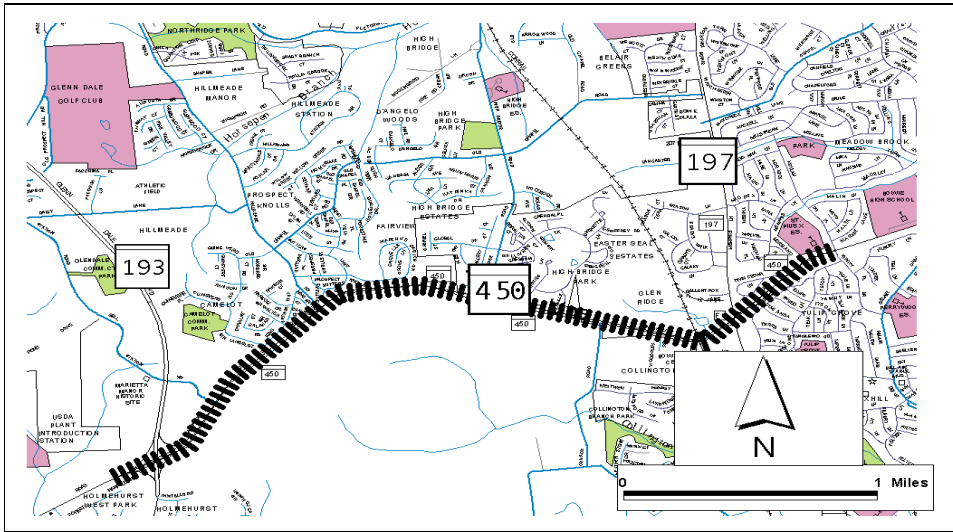
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 26,250

PROJECTED (2025) - 39,800

OPERATING COST IMPACT \$5,000 per year

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen MD 450 to a multi-lane divided highway from MD 193 to Stonybrook Drive (5.80 miles). Sidewalks/hiker/biker facility will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The improvements are needed to accommodate high volumes of traffic and to improve safety. The existing roadway has narrow shoulders and poor sight distance. The area surrounding MD 450 is a high growth area in Prince George's County.

SMART GROWTH STATUS:

- | | | | |
|-------------------------------------|--|--------------------------|---|
| <input type="checkbox"/> | Project Not Location Specific or Location Not Determined | <input type="checkbox"/> | Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> | Project Within PFA | <input type="checkbox"/> | Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> | Grandfathered | | |

ASSOCIATED IMPROVEMENTS:

US 50, East of US 301 to east of I-95/I-495 (Line 5)

MD 450, Whitfield Chapel Road to Seabrook Road (Line 7)

MD 450, MD 193 to Stonybrook Drive (Line 8)

MD 450, Stonybrook Drive to west of MD 3 (Line 29)

STATUS: Construction underway. Construction for the segment from MD 193 to Bell Station Road to be funded by developer. Cost shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$ 5.7 million is due to a favorable bid price.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	...
PE	0	0	0	0	0	...
RW	0	0	0	0	0	...
CO	0	0	0	0	0	...

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	<u>PROJECT CASH FLOW</u>								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	<u>FOR PLANNING PURPOSES ONLY</u>					
	ESTIMATED COST (\$000)									
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	12,328	3,091	4,861	4,376	0	0	0	0	9,237	0
Construction	24,373	1,448	7,727	7,180	8,018	0	0	0	22,925	0
Total	36,701	4,539	12,588	11,556	8,018	0	0	0	32,162	0
Federal-Aid	27,381	2,513	9,343	9,147	6,378	0	0	0	24,868	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

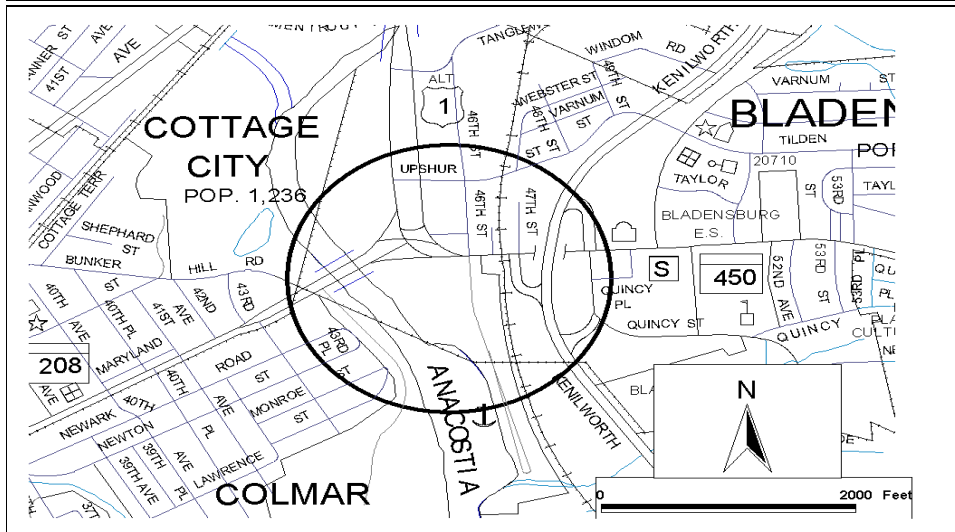
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 23,450

PROJECTED (2025) - 42,650

OPERATING COST IMPACT \$2,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross.

JUSTIFICATION: This project will improve safety and relieve major traffic backups that occur at this railroad crossing and adjacent intersections.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	42148	0	0	0	0	STP

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost decrease of \$1.2 million is due to reduced inflation factors.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	525	523	2	0	0	0	0	0	2	0	
Engineering	2,400	924	1,476	0	0	0	0	0	1,476	0	
Right-of-way	1,841	15	1,619	207	0	0	0	0	1,826	0	
Construction	47,895	0	0	14,037	17,739	16,119	0	0	47,895	0	
Total	52,661	1,462	3,097	14,244	17,739	16,119	0	0	51,199	0	
Federal-Aid	42,515	366	1	12,352	15,610	14,186	0	0	42,149	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

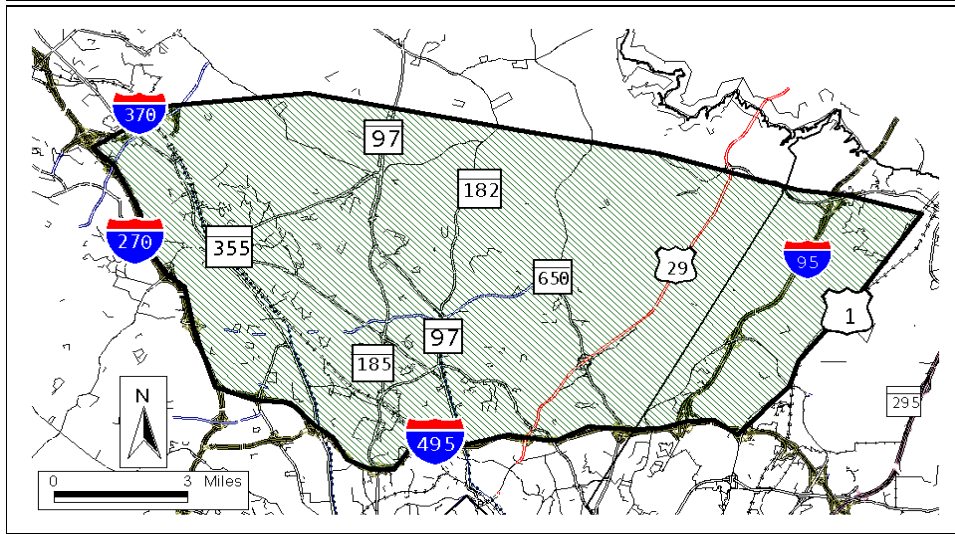
CURRENT (2001) - 53,525

PROJECTED (2025) - 85,250

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 10

SECONDARY CONSTRUCTION PROGRAM



PROJECT: East-West Intersection Improvement Program

DESCRIPTION: Improve intersections in northern Montgomery and western Prince George's counties. Bicycle and pedestrian access included where appropriate.

JUSTIFICATION: This series of minor project improvements will provide relief to traffic congestion and improve east/west travel between I-270 and US 1 in Montgomery and Prince George's counties.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Link Improvements (Line 26)
 MD 28/MD 198, MD 97 to I-95 (Line 27)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 28)
 I-270, East & West Spur Interchanges (Montgomery County - Lines 1,2)
 US 29, Interchanges (Montgomery County - Lines 5,6,7,15,16)
 MD 115, MD 28 to MD 124 (Montgomery County - Line 9)

STATUS: Final Engineering, Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	26955	0	0	0	0	CMAQ/STP

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	999	999	0	0	0	0	0	0	0	0
Engineering	12,650	10,001	2,549	100	0	0	0	0	2,649	0
Right-of-way	12,771	1,988	9,366	1,417	0	0	0	0	10,783	0
Construction	51,277	15,601	1,493	14,639	19,544	0	0	0	35,676	0
Total	77,697	28,589	13,408	16,156	19,544	0	0	0	49,108	0
Federal-Aid	51,917	15,166	8,888	12,604	15,259	0	0	0	36,751	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

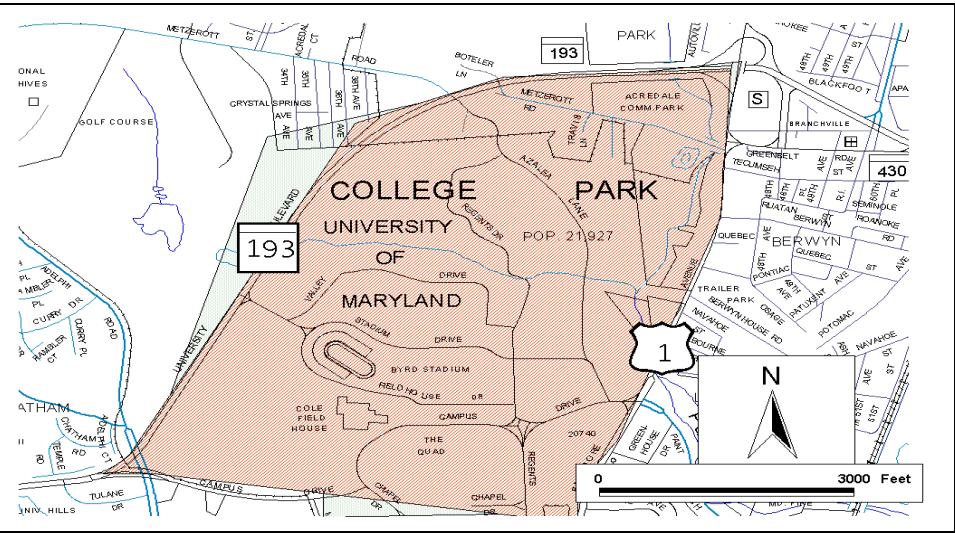
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT N/A



PROJECT: University of Maryland Arena Access Improvements

DESCRIPTION: Infrastructure improvements and other preliminary work including construction of an access road, widening and other improvements to existing roads, additional surface parking lots and sidewalks, relocation of utilities and various structures, and other related inspection testing and design funds necessary to serve the new University of Maryland Arena. Bicycles will be accommodated on MD 193 shoulders, local roadways and trails.

JUSTIFICATION: This project will improve traffic operations and enhance safety at and around the University of Maryland at College Park and serve the new arena.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 28)
US 1, College Avenue to Sunnyside Avenue (Line 30)

Federal Funding By Year of Obligation					
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	SIX YEAR TOTAL
Planning	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	14	11	3	0	0	0	0	0	3
Construction	19,571	15,423	4,148	0	0	0	0	0	4,148
Total	19,585	15,434	4,151	0	0	0	0	0	4,151
Federal-Aid	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 41,400

PROJECTED (2025) - 74,300

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 12

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 4	Pennsylvania Avenue; 1000 feet east of Walters Lane to I 95 (Capital Beltway); resurface	1,786	Completed
2	MD 4	Pennsylvania Avenue; District of Columbia Line to 1000 feet east of Walters Lane; resurface	4,658	Completed
3	MD 5	Branch Avenue; at Brandywine; resurface left turn lane	98	Completed
4	US 50	John Hanson Highway; Ramps to MD 201; resurface	136	Completed
5	MD 197	Collington Road; US 50 to MD 450; resurface	356	Completed
6	MD 214	Central Avenue; Danfield Drive to Old Central Avenue; resurface	611	Completed
7	MD 214	Central Avenue; ramps to US 301; resurface	258	Completed
8	MD 216	Seventh Street; Patuxent River Bridge to Main Street; mill and resurface	50	Completed
9	MD 414	Old Silver Hill Road; MD 458 to Bonita Street; resurface	95	Completed
10	MD 978A	Hall Road; Devonwood Road to Central Avenue; resurface	97	Completed
<u>Safety/Spot Improvement</u>				
11	MD 5	Branch Avenue; at Earnshaw Road; guardrail	10	Completed
12	US 50	John Hanson Highway; Enterprise Road to US 301; concrete patching	107	Completed
13	MD 193	Enterprise Road; at MD 953; geometric improvements	133	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
14	MD 212	Riggs Road; at Sargent Road; repair/install curb, gutter and sidewalks	34	Completed
15	MD 410	East West Highway; at Belcrest Road; repair/install curb, gutter and sidewalks	16	Completed
16	MD 650	New Hampshire Avenue; at Quebec Street; provide left turn lanes	227	Completed
<u>Neighborhood Conservation</u>				
17	US 1	Baltimore Avenue; Oak Street to MD 198 in Laurel; intersection improvements and streetscape	4,957	Completed
18	US 1	Rhode Island Avenue; at 34th Street and Perry Street in Mt. Rainier; construct roundabout	1,676	Completed
<u>Streetscapes and Minor Reconstruction</u>				
19	MD 201	Kenilworth Avenue; Edmonston Road to MD 410; streetscape	3,121	Completed
<u>Noise Barriers</u>				
20	I 95	Capital Beltway; East of Auth Road (Inner and Outer Loops); noise barriers (Auth Village and Princeton/Andrews Manor)	3,113	Completed
<u>Traffic Management</u>				
21	I 95	at MD 198; signing	316	Completed
22	I 95	Capital Beltway; at MD 4; signing	388	Completed
23	I 95	Capital Beltway; at MD 201; signing	208	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
24	I 95	Capital Beltway; at MD 337; modify signing	139	Completed
25	I 95	Capital Beltway; at Baltimore/Washington Parkway; modify signing	401	Completed
26	I 95	Capital Beltway; at MD 5; modify signing	186	Completed
27	I 95	Capital Beltway; at MD 201; lighting	450	Completed
28	MD 202	Largo Road; at entrance to St. Mary of the Assumption; install traffic signal	13	Completed
29	MD 210	Indian Head Highway; at Talbert Drive; install traffic signal	40	Completed
30	MD 214	Central Avenue; at Jennings Mill Drive; install traffic signal	88	Completed
31	MD 223	Piscataway Road; at Pine View Lane; modify traffic signal	57	Completed
32	US 301	Crain Highway; at Chew Road; install intersection control beacon	49	Completed
33	US 301	Crain Highway; at MD 725; reconstruct traffic signal	89	Completed
34	US 301	Crain Highway; at MD 381; reconstruct traffic signal	28	Completed
35	MD 410	East West Highway/Riverdale Road; MD 201 to 63rd Place; install hazard identification beacon	51	Completed
36	MD 450	Annapolis Road; at Racetrack Road; reconstruct traffic signal	72	Completed
37	MD 450	Annapolis Road; at Holy Trinity School; install traffic signal	12	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Year 2002 Completions (cont'd)</u>		
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
38		Rhode Island Avenue Rail to Trail (Phase II) - Construction of a trail from Greenbelt Road to Berwyn House Road on the abandoned DC Transit trolley right-of-way within the City of College Park.	155	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Resurface/Rehabilitate</u>		
39	I 95	Capital Beltway; Darcy Road to US 50; resurface	9,988	Under construction
40	MD 214	Central Avenue; at St. Michaels Drive; resurface (Note: Project schedule is dependent upon developer.)	16	FY 2003
41	US 301	Crain Highway; North of weigh station to MD 214; resurface	348	FY 2003
42	MD 725	Old Marlboro Pike; Bridge 16009 to Main Street; resurface	45	FY 2003
43	MD 725	Old Marlboro Pike; John Rodgers Boulevard to 1,000 feet east of Elm Street; resurface	1,144	FY 2003
		<u>Bridge Replacement/Rehabilitation</u>		
44	MD 4	Pennsylvania Avenue; Bridges 1610803 and 1610804 over Marlboro Racetrack Road; bridge rehabilitation	1,091	Under construction
45	CO 14	Cherry Hill Road; Bridges 16044, 16132 and 16175 over I 95 and the Capital Beltway; bridge widening (Note: Cost shown represents SHA share of project costs for construction.)	700	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Bridge Replacement/Rehabilitation (cont'd)</u>		
46	I 95	I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	7,744	Completed
		<u>Safety/Spot Improvement</u>		
47	MD 704	Martin Luther King Jr. Highway; at Sheriff Road; add right turn lane, modify signal and signing	285	FY 2004
48	MD 410A	Belcrest Road; at MD 500; lengthen left turn lane, modify signal and signing	128	FY 2003
49	MD 212	Riggs Road; at MD 410; provide double left turn lanes southbound and adjust signal phasing	803	Under construction
50	MD 5	Branch Avenue; at Surratts Road; provide additional thru lane northbound	1,232	FY 2003
51	MD 650	New Hampshire Avenue; at Merrimac Drive; reconstruct to provide separate left turn lanes and modify signal (Funded for preliminary engineering only)	92	PE Underway
52	MD 201	Kenilworth Avenue; Cherrywood Lane to Sunnyside Avenue; widening (Project to be done by U.S.D.A.)	0	FY 2003
53	MD 193	Greenbelt Road; at Cherrywood Lane and 60th Avenue; widen to provide double left turn lanes eastbound	535	Under construction
54	MD 202	Largo Road; at Brightseat Road; extend left turn lane	398	FY 2004
55	US 301	Crain Highway; at South Osborne Road; provide double left turn lanes, modify signal and signing	400	FY 2004
56	MD 414	St. Barnabas Road; at Wheeler Road/Winston Street; provide double left turn lanes, modify signals and signing	761	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
57	US 1	Baltimore Avenue; at Contee Road; add lane, modify signal and signing (Note: Project to be done in conjunction with developer improvements.)	313	FY 2004
58	MD 410	Veterans Parkway; at Riverdale Road; widen to provide separate westbound left turn lane, intersection lighting and modify signal (Funded for preliminary concept studies only)	30	FY 2003
<u>Neighborhood Conservation</u>				
59	US 1	Rhode Island Avenue; District of Columbia Line (Eastern Avenue) to 34th Street in Mt. Rainier; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	75	
60	US 1	Baltimore Avenue; Farragut Avenue to Hamilton Avenue in Hyattsville; urban street reconstruct	680	Completed
61	US 1	Baltimore Avenue; Contee Road to Oak Street in Laurel; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	826	
62	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; urban street reconstruct (northbound) (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	353	
63	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound)	2,230	FY 2004
64	US 1	Baltimore Avenue; Hamilton Avenue to MD 410 in Hyattsville; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	68	
65	MD 193	Greenbelt Road; US 1 to Soil Conservation Road in Greenbelt; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	88	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
66	MD 193	University Boulevard; MD 195 to Adelphi Road in Langley Park; streetscape (Funded for preliminary concept studies only) (Project also shown in Montgomery County) PROJECT ON INDEFINITE HOLD	436	
67	MD 197	Laurel Bowie Road; MD 450 to Rustic Hill Drive; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	350	
68	MD 202	Largo Road; Phase II - US 50 to MD 450 in Cheverly; streetscape	6,650	Under construction
69	MD 210	Indian Head Highway; District of Columbia Line to MD 414 in Forest Heights; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	106	
70	MD 450	Annapolis Road; St. Christopher's Church to I 95/I 495 (Capital Beltway) in New Carrollton; streetscape	2,089	Under construction
71	MD 450	Annapolis Road; Phase II - Anacostia River to MD 450 at MD 202 in Bladensburg; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	674	
72	MD 459	Tuxedo Road; MD 201 (Kenilworth Avenue) to US 50 in Cheverly; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	59	
73	MD 500	Queens Chapel Road; District of Columbia Line to MD 410 in Hyattsville; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	350	
74	MD 564	Chestnut Avenue; 11th Street to corporate limits of Bowie; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	40	
75	MD 650	New Hampshire Avenue; District of Columbia Line to MD 410 in Takoma Park; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	200	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Neighborhood Conservation (cont'd)</u>		
76	MD 704	Martin Luther King Jr. Highway; District of Columbia Line to Hill Road in Seat Pleasant; urban street reconstruction (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	100	
		<u>Noise Barriers</u>		
77	US 50	John Hanson Highway; 500 feet west of MD 197 to 800 feet west of the Conrail Bridge in the southeast quadrant of the I 95 interchange; noise barrier along westbound roadway (Princeton Square and Ardmore)	4,216	Under construction
78	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane)	6,461	FY 2004
79	I 95	Capital Beltway; Cherry Hill Road Overpass to CSX Railroad; noise barriers (Knollwood, Powder Mill Estates and Hollywood)	3,906	FY 2004
		<u>Traffic Management</u>		
80	I 95	Capital Beltway; at MD 5; lighting	709	Under construction
		<u>C.H.A.R.T. Projects</u>		
81		Traffic Response and Information Partnership Center in Forestville; establish traveler's information center for advanced management	1,500	Under construction
		<u>Environmental Preservation</u>		
82	US 1	Rhode Island Avenue; District of Columbia Line (Eastern Avenue) to 33rd Street; urban stormwater retrofit	239	FY 2003
83	US 50	John Hanson Highway; at MD 202 Interchange; landscape	283	FY 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

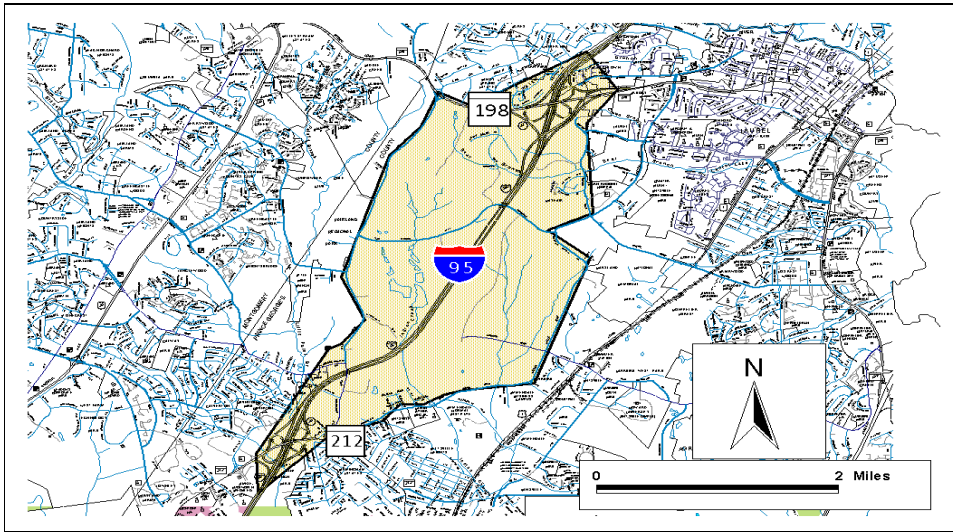
STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Commuter Action Improvements</u>		
84	MD 210	Indian Head Highway; at MD 373; construct ridesharing facility - 500 spaces (Project to be done by Prince George's County.)	2,949	Completed
		<u>Sidewalks</u>		
85	MD 208	38th Street; CSX Bridge to US 1 in Brentwood; retrofit sidewalks - 700 linear feet	63	FY 2003
		<u>Intersection Capacity Improvements</u>		
86	MD 650	New Hampshire Avenue; at Metzert Road; extend southbound left turn lane, widen northbound to provide separate right turn lane and restripe Metzert Road to provide triple left turns (Funded for preliminary engineering only)	35	PE Underway
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
87		Bowie Town Center Pedestrian Bridge - Construction of a pedestrian bridge and connecting trail system over MD 197 in the City of Bowie. Includes state funding for trail segments, traffic signal work, intersection improvements and improvements to address run off.	1,000	Underway
88		District Heights Trail - Construction of a trail to link the District Heights Elementary School, residential neighborhoods and recreational facilities within the City of District Heights.	556	Underway
		<u>Archaeological Planning & Research</u>		
89		Archeological Artifacts Cataloging/Preservation - Development of a database, cataloging and preservation of artifacts retrieved from the Oxon Hill Manor site.	48	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
90		Prince George's County Gateway Signs - Construction of twelve gateway monuments with landscaping and lighting at locations where motorists enter Prince George's County from Washington, D.C. and one at the Anne Arundel County Line on US 50.	306	FY 2003
		<u>Environmental Mitigation</u>		
91		Annapostia East Restoration - Restoration of 15 acres of land fill to tidal wetlands to improve water quality from highway runoff	2,500	FY 2004

**PROJECT:** I-95

DESCRIPTION: Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated. Bicycle and pedestrian access will be provided on Contee Road.

JUSTIFICATION: 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 proposed development east and west of I-95.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Line 10)

East/West Link Improvements (Line 26)

MD 28/MD 198, MD 97 to I-97 (Line 27)

MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 28)

STATUS: Project Planning underway and Partial Preliminary Engineering to begin during budget fiscal year. Partial funding for both phases by developer. The Preliminary Engineering cost shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	3251	0	0	0	IM
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	1,200	253	600	300	47	0	0	0	947	0
Engineering	4,646	0	0	526	1,545	1,545	1,030	0	4,646	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	5,846	253	600	826	1,592	1,545	1,030	0	5,593	0
Federal-Aid	4,091	177	420	577	1,114	1,081	722	0	3,914	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

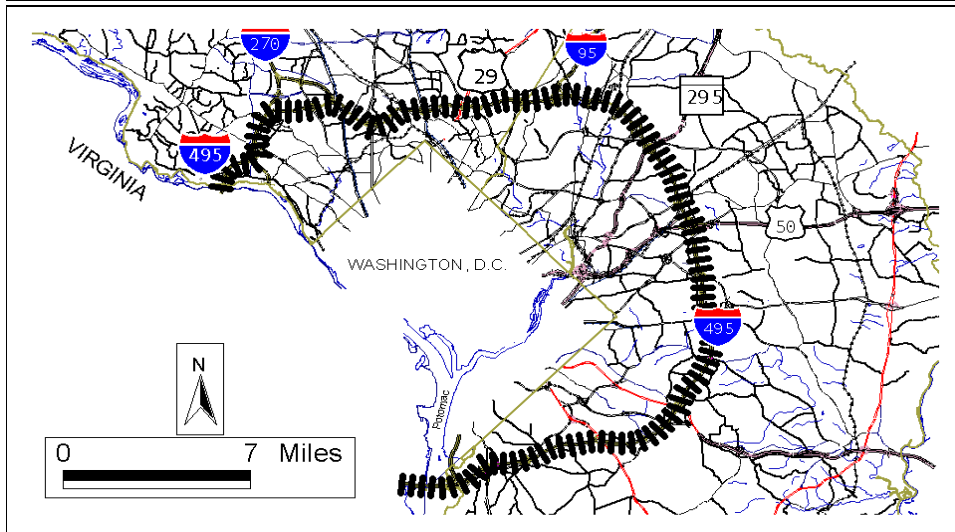
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 166,850

PROJECTED (2025) - 236,400

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 14
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: I-495/I-95, Capital Beltway

DESCRIPTION: Study to determine the feasibility of providing high occupancy vehicle lanes and other transit improvements, from the American Legion Bridge to the Woodrow Wilson Bridge (42.20 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion. High occupancy vehicle lanes or other transit improvements would encourage more carpooling and transit use.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Interchange at Ritchie Marlboro Road (Line 1)
 I-95/I-495, Woodrow Wilson Bridge (Line 2)
 I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program - Line 12)
 MD 4, MD 223 to I-95/I-495 (Line 20)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 21)
 I-95/I-495, Corridor Transportation Study (MTA Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	6,225	4,081	1,450	694	0	0	0	0	2,144	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	6,225	4,081	1,450	694	0	0	0	0	2,144	0
Federal-Aid	4,358	2,857	1,015	486	0	0	0	0	1,501	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

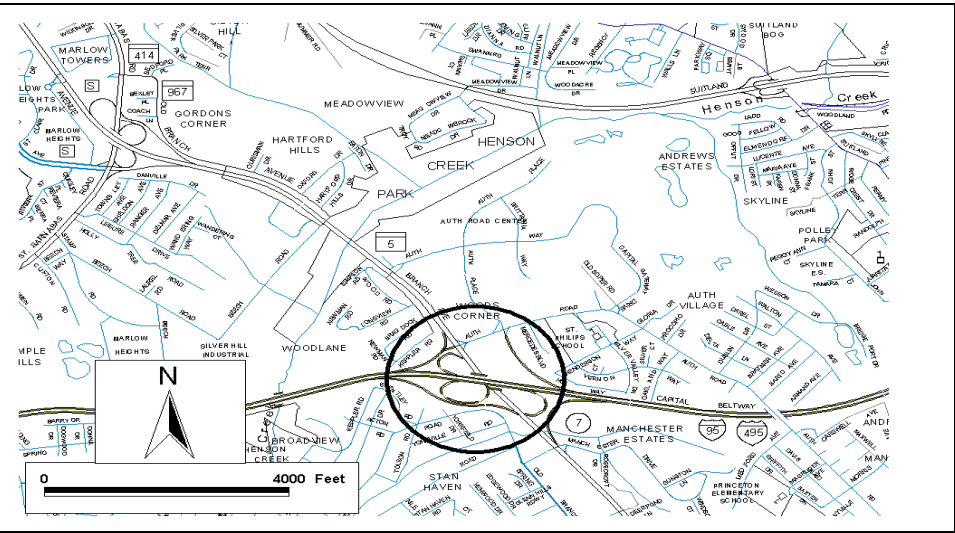
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 222,600

PROJECTED (2025) - 361,400

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. 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 study is to develop a long term solution for traffic congestion in this area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 21)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
<u>PROJECT CASH FLOW</u>										
PHASE	TOTAL	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST									
	(\$000)				.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	777	776	1	0	0	0	0	0	1	0
Engineering	4,951	344	1,998	1,747	862	0	0	0	4,607	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,728	1,120	1,999	1,747	862	0	0	0	4,608	0
Federal-Aid	3,466	241	1,399	1,223	603	0	0	0	3,225	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

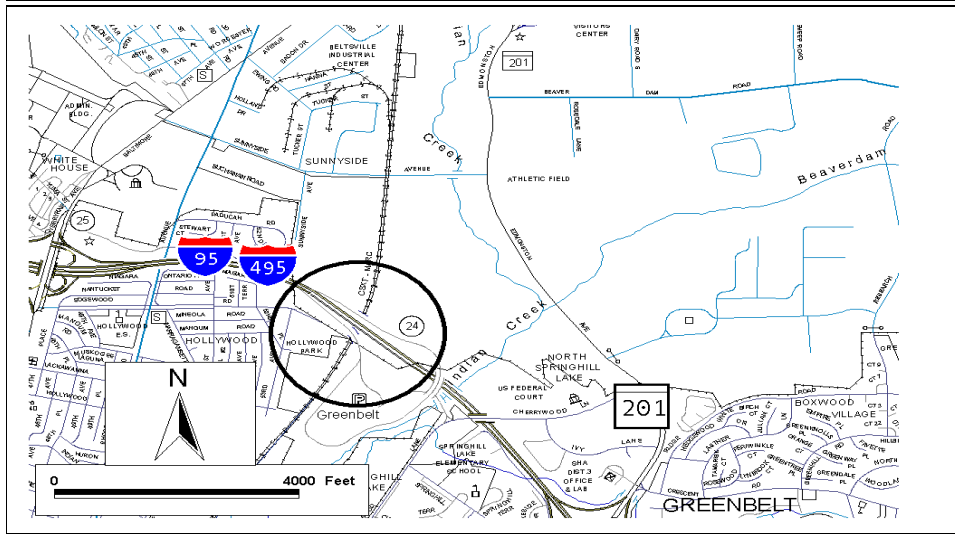
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 70,550 (MD 5)

PROJECTED (2025) - 113,900 (MD 5)

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to 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 or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Final Engineering to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added funding for Final Engineering.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	1,000	358	250	200	192	0	0	0	642	0
Engineering	7,100	0	0	500	2,000	2,300	2,300	0	7,100	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	8,100	358	250	700	2,192	2,300	2,300	0	7,742	0
Federal-Aid	700	251	175	140	134	0	0	0	449	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

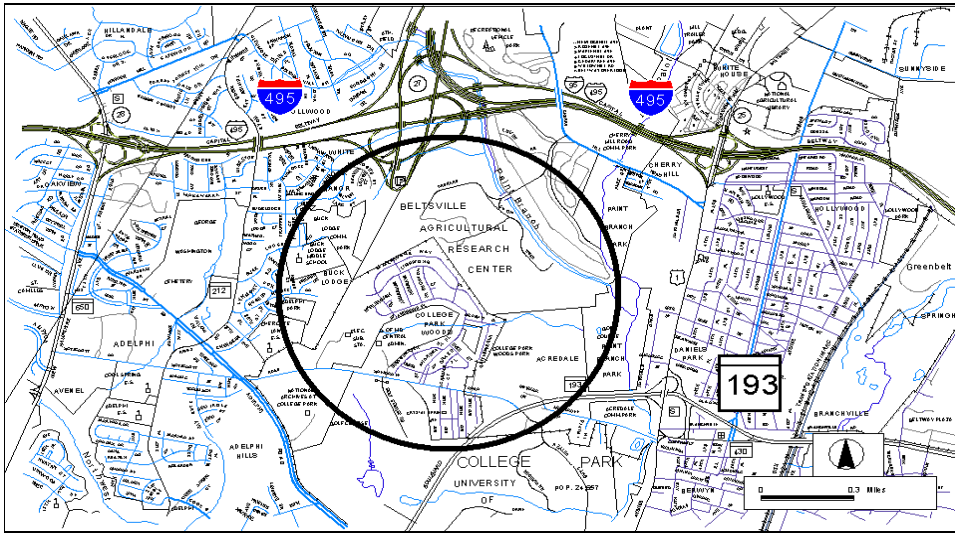
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 227,150

PROJECTED (2025) - 303,600

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, University of Maryland Connector Road

DESCRIPTION: Study to provide bus access between the I-95/I-495 park and ride facility and the University of Maryland campus in College Park.

JUSTIFICATION: This project would provide an alternative means of access to the University of Maryland, College Park campus, thus enabling commuters to avoid congestion on area roadways.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

University of MD Arena Access Improvements (Line 11)
 US 1, College Ave. to Sunnyside Ave. (Line 30)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during budget fiscal year. MDOT will be coordinating with Beltsville Agriculture Research Center, City of College Park and the University of Maryland.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)				.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,000	0	0	500	500	0	0	0	1,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,000	0	0	500	500	0	0	0	1,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

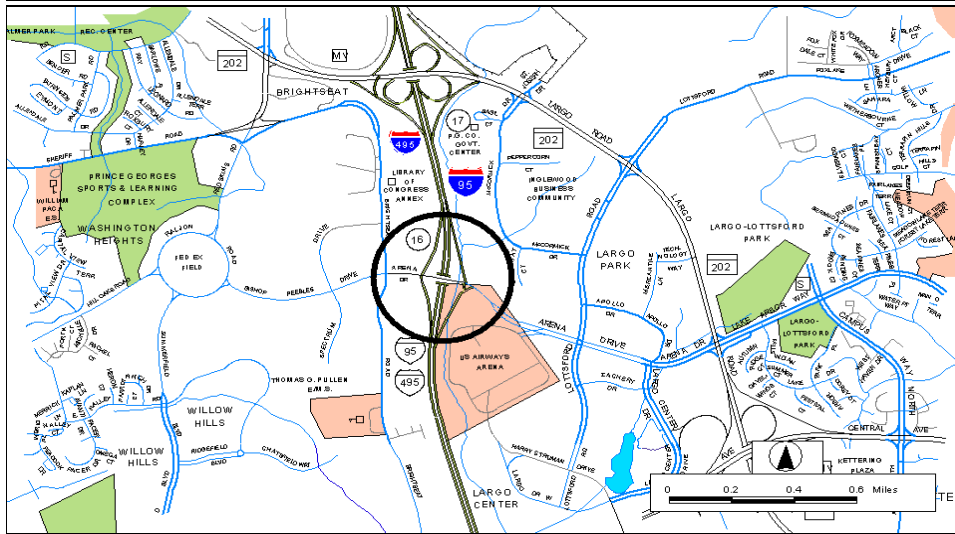
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - N/A

PROJECTED (2025) - Bus Traffic Only

OPERATING COST IMPACT N/A

**PROJECT:** I-95/I-495, Capital Beltway**DESCRIPTION:** Study to construct a fully operational interchange along I-95/I-495 at Arena Drive.**JUSTIFICATION:** This interchange would improve access to existing and proposed development in the vicinity of the former US Air Arena and FedEx Field.**SMART GROWTH STATUS:**

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Interchange at Ritchie Marlboro Road (Line 1)

I-95/I-495, Corridor Transportation Study, Amer. Legion Bridge to Woodrow Wilson Bridge (Line 14)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

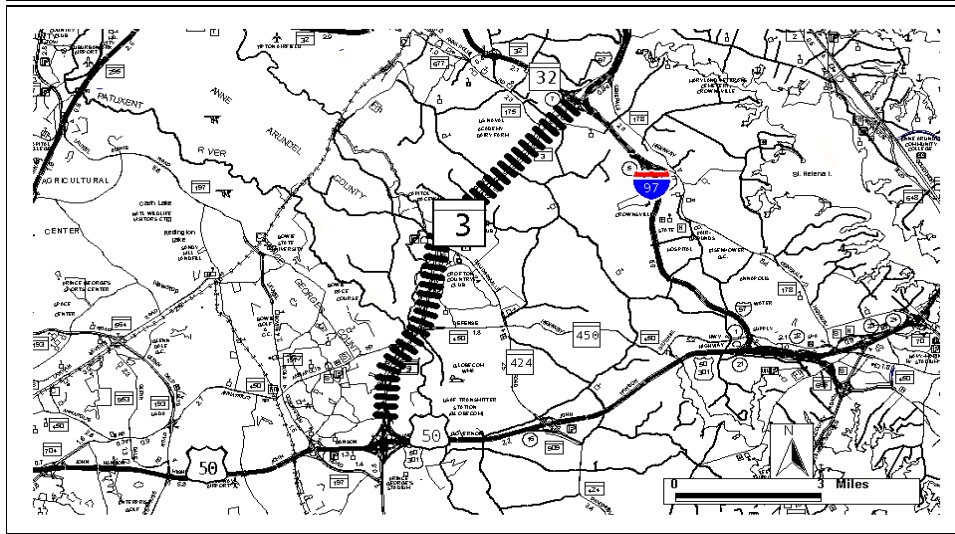
STATUS: Project Planning to begin during budget fiscal year.**SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP:** Added to the Development and Evaluation Program**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER
PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				FOR PLANNING PURPOSES ONLY					
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	2,000	0	0	750	750	500	0	0	2,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	0	750	750	500	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:**STATE** - Principal Arterial**FEDERAL** - Interstate**STATE SYSTEM:** Primary**DAILY TRAFFIC : (USAGE IMPACTS)****CURRENT (2001)** - 181,750**PROJECTED (2025)** - 287,750**OPERATING COST IMPACT** N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 19

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



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 relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 50, East of US 301 to east of I-95/I-495 (Line 5)
 US 301, South Corridor Transportation Study (Line 24)
 US 301, North of Mount Oak Road to US 50 (Line 25)
 MD 450, Stonybrook Drive to west of MD 3 (Line 29)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$1.3 million is due to a more detailed estimate.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	2,532	328	1,014	830	360	0	0	0	2,204	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	2,532	328	1,014	830	360	0	0	0	2,204	0
Federal-Aid	1,773	230	710	581	252	0	0	0	1,543	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

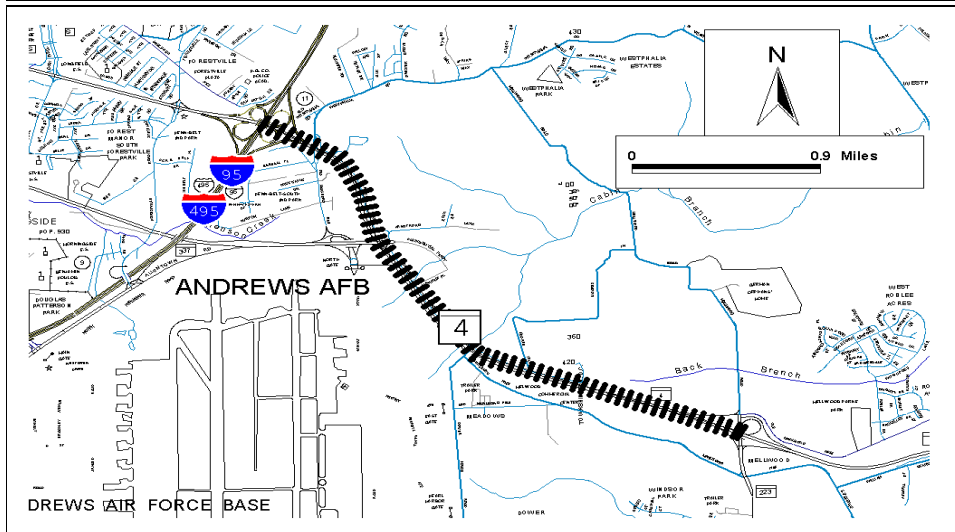
CURRENT (2001) - 57,750

PROJECTED (2025) - 129,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 20

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Study to 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.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will worsen with projected development in the immediate area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	1,613	1,613	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,613	1,613	0	0	0	0	0	0	0	0	0
Federal-Aid	1,129	1,129	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

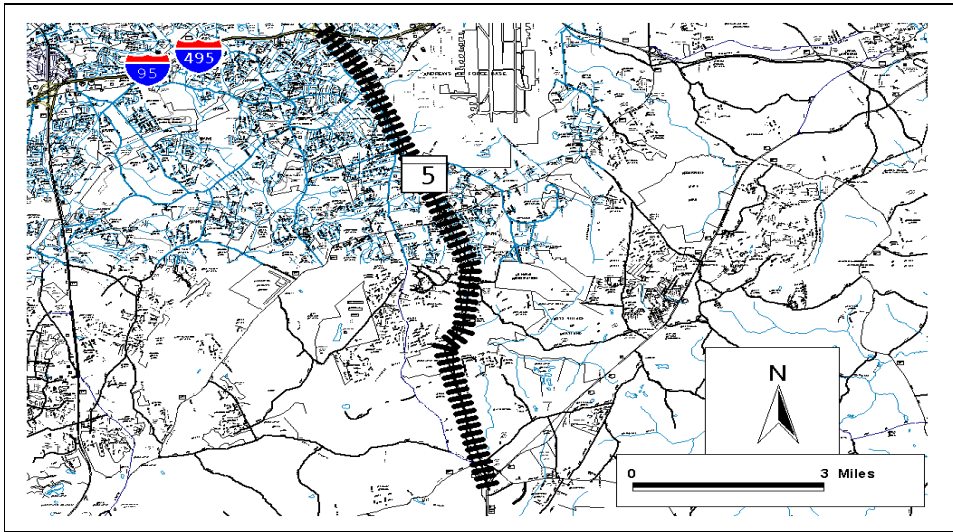
CURRENT (2001) - 69,250

PROJECTED (2025) - 106,250

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 21

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade access controls and widen existing MD 5 to a 6 lane expressway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. 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 or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Avenue Metro Station Access Study (Line 15)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 22)
 US 301, South Corridor Transportation Study (Line 24)
 Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	322	322	0	0	0	0	0	0	0	0	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0	0
Right-of-way	8,374	8,374	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,415	10,415	0	0	0	0	0	0	0	0	0
Federal-Aid	6,532	6,532	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

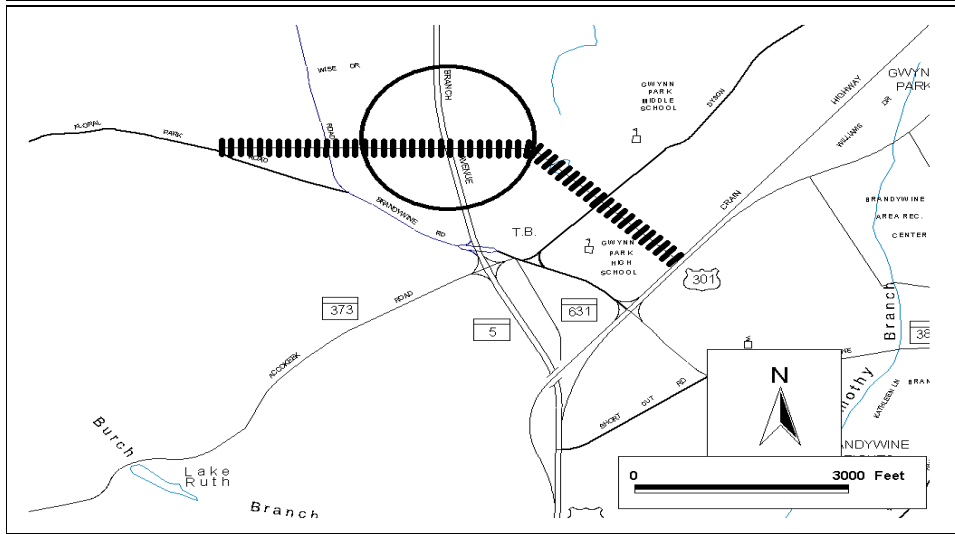
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 89,750

PROJECTED (2025) - 150,000

OPERATING COST IMPACT N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to 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 worsen as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 21)
 US 301, South Corridor Transportation Study (Line 24)
 Southern Maryland Mass Transportation Analysis (MTA)
 Intermodal Projects Implementation Program (TSO)

STATUS: Final Engineering on hold pending progress on connecting development roadways.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	562	561	1	0	0	0	0	0	0	1	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	562	561	1	0	0	0	0	0	0	1	0
Federal-Aid	394	393	1	0	0	0	0	0	0	1	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

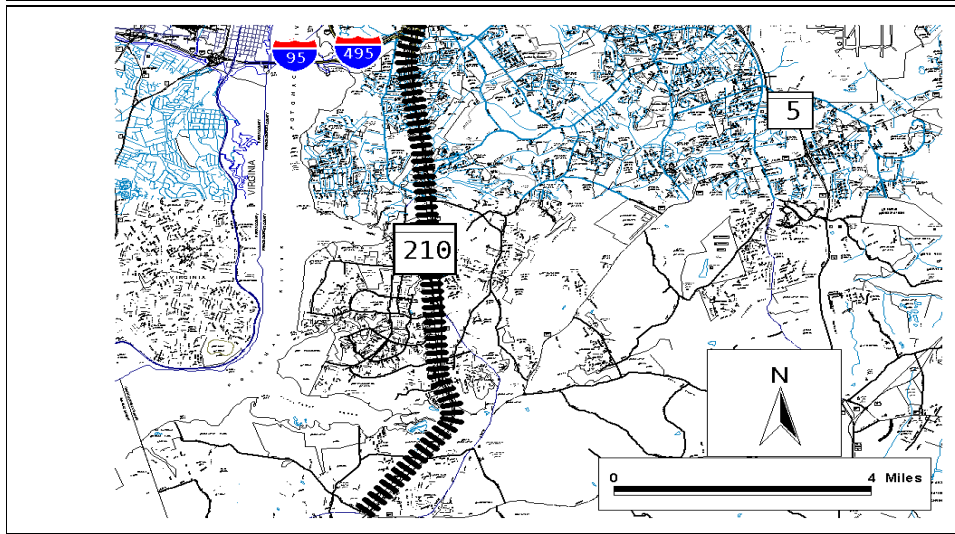
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 61,200

PROJECTED (2025) - 127,700

OPERATING COST IMPACT N/A



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. 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. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 2)
 I-295/I-495, National Harbor Access (Line 3)
 I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$ 0.7 million is due to additional funds needed to complete the Final Environmental Impact Statement.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	2,800	2,112	488	200	0	0	0	0	0	688	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,800	2,112	488	200	0	0	0	0	0	688	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

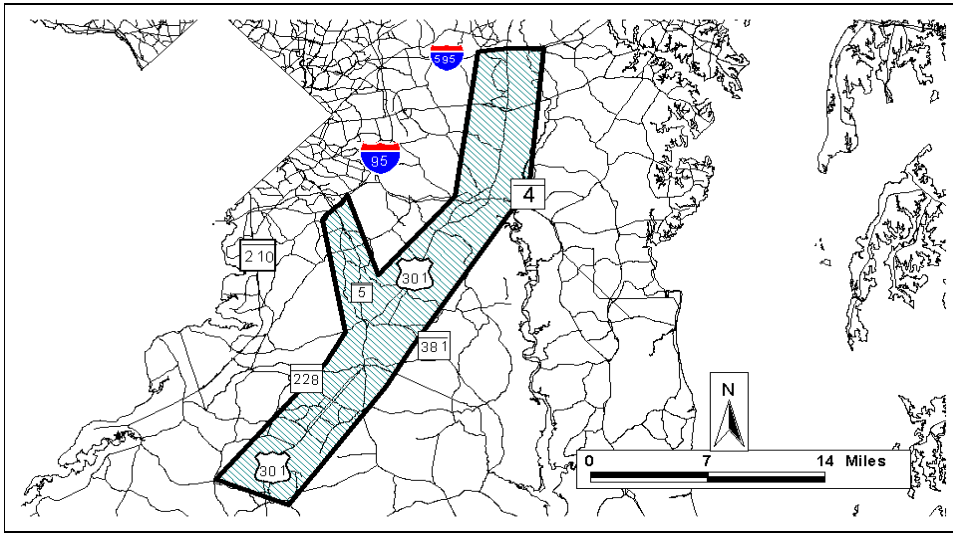
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 71,400

PROJECTED (2025) - 114,850

OPERATING COST IMPACT N/A



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from south of LaPlata to US 301/US 50 interchange in Bowie and to Branch Avenue Metro Station. Includes preparing appropriate environmental approvals for recommended alternates. Study being coordinated with other studies to identify short/long range transit alternatives. Bicycle and pedestrian access will be included in the study.

JUSTIFICATION: This study will address transportation needs and alternatives and related environmental and growth management issues.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Southern Maryland Mass Transportation Analysis (MTA)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Right-of-way to be reinitiated in budget year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$3.9 million is due to the addition of protective Right-of-way funds.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☒ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	10,164	9,271	688	205	0	0	0	0	893	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	33,783	18,040	5	3,936	3,936	3,936	1,965	1,965	15,743	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	43,947	27,311	693	4,141	3,936	3,936	1,965	1,965	16,636	0
Federal-Aid	7,116	6,490	482	144	0	0	0	0	626	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

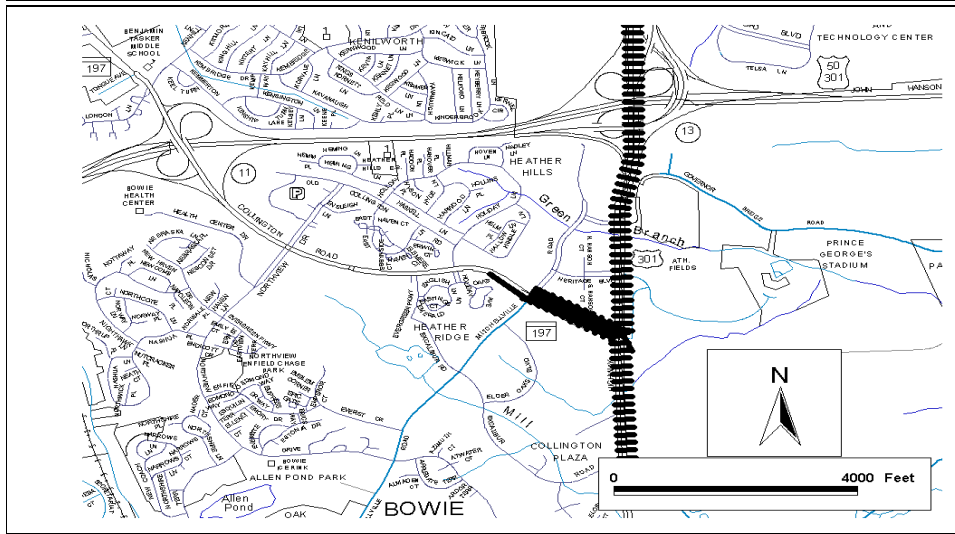
CURRENT (2001) - 83,000

PROJECTED (2025) - 145,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 25

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.00 miles), and MD 197 from US 301 to Mitchellville Road (0.30 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:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

US 50, east of US 301 to east of I-95/I-495 (Line 5)
MD 3, US 50 to MD 32 (Line 19)
US 301, South Corridor Transportation Study (Line 24)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	1,617	864	424	329	0	0	0	0	753	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	1,617	864	424	329	0	0	0	0	753	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

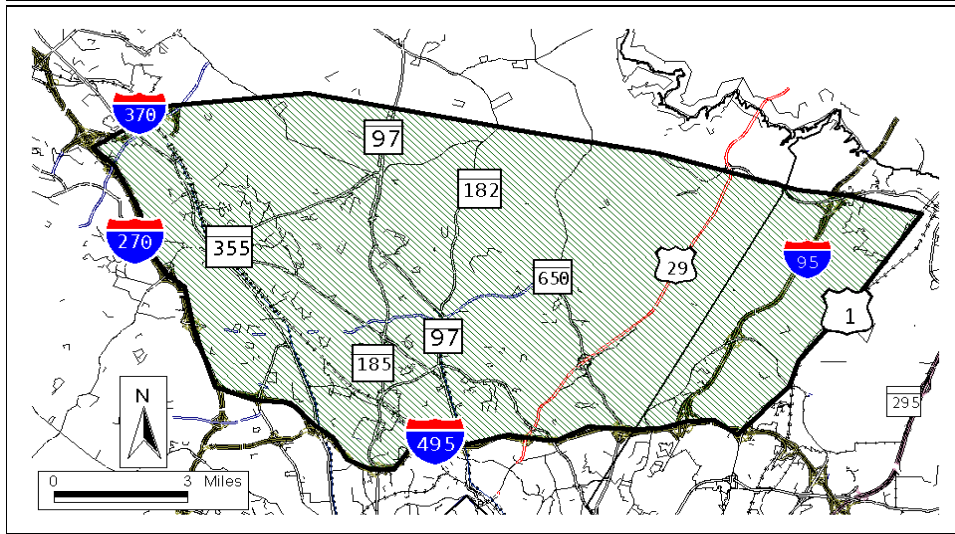
CURRENT (2001) - 66,300

PROJECTED (2025) - 107,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 26

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: East-West Link Improvements

DESCRIPTION: Study to construct new east-west link improvements in Montgomery and Prince George's counties between I-370 and US 1. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: East-west link improvements are needed to provide improved connectors to I-270 and I-95 and to support land use plans of both counties.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East-West Intersection Improvement Program (Line 10)
 I-95/Contee Road Interchange (Line 13)
 MD 28/MD 198, MD97 to I-95 (Line 27)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 28)
 US 29 Interchanges (Montgomery County - Lines 5,6,7,15,16)

STATUS: Project Planning to begin for East-West Link during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	2,000	0	400	800	800	0	0	0	0	2,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	400	800	800	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

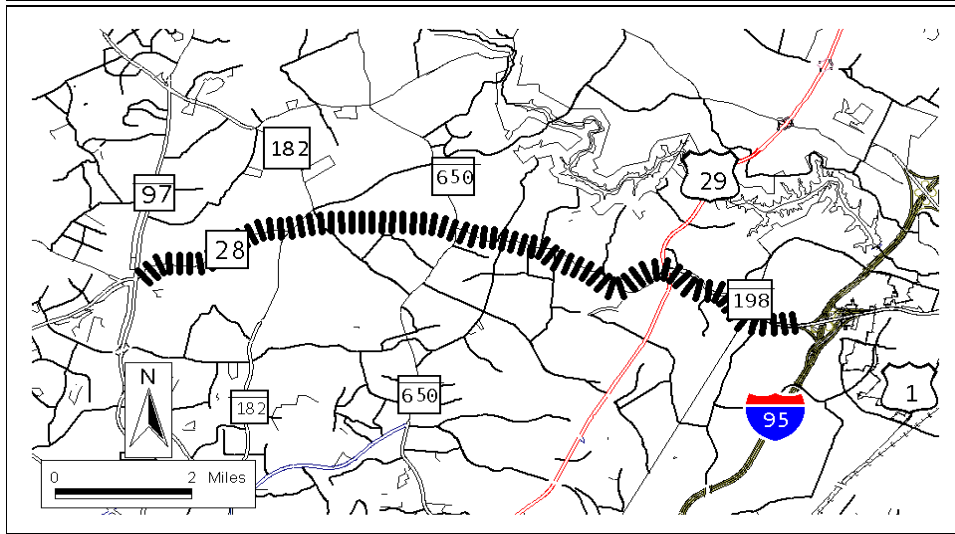
CURRENT (2001) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 27

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to consider capacity improvements in the MD 28 and MD 198 corridor in Montgomery and Prince George's counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes will be included to accommodate bicycles.

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 or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☒ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East-West Intersection Improvement Program (Line 10)
 I-95/Contee Road Interchange (Line 13)
 East/West Link Improvements (Line 26)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 28)
 US 29 Interchanges (Montgomery County - Lines 5,6,7,15,16)
 MD 97/MD 28 Interchange (Montgomery County - Line 20)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	2,000	923	510	358	209	0	0	0	0	1,077	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,000	923	510	358	209	0	0	0	0	1,077	0
Federal-Aid	1,400	646	357	251	146	0	0	0	0	754	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

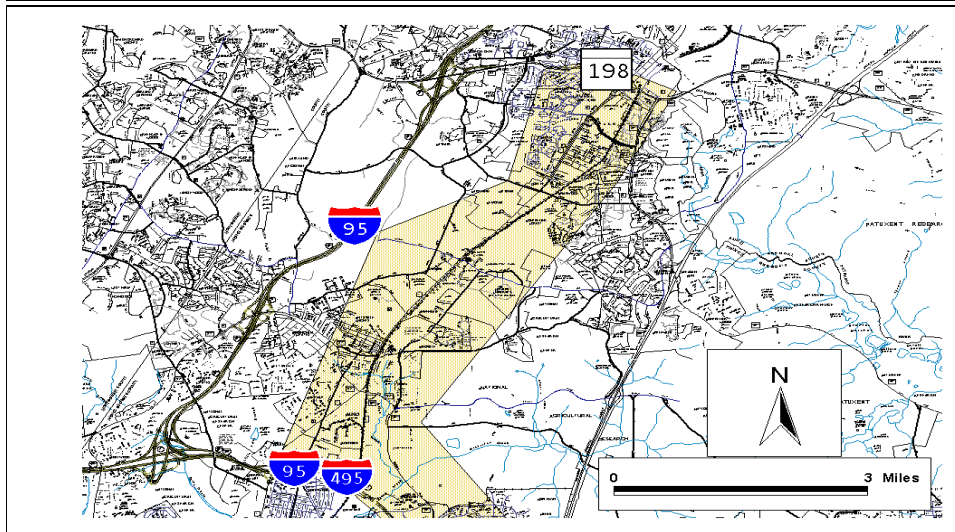
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 13,900 - 41,500 (MD 28)
17,300 - 64,500 (MD 198)

PROJECTED (2025) - 27,400 - 62,400 (MD 28)
22,000 - 73,800 (MD 198)

OPERATING COST IMPACT N/A



PROJECT: MD 201 Extended (Kenilworth Avenue)/US 1

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project. Includes study to construct an interchange at MD 212 (Powder Mill Road).

JUSTIFICATION: US 1 and Edmonston Road 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.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 212 Relocated, US 1 to I-95 (Line 6)
 East/West Intersection Improvement Program (Line 10)
 East/West Link Improvements (Line 26)
 MD 28/MD 198, MD 97 to I-95 (Line 27)
 US 1, College Avenue to Sunnyside Avenue (Line 30)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$ 1.4 million is due to increased public involvement and review of additional alternatives.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	4,233	3,083	700	350	100	0	0	0	0	1,150	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	4,233	3,083	700	350	100	0	0	0	0	1,150	0
Federal-Aid	2,963	2,158	490	245	70	0	0	0	0	805	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

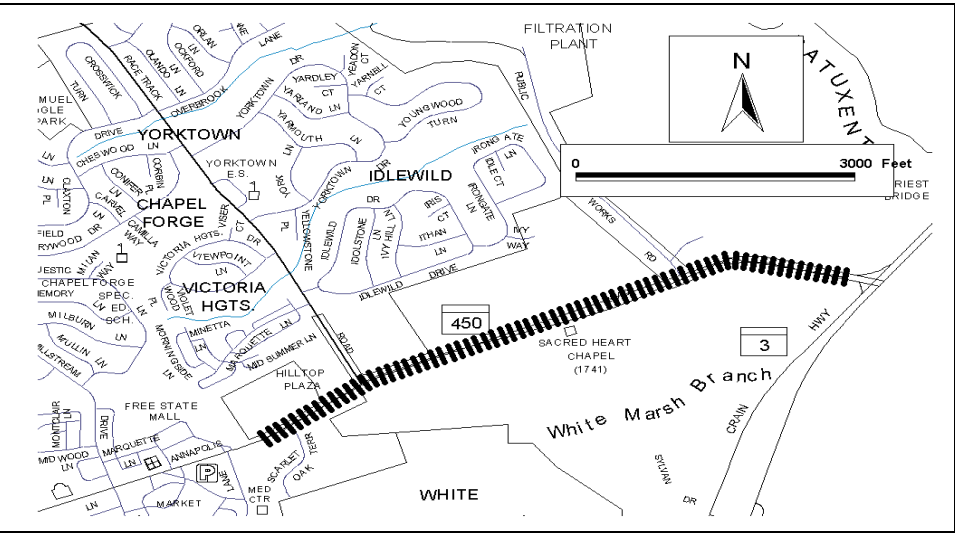
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 34,275

PROJECTED (2025) - 52,100

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Study to 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 high volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- MD 450, East of Whitfield Chapel Road to Seabrook Road (Line 7)
- MD 450, MD 193 to Stonybrook Drive (Line 8)
- MD 3, US 50 to MD 32 (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW							
PHASE	TOTAL	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				SIX	BALANCE
	COST	THRU	YEAR	YEAR	YEAR	2005	2006	2007	2008	YEAR	TO
	(\$000)	2002	2003	2004	2004	.....	.....	.....	.....	TOTAL	COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	5	5	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	1,339	1,339	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

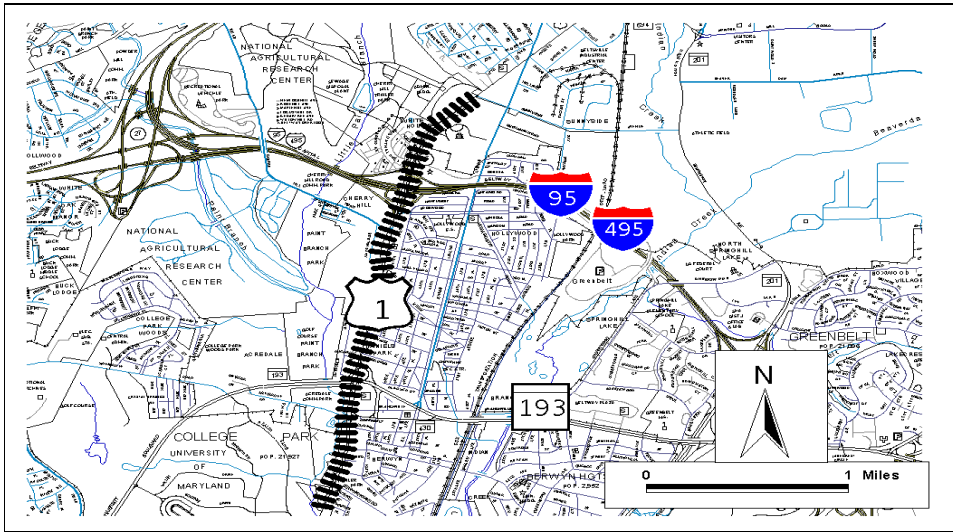
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 23,350

PROJECTED (2025) - 52,000

OPERATING COST IMPACT N/A



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes 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 revitalization within College Park.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 212 Relocated, US 1 to I-95 (Line 6)
 University of Maryland Arena Access Improvements (Line 11)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 28)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	1,053	905	148	0	0	0	0	0	0	148	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	1,053	905	148	0	0	0	0	0	0	148	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

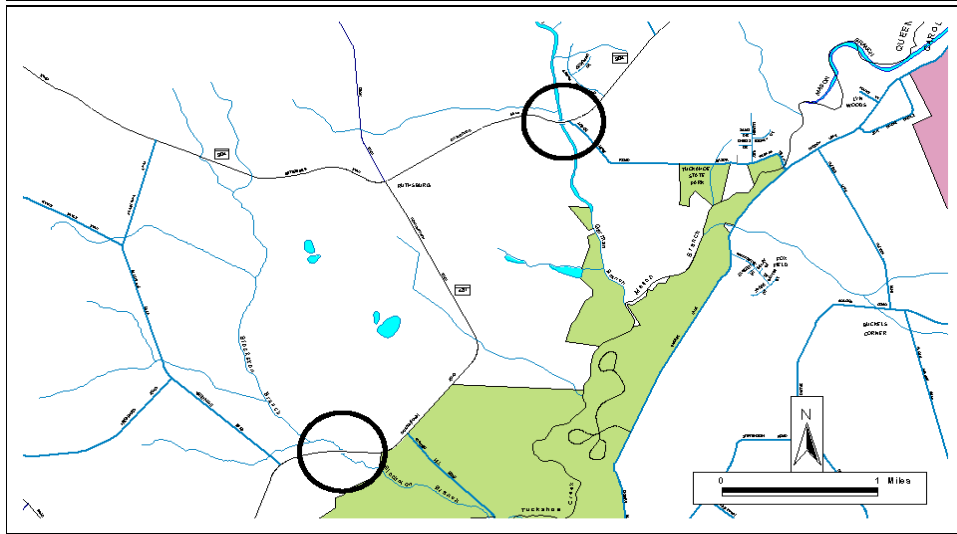
CURRENT (2001) - 54,550

PROJECTED (2025) - 90,800

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Queen Anne's County -- Line 1

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 304, Ruthsburg Road & MD 481, Damsontown Road

DESCRIPTION: Replaced MD 304 Bridge 17042 over German Branch and MD 481 Bridge 17036 over Blockston Branch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project alleviated deteriorated bridge conditions and provided increased structural and traffic safety.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)				.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	259	259	0	0	0	0	0	0	0	0	
Right-of-way	19	19	0	0	0	0	0	0	0	0	
Construction	1,270	204	1,066	0	0	0	0	0	1,066	0	
Total	1,548	482	1,066	0	0	0	0	0	1,066	0	
Federal-Aid	1,016	163	853	0	0	0	0	0	853	0	

FUNCTION :

STATE - Major/Minor Arterial

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 3,175 (MD 304) 675 (MD 481)

PROJECTED (2025) - 5,200 (MD 304) 1,100 (MD 481)

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Year 2002 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 50	Blue Star Memorial Highway; Kent Narrows to Queenstown; resurface westbound roadway	2,204	Completed
		<u>Bicycle Retrofit</u>		
2	MD 18	Main Street/4-H Park Road; Love Point Road to MD 213; retrofit bicycle/pedestrian route	613	Completed
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
3		Cross Island Trail Extension - Construction of extensions of the Cross Island Trail, 8,000 feet from State Street to Terrapin Nature Park, and 6,500 feet from Castle Marina Road to the Kent Narrows.	684	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Resurface/Rehabilitate</u>		
4	US 301	Blue Star Memorial Highway; Bloomingdale Road to north of MD 305; resurface northbound roadway	1,765	Under construction
5	US 301	Blue Star Memorial Highway; Bloomingdale Road to Queenstown; resurface southbound roadway (includes modified crossover at MD 456)	2,730	Under construction
6	MD 309	Starr Road; MD 481 to MD 213; resurface	1,175	Completed
		<u>Safety/Spot Improvement</u>		
7	US 301	Blue Star Memorial Highway; at MD 544; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns (Funded for preliminary engineering only)	50	PE Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

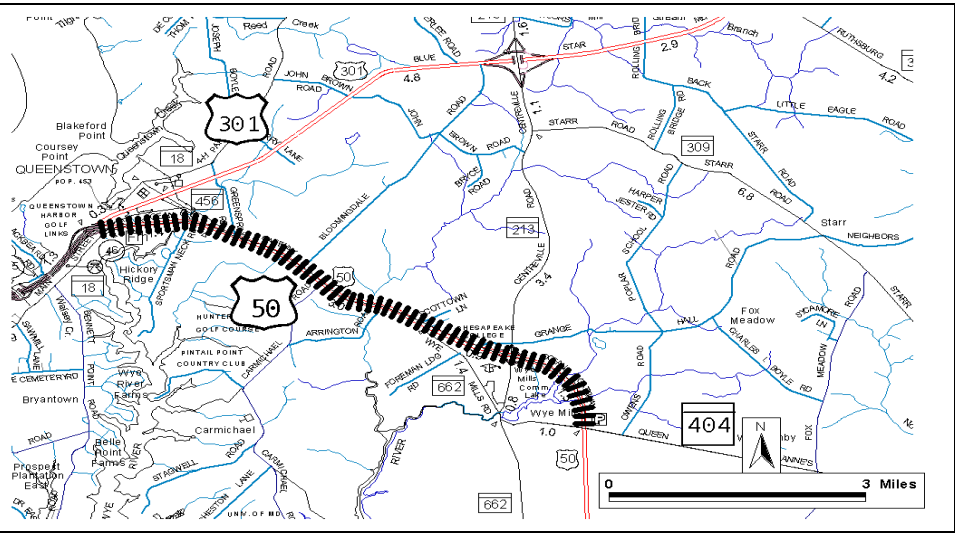
STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
8	US 301	Blue Star Memorial Highway; at MD 300; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns (Funded for preliminary engineering only)	50	PE Underway
9	US 301	Blue Star Memorial Highway; at MD 304; construct exit ramp from northbound US 301 to eastbound MD 304	333	Completed
10	MD 404	Queen Anne's Highway; at MD 309; widen to provide right turn lanes	567	FY 2003
<u>Neighborhood Conservation</u>				
11	MD 18B	Main Street; Chester River Beach Road to Grasonville Elementary School; urban street reconstruct	3,675	Completed
12	MD 19/19A	Main Street/Walnut Street; (MD 19 - Main Street) MD 213 to MD 19A, (MD 19A - Main Street) MD 19 to MD 213 and (MD 19 - Walnut Street) MD 19 to eastern limits of Church Hill; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	510	
13	MD 213	Liberty Street and Commerce Street through Centreville; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	52	
14	MD 404 ALT	Main Street; Talbot County Line to eastern limits of Hillsboro; also includes MD 303 (Main Street/Talbot Avenue) from MD 404 Alternate to MD 309 in Queen Anne; urban street reconstruct (Funded for preliminary engineering only) (Note: Project also shown in Caroline and Talbot Counties.) PROJECT ON INDEFINITE HOLD	486	
<u>Sidewalks</u>				
15	MD 18C	At Skip Jack Cove; retrofit sidewalks	311	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S 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, 2002
16		<p><u>Fiscal Years 2003 and 2004 (cont'd)</u></p> <p><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p> <p>MD 8 Corridor Hiker/Biker Trail - Construction of a six-mile, 10-foot wide, hiking-bicycling trail from the Matapeake Park Complex to Romancoke Pier.</p>	477	FY 2004



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to widen existing US 50 from US 301 at Queenstown to MD 404 to 6 lanes, acquire controls of access and replace at-grade intersections with interchanges. Shoulders will accommodate bicycles.

JUSTIFICATION: This improvement is needed to provide increased capacity to relieve traffic congestion and for improved safety.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☒ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 404, US 50 to Denton Bypass (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Final Engineering and Partial Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	7,218	3,757	2,485	900	76	0	0	0	3,461	0
Right-of-way	11,502	6,059	205	2,223	3,015	0	0	0	5,443	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,277	11,373	2,690	3,123	3,091	0	0	0	8,904	0
Federal-Aid	10,211	4,388	1,869	1,549	2,405	0	0	0	5,823	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

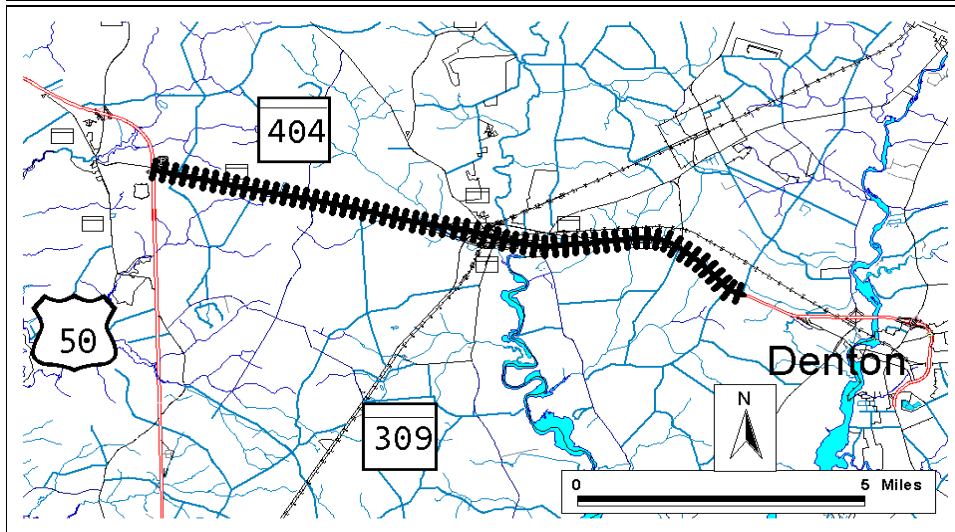
CURRENT (2001) - 39,350

PROJECTED (2025) - 62,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Queen Anne's County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 404, Shore Highway

DESCRIPTION: Study to upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to the Denton Bypass (11.83 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: This project is proposed to eliminate traffic congestion caused by high seasonal peaks associated with summer resort traffic and improve safety and service.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 404, Double Hills Road to east of MD 16 (Caroline County - Line 4)
 MD 404, South of Legion Road to south of Double Hills Road (Caroline County Line 1)
 US 50, US 301 to MD 404 (Line 3)

STATUS: Project reevaluation complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	400	352	48	0	0	0	0	0	48	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	400	352	48	0	0	0	0	0	48	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 15,700
21,700 (Summer)

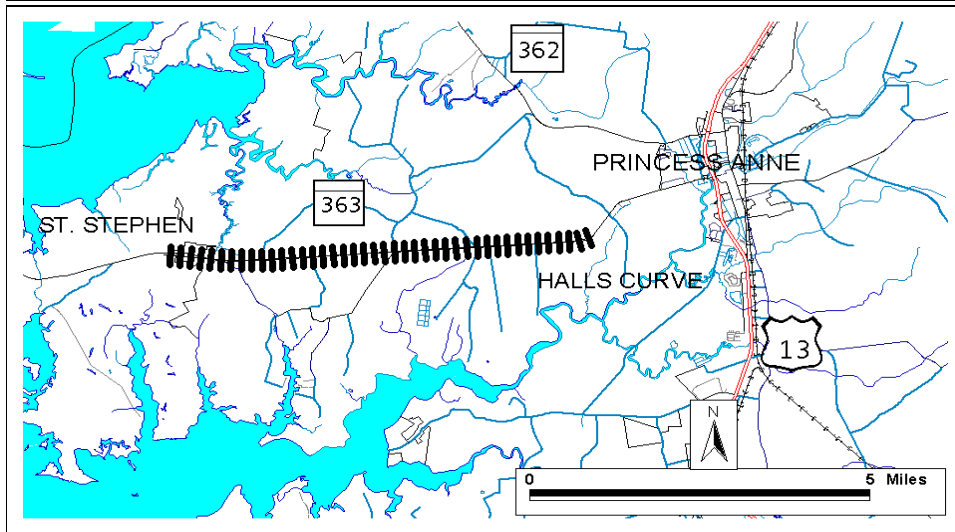
PROJECTED (2025) - 22,400
27,700 (Summer)

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13	Ocean Highway; South of MD 675 to the Wicomico County Line; resurface	822	Completed
2	MD 675	Somerset Avenue; South of Structure 19002 to Linden Avenue; resurface	198	Completed
<u>Traffic Management</u>				
3		Various locations in Somerset County; signing	19	Completed
4		Various locations in Somerset County; install rpm's	10	Completed
5	US 13	Ocean Highway; at Washington High School and Stewart Neck Road; turning lanes	46	Completed
<u>Fiscal Years 2003 and 2004</u>				
<u>Resurface/Rehabilitate</u>				
6	US 13	Ocean Highway; MD 675 South to MD 675 North; resurface	450	Completed
7	US 13	Ocean Highway; MD 675 south to Sam Barnes Road; resurface southbound roadway	400	Completed
8	MD 640	Revells Neck Road; Entrance to the Eastern Correctional Institution to US 13; resurface	53	Completed
9	MD 667	Hudson Corner Road; Burnettsville Road to Old Westover Marion Road; resurface	105	Completed
<u>Safety/Spot Improvement</u>				
10	MD 413	Crisfield Highway; Cullen Parkway to US 13; install shoulder rumble strips	60	FY 2003



PROJECT: MD 363, Deal Island Road

DESCRIPTION: Study to upgrade existing MD 363 as a 2 lane highway from Halls Curve to St. Stephen (6.50 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: This section of MD 363 has narrow shoulders with utility poles and drainage ditches located close to the roadway. This project would improve safety by widening shoulders.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				
					.....2005.....	.....2006.....	.....2007.....	.....2008.....	
Planning	273	273	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	273	273	0	0	0	0	0	0	0
Federal-Aid	191	191	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

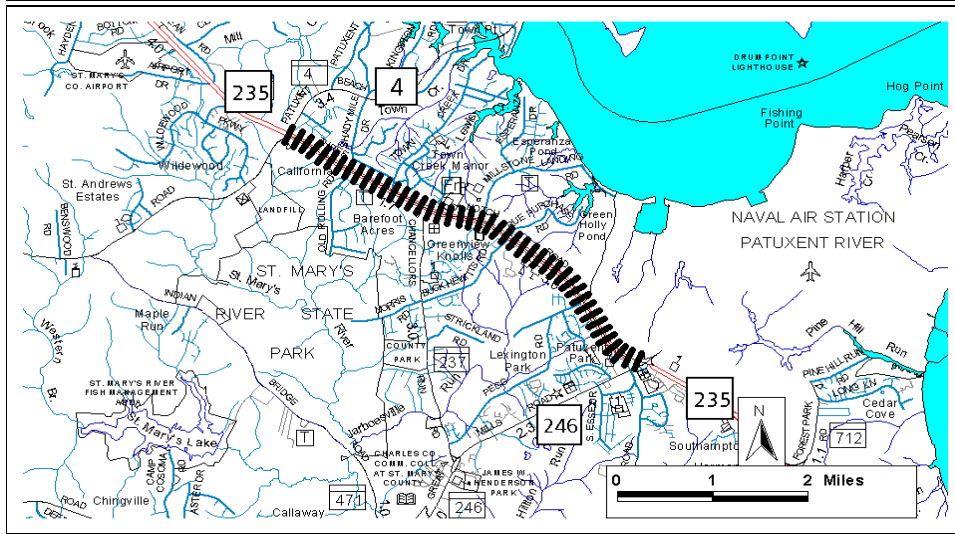
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 2,625

PROJECTED (2025) - 4,300

OPERATING COST IMPACT: N/A



PROJECT: MD 235, Three Notch Road

DESCRIPTION: Upgrade MD 235 from MD 246 to MD 4 to a 6 lane divided highway with auxiliary lanes (4.70 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by increased employment at the Patuxent Naval Air Station and by continuing commercial growth in the Lexington Park area will result in congestion along the MD 235 corridor.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 237, Pegg Road to MD 235 (Line 4)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction complete for shoulder upgrade, utility relocation, and the roadway segment from MD 4 to MD 237. Construction underway for the roadway improvements for the sections from MD 237 to Pegg Road and from Pegg Road to MD 246.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	1,440	1,440	0	0	0	0	0	0	0	0	0
Engineering	5,684	5,684	0	0	0	0	0	0	0	0	0
Right-of-way	27,453	25,138	2,315	0	0	0	0	0	0	2,315	0
Construction	39,296	28,223	11,073	0	0	0	0	0	0	11,073	0
Total	73,873	60,485	13,388	0	0	0	0	0	0	13,388	0
Federal-Aid	51,528	40,793	10,735	0	0	0	0	0	0	10,735	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 41,150

PROJECTED (2025) - 78,300

OPERATING COST IMPACT: \$23,300 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Year 2002 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 237	Chancellors Run Road; at Buck Hewitt Road; construct a bypass lane	112	Completed
		<u>Traffic Management</u>		
2	MD 5	Point Lookout Road; at Loveville/Banneker Elementary School; install hazard identification beacon	29	Completed
3	MD 5	Point Lookout Road; at Margaret Brent Middle School; install hazard identification beacon	39	Completed
4	MD 235	Three Notch Road; at Airport View; lighting	31	Completed
		<u>Sidewalks</u>		
5	MD 246	Great Mills Road; MD 5 to MD 235; address ADA sidewalk issues	35	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Resurface/Rehabilitate</u>		
6	MD 235	Three Notch Road; North of MD 4 to MD 245; resurface northbound roadway	1,279	Completed
7	MD 235	Three Notch Road; 1.0 mile south of MD 712 to MD 712; resurface	156	FY 2004
8	MD 244	Medleys Neck Road; Breton Beach Road to White Point Road; resurface	128	FY 2004
		<u>Safety/Spot Improvement</u>		
9	MD 234	Budds Creek Road; at MD 238; construct single lane roundabout (Funded for preliminary engineering only)	135	FY 2004

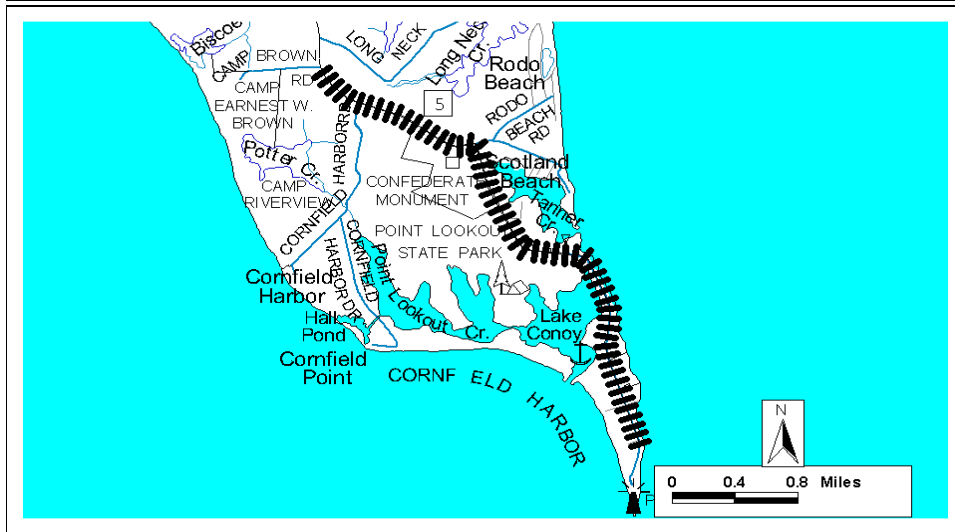
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Neighborhood Conservation</u>		
10	MD 5 BUS	Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape (Funded for preliminary concept studies only) (Project is dependent upon road transfer.) PROJECT ON INDEFINITE HOLD	121	
11	MD 246	Great Mills Road; Saratoga Drive to MD 235 in Lexington Park; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	167	
		<u>Sidewalks</u>		
12	MD 246	Great Mills Road; MD 5 to MD 235; retrofit sidewalks	97	Completed

STATE HIGHWAY ADMINISTRATION -- St. Mary's County -- Line 3

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen to provide shoulders from the picnic area in Point Lookout State Park to south of Camp Brown Road. (3.70 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 or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
		PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	444	435	9	0	0	0	0	0	0	9	0
Engineering	883	497	319	67	0	0	0	0	0	386	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	1,327	932	328	67	0	0	0	0	0	395	0
Federal-Aid	618	348	223	47	0	0	0	0	0	270	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

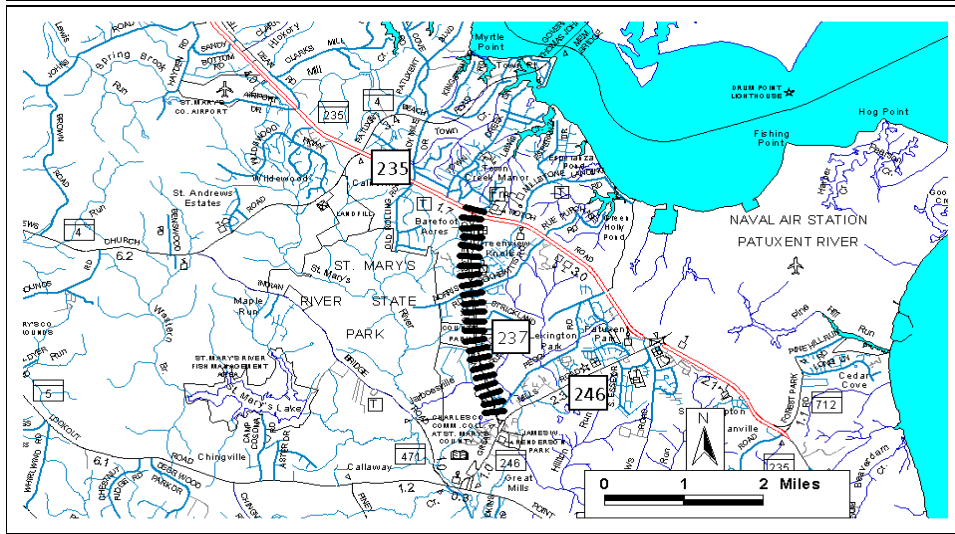
CURRENT (2001) - 3,950 (Summer Peak)

PROJECTED (2025) - 4,700 (Summer Peak)

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- St. Mary's County -- Line 4

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 237, Chancellors Run Road

DESCRIPTION: Study to upgrade and widen MD 237 to a multi-lane highway from Pegg Road to MD 235 (2.71 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The existing two lane roadway is narrow with minimal shoulders and some sharp horizontal and vertical curves. It experiences periods of congestion and will be incapable of handling projected peak hour traffic volumes resulting from residential and commercial growth in the Lexington Park area.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:
MD 235, MD 246 to MD 4 (Line 1)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Preliminary Engineering underway. Right-of-way for protective buying to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	747	747	0	0	0	0	0	0	0	0
Engineering	1,369	858	395	116	0	0	0	0	511	0
Right-of-way	1,771	1	0	354	354	354	354	354	1,770	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,887	1,606	395	470	354	354	354	354	2,281	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 14,150

PROJECTED (2025) - 23,000

OPERATING COST IMPACT: N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

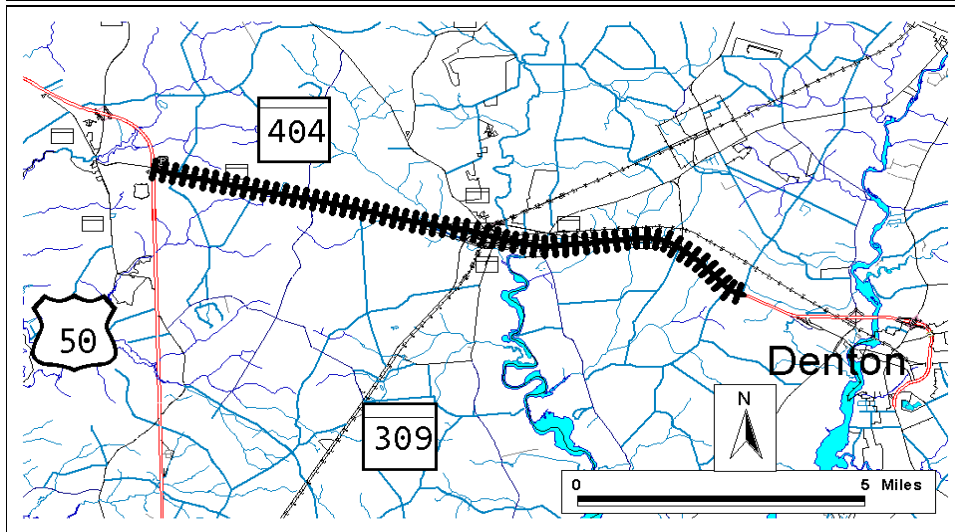
STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
1	US 50	<u>Fiscal Year 2002 Completions</u>	1,386	Completed
		<u>Resurface/Rehabilitate</u>		
		Ocean Gateway; MD 404 to MD 662B; resurface eastbound roadway		
2		<u>Enhancements</u>	208	Completed
		<u>Preservation of Abandoned Railway Corridors</u>		
		Easton Rail-Trail Extension - Construction of a 1.4 mile extension of the trail from Chapel Road to Tanyard Branch in the Town of Easton.		
3	MD 328	<u>Fiscal Years 2003 and 2004</u>	735	Completed
		<u>Resurface/Rehabilitate</u>		
		Matthewstown Road; Lewistown Road to the Caroline County Line; resurface		
4	MD 333	Oxford Road; Peach Blossom Creek to MD 322; resurface	397	Completed
5	MD 331	<u>Bridge Replacement/Rehabilitation</u>	1,915	FY 2003
		Dover Road; Bridge 20023 over the Choptank River; bridge rehabilitation (Note: Project also shown in Caroline County.)		
		<u>Neighborhood Conservation</u>		
6	MD 33	Talbot Street; Within the corporate limits of St. Michaels; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	340	
7	MD 331	Dover Street; US 50 to east of Higgins Street in Easton; urban street reconstruct (Project is dependent upon road transfer.)	1,284	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Neighborhood Conservation (cont'd)</u>		
8	MD 333	Morris Street; The Strand Seth Street to South Morris Street in Oxford; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	318	
9	MD 404 ALT	Main Street; Talbot County Line to eastern limits of Hillsboro; also includes MD 303 (Main Street/Talbot Avenue) from MD 404 Alternate to MD 309 in Queen Anne; urban street reconstruct (Funded for preliminary engineering only) (Note: Project also shown in Caroline and Queen Anne's Counties.) PROJECT ON INDEFINITE HOLD	486	
		<u>Access Controls</u>		
10	US 50	Ocean Gateway; MD 404 to MD 322 north of Easton and MD 322 south of Easton to the Choptank River; purchase right-of-way for access controls	200	FY 2004
		<u>Intersection Capacity Improvements</u>		
11	US 50	Ocean Gateway; 0.5 mile west of MD 328 to 0.5 mile east of MD 331; mill, resurface and restripe US 50 to replace existing right turn lanes with shared through/right turn lanes (Funded for preliminary engineering only)	74	PE Underway



PROJECT: MD 404, Shore Highway

DESCRIPTION: Study to upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to the Denton Bypass (11.83 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: This project is proposed to eliminate traffic congestion caused by high seasonal peaks associated with summer resort traffic and improve safety and service.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 404, Double Hills Road to east of MD 16 (Caroline County - Line 3)
 MD 404, South of Legion Road to south of Double Hills Road (Caroline County Line 1)
 US 50, US 301 to MD 404 (Queen Anne's County Line 3)
 US 50, Access Control (System Preservation Program - Line 1)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project reevaluation complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		BALANCE TO COMPLETE
Planning	400	352	48	0	0	0	0	0	48	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	400	352	48	0	0	0	0	0	48	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

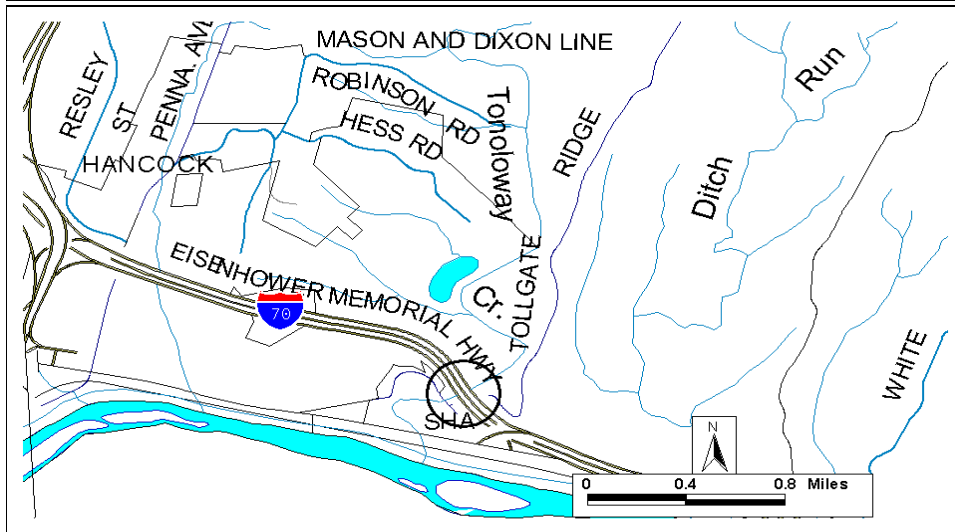
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 15,700
21,700 (Summer)

PROJECTED (2025) - 22,400
27,700 (Summer)

OPERATING COST IMPACT: N/A



PROJECT: I-70, Dwight D. Eisenhower Highway

DESCRIPTION: Widen and rehabilitate Bridge 21092 over Great Tonoloway Creek.

JUSTIFICATION: This steel girder bridge, built in 1965, has a structurally deficient deck and narrow shoulders.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	6264	0	0	0	0	BR

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2005	2006	2007	2008		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	677	347	330	0	0	0	0	0	330	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,556	0	1,086	5,252	2,218	0	0	0	8,556	0
Total	9,233	347	1,416	5,252	2,218	0	0	0	8,886	0
Federal-Aid	7,298	273	1,054	4,198	1,773	0	0	0	7,025	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

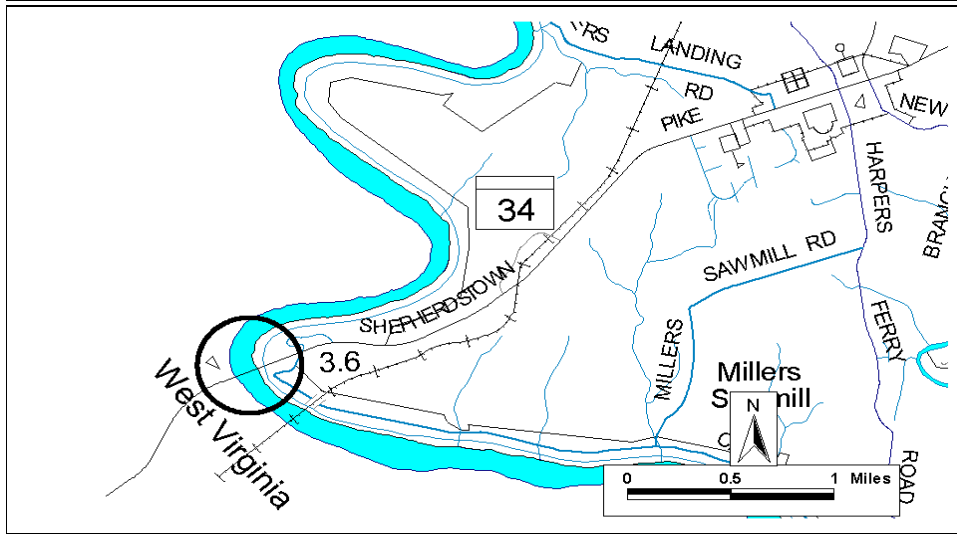
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 36,000

PROJECTED (2025) - 59,000

OPERATING COST IMPACT: N/A



PROJECT: MD 34, Shepherdstown Pike

DESCRIPTION: Replace Bridge 21002 over the Potomac River. Shoulders and sidewalks will provide pedestrian and bicycle access.

JUSTIFICATION: The existing steel truss bridge with concrete deck, built in 1937, is experiencing severe deterioration. The existing bridge has a 32 ton weight restriction.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	6536	0	0	0	0	BR

STATUS: Final Engineering and Right-of-way underway. Construction to begin during current fiscal year by West Virginia. Project schedule is controlled by West Virginia. The funding shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Cost increase of \$1.1 million is due to a more detailed estimate by West Virginia.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	412	18	394	0	0	0	0	0	394	0
Right-of-way	49	0	49	0	0	0	0	0	49	0
Construction	8,954	0	1,097	3,962	3,850	45	0	0	8,954	0
Total	9,415	18	1,540	3,962	3,850	45	0	0	9,397	0
Federal-Aid	6,860	13	1,112	2,892	2,811	32	0	0	6,847	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 6,200

PROJECTED (2025) - 9,900

OPERATING COST IMPACT: N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Year 2002 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 40	National Pike; 0.28 mile east of MD 63 to Nottingham Road; resurface	1,245	Completed
		<u>Safety/Spot Improvement</u>		
2	MD 65	Sharpsburg Pike; at Taylors Landing Road; channelization	70	Completed
		<u>Traffic Management</u>		
3	MD 66	Mapleville Road; San Mar Road to Benevola Church Road; install hazard identification beacon	26	Completed
4	I 70/81	Eisenhower Memorial Highway/Maryland Veterans Memorial Highway; various locations; replace raised pavement markers	42	Completed
		<u>Sidewalks</u>		
5	US 40	Dual Highway; Cleveland Avenue to Manor Drive in Hagerstown; retrofit sidewalks - 4,100 linear feet	311	Completed
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
6		Western Maryland Rail/Trail - Construction of a 9.53 mile paved rail-trail conversion from Hancock to Long Hollow Bridge.	1,250	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Resurface/Rehabilitate</u>		
7	US 40 ALT	Boonsboro Pike; 0.19 mile west of MD 67 to the Frederick County Line; resurface	2,283	FY 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON 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, 2002
<u>Fiscal Years 2003 and 2004 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
8	MD 66	Mapleville Road; Fish Hatchery Road to MD 64; resurface	1,285	FY 2003
9	MD 632	Downsville Pike; 0.09 mile south of Fairway Lane to Downsville Road; resurface	1,156	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
10		US 340 over the Potomac River and CSX Transportation, US 522 over the Potomac River and CSX Transportation, I 70 over Conococheague Creek and I 70 over MD 63; bridge rehabilitation	3,688	Under construction
11	CO 120	McDade Road; Bridge 21064 over US 40; bridge deck replacement	938	FY 2004
<u>Safety/Spot Improvement</u>				
12	US 40	National Pike; at MD 63; geometric improvements	1,282	FY 2003
13	MD 65	Sharpsburg Pike; at MD 68; provide left turn lanes, upgrade shoulders and signal modification (Funded for preliminary engineering only)	118	PE Underway
14	MD 66	Mapleville Road; at Mt. Aetna Road; construct roundabout	832	Completed
15	MD 66	Mapleville Road; 0.06 mile south of San Mar Road to 0.09 mile north of Benevola Church Road; realign roadway	1,118	FY 2003
<u>Neighborhood Conservation</u>				
16	US 40	West Washington Street and Franklin Street; Walnut Street to Potomac Street in Hagerstown; urban street reconstruct	1,902	Under construction
17	US 40 ALT	Main Street; Phases I & 2 - MD 68 to 0.05 mile west of MD 67 in Boonsboro; urban street reconstruct	4,140	Under construction

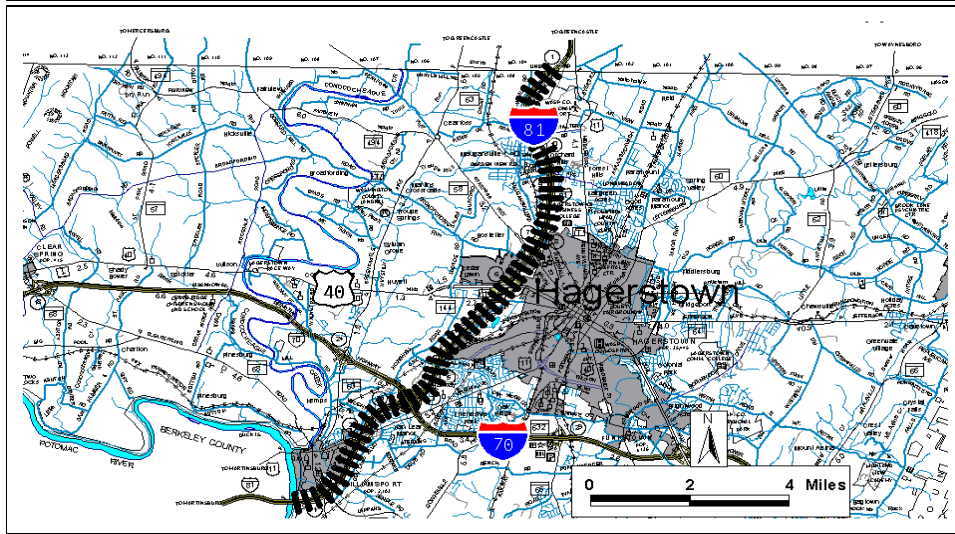
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Neighborhood Conservation (cont'd)</u>		
18	MD 144 WB	Main Street; Phase II - Church Street to Tollgate Road in Hancock; urban street reconstruct	1,988	Completed
19	MD 845A	Main Street; Within the corporate limits of Keedysville; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	175	

STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 4

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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 divided highway that experiences operational problems due to the heavy traffic volumes, much of which is truck traffic (approximately 28%). Projected residential and commercial development, particularly in the Hagerstown area, will further contribute to congestion.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

Western Maryland North-South Corridor Study (Line 5)
Hagerstown Regional Airport expansion (Washington County)
I-81, Feasibility Study (Pennsylvania)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008		
Planning	1,500	355	600	300	245	0	0	0	1,145	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	1,500	355	600	300	245	0	0	0	1,145	0
Federal-Aid	1,050	249	420	210	171	0	0	0	801	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

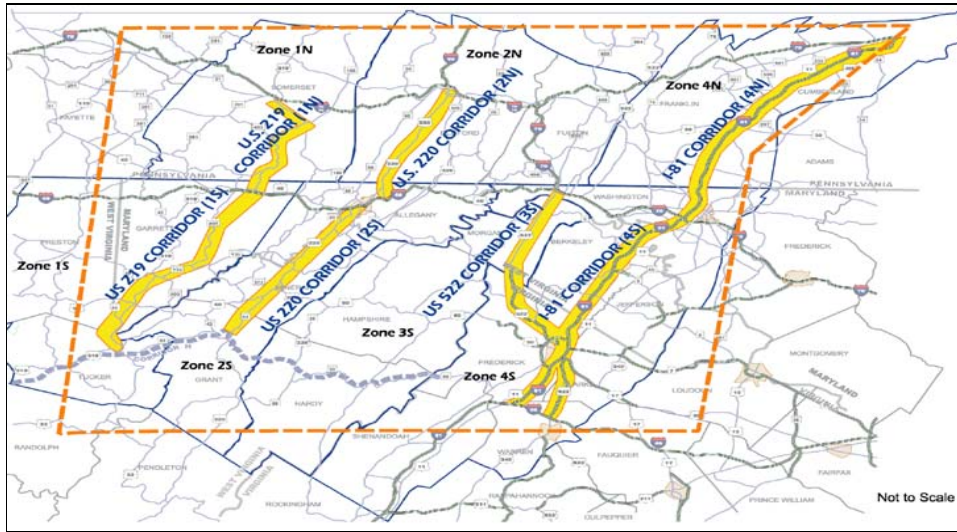
CURRENT (2001) - 35,675 - 62,100

PROJECTED (2025) - 56,000 - 102,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 5

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: Western Maryland North-South Corridor Study

DESCRIPTION: Conduct a multi-state study to identify a high priority north-south highway within Western Maryland, Virginia, West Virginia and Pennsylvania.

JUSTIFICATION: The need exists in Western Maryland to provide a major north-south highway of national significance to encourage and enhance economic development and interstate trade.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-81, West Virginia State line to Pennsylvania State line (Line 4)
 US 219 North, I-68 to Pennsylvania State line (Garrett County - Line 4)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: This Pre-Project Planning study is complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	687	687	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	687	687	0	0	0	0	0	0	0	0
Federal-Aid	481	481	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

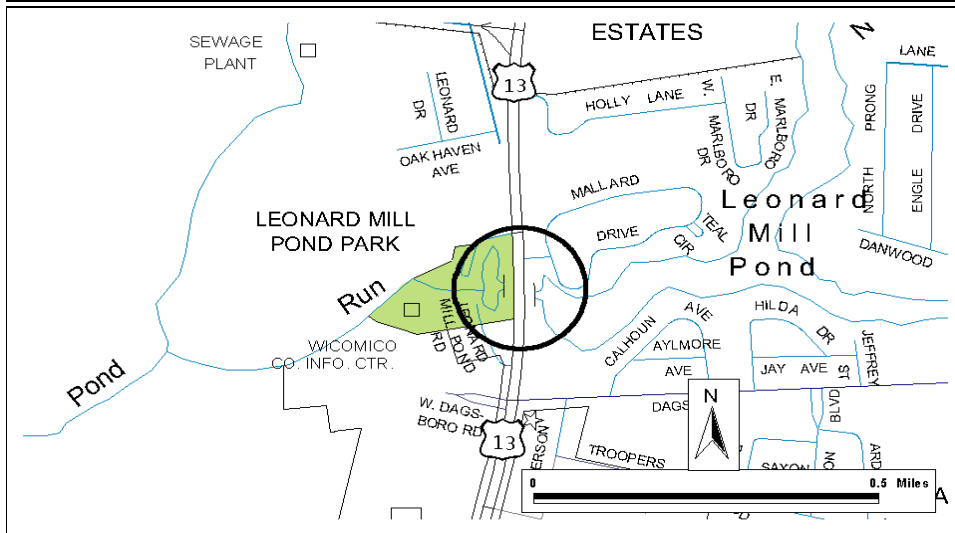
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 1,275 - 62,100

PROJECTED (2025) - 2,500 - 102,000

OPERATING COST IMPACT: N/A



PROJECT: US 13; Ocean Highway

DESCRIPTION: Replace and widen Bridge 22002 over Leonards Mill Pond. Includes widening approaches between Dagsboro Road and Connelly Mill Road.

JUSTIFICATION: Bridge is being widened to accommodate needed capacity.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Added to the Construction Program from the System Preservation Program.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2005.....	.....2006.....	.....2007.....	.....2008.....	.....	0	0
Engineering	298	252	46	0	0	0	0	0	0	46	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	2,386	0	1,331	1,055	0	0	0	0	0	2,386	0
Total	2,684	252	1,377	1,055	0	0	0	0	0	2,432	0
Federal-Aid	2,024	192	1,022	810	0	0	0	0	0	1,832	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

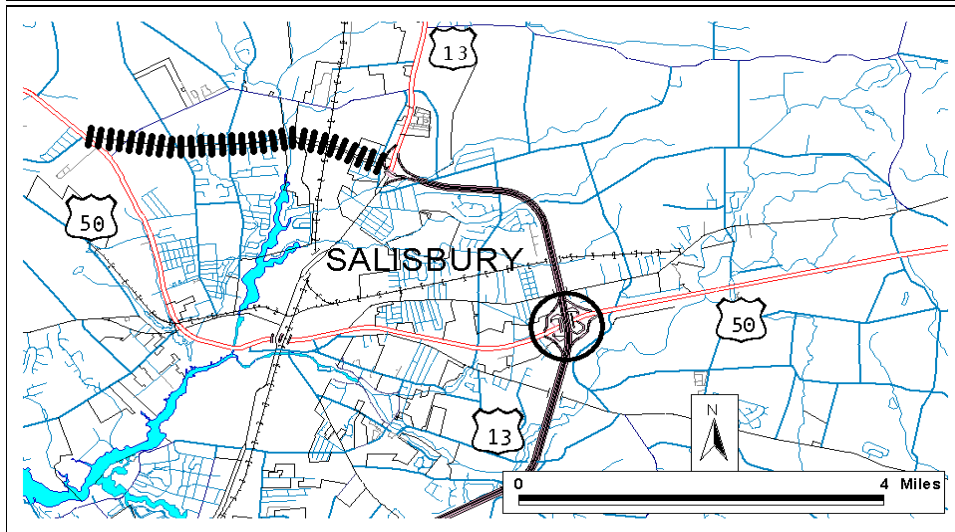
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 36,650

PROJECTED (2025) - 54,900

OPERATING COST IMPACT: \$600 per year



PROJECT: US 50 Relocated, Salisbury Bypass

DESCRIPTION: Constructed a new 4 lane freeway from US 50 west of Salisbury to existing US 13, north of Salisbury, (5.20 miles), included modifications to the existing US 50/US 13 interchange.

JUSTIFICATION: This improvement completed the Salisbury Bypass and provided needed relief to existing US 50 through Salisbury. Existing US 50 was experiencing seasonal capacity problems and had several high accident sections and intersections.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 50, Access Control (System Preservation Program - Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$5.5 million is due to a redesign of the mainline pavement section.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....			
Planning	658	658	0	0	0	0	0	0	0	0	0
Engineering	10,010	10,001	9	0	0	0	0	0	9	0	0
Right-of-way	15,736	15,736	0	0	0	0	0	0	0	0	0
Construction	70,412	61,078	9,334	0	0	0	0	0	9,334	0	0
Total	96,816	87,473	9,343	0	0	0	0	0	9,343	0	0
Federal-Aid	75,621	67,739	7,882	0	0	0	0	0	7,882	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

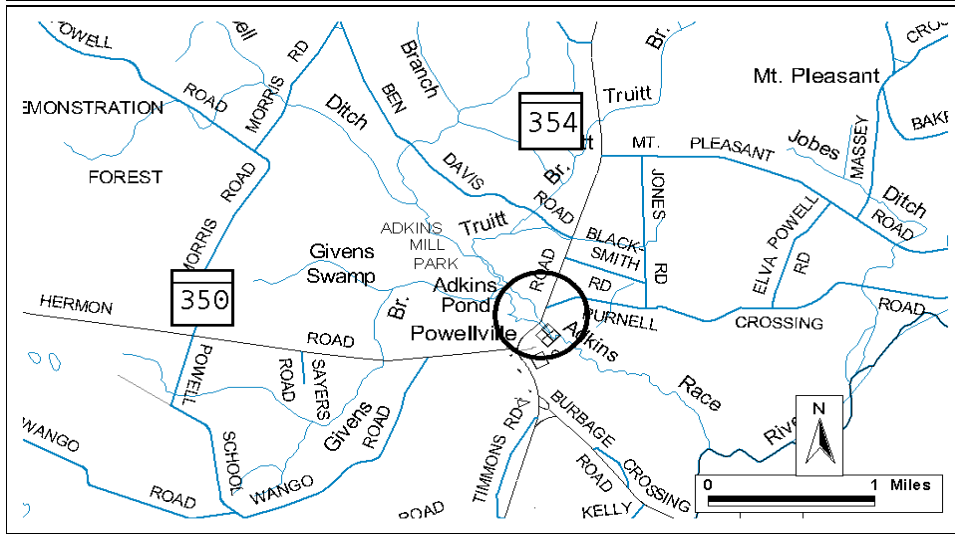
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 31,400

PROJECTED (2025) - 33,000 (Relocated)
15,000 (Existing)

OPERATING COST IMPACT: \$105,000 per year



PROJECT: MD 354, Powellville Road

DESCRIPTION: Replaced Bridges 22019 and 22020 at Adkins Pond. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Both bridges were structurally deteriorated requiring posted weight restrictions.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Bridges open to service. Construction underway on Powellville Dam.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$0.5 million is due to the reconstruction of the Powellville Dam being added to the project.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2005.....	.....2006.....	.....2007.....	.....2008.....	.....	0	0
Engineering	416	416	0	0	0	0	0	0	0	0	0
Right-of-way	11	11	0	0	0	0	0	0	0	0	0
Construction	1,943	222	1,721	0	0	0	0	0	0	1,721	0
Total	2,370	649	1,721	0	0	0	0	0	0	1,721	0
Federal-Aid	1,057	174	883	0	0	0	0	0	0	883	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 1,775

PROJECTED (2025) - 3,700

OPERATING COST IMPACT: N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

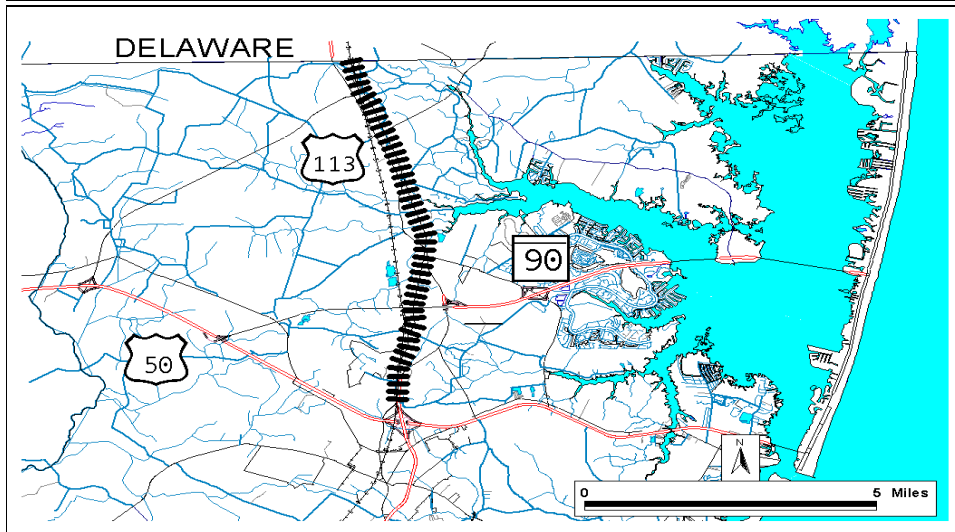
STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13 BUS	South Salisbury Boulevard; Kay Avenue to Milford Street; resurface southbound roadway	16	Completed
2	US 13 BUS	South Salisbury Boulevard; Milford Street to Bateman Street; resurface	134	Completed
3	MD 352	Whitehaven Road; East of Capitola Road to MD 349; resurface	430	Completed
<u>Streetscapes and Minor Reconstruction</u>				
4	MD 347	Quantico Road; Bridge 22014 over Quantico Creek to south of Athol Road; urban street reconstruct and drainage	2,336	Completed
<u>Traffic Management</u>				
5	US 50	Ocean Gateway; at MD 54 and MD 313; signalization	113	Completed
6	MD 353	Gumboro Road; at Pittsville Volunteer Fire Department; install hazard identification beacon	28	Completed
<u>Sidewalks</u>				
7	US 50	Salisbury Parkway; Boundary Street to Gateway Village; retrofit sidewalks	95	Completed
<u>Fiscal Years 2003 and 2004</u>				
<u>Resurface/Rehabilitate</u>				
8	US 13	Ocean Highway; Naylor Mill Road to the Delaware State Line; resurface southbound roadway and construct bike path	594	Under construction
9	MD 313	Sharptown Road; Cooper Mill Road to the Nanticoke River; resurface	300	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Resurface/Rehabilitate (cont'd)</u>		
10	MD 349	Nanticoke Road; Begin State Maintenance to Cedar Hill Parkway; resurface	600	Completed
		<u>Safety/Spot Improvement</u>		
11	US 13 BUS	North Salisbury Boulevard; at Church Street; provide right turn lane from Church Street onto US 13 Business	350	FY 2003
		<u>Neighborhood Conservation</u>		
12	US 13 BUS	Salisbury Boulevard; South of Bateman Street to Zion Road in Salisbury; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	450	
		<u>Sidewalks</u>		
13	MD 675B	Bi-State Boulevard; MD 54 to Pine Street in Delmar; retrofit sidewalks	99	FY 2004
		<u>Access Controls</u>		
14	US 50	Ocean Gateway; Vienna Bypass to Naylor Mill Road; purchase right-of-way for access controls	200	FY 2004
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
15		Northeast Collector Road Bike Path (Segment 1) - Construction of a 0.5 mile bike path along the proposed Northeast Collector Road from MD 346 to Middle Neck Road.	168	Completed



PROJECT: US 113, Worcester Highway

DESCRIPTION: Reconstruct US 113 as a 4 lane divided highway from north of US 50 to the Delaware State Line (8.43 miles). Includes access control improvements. Shoulders will include bicycle access.

JUSTIFICATION: The US 113 corridor has experienced 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 or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 113, US 113 Business to south of Berlin (Line 3)
 US 113, Access Controls (System Preservation Program - Line 2)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: The segments from US 50 to north of Jarvis Road are open to service. Construction of the segment from north of Jarvis Road to the Delaware State Line is underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$2.4 million is due to additional stormwater management requirements.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	2,858	2,858	0	0	0	0	0	0	0	0	0
Engineering	4,468	4,402	66	0	0	0	0	0	0	66	0
Right-of-way	12,142	11,235	757	150	0	0	0	0	0	907	0
Construction	50,587	38,134	8,372	4,081	0	0	0	0	0	12,453	0
Total	70,055	56,629	9,195	4,231	0	0	0	0	0	13,426	0
Federal-Aid	50,231	39,750	7,099	3,382	0	0	0	0	0	10,481	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 8,250 - 15,975

PROJECTED (2025) - 11,000 - 22,000
 14,500 - 31,000 (summer)

OPERATING COST IMPACT: \$41,000 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
<u>Fiscal Year 2002 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13	Ocean Highway; South of Pocomoke to north of the Virginia State Line; resurface	57	Completed
2	US 113	Worcester Highway; MD 756 to Market Street; patch shoulders and resurface	197	Completed
<u>Safety/Spot Improvement</u>				
3	US 13	Ocean Highway; at Linden Avenue; intersection improvements	21	Completed
4	US 113	Worcester Highway; at various rumble strip locations; mill and resurface	20	Completed
5	US 113	Worcester Highway; at Public Landing Road; intersection improvements	28	Completed
6	US 113	Worcester Highway; at Cedartown Road, Porters Crossing Road, Basket Switch Road and Croppers Island Road; widen at intersections to provide left turn lanes	1,064	Completed
7	MD 611	Stephen Decatur Road; at Mystic Harbor Boulevard; intersection improvements	28	Completed
<u>Traffic Management</u>				
8	MD 528	Philadelphia Avenue/Coastal Highway; at 28th Street and 59th Street; signalization	198	Completed
9	MD 528	Coastal Highway; and 45th Street; signalization	108	Completed
<u>Intersection Capacity Improvements</u>				
10	US 50	Ocean Gateway; East of structure at Sinepuxent Bay Bridge to Philadelphia Avenue in Ocean City; construct right turn lane and pedestrian/bicycle ramp	1,252	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

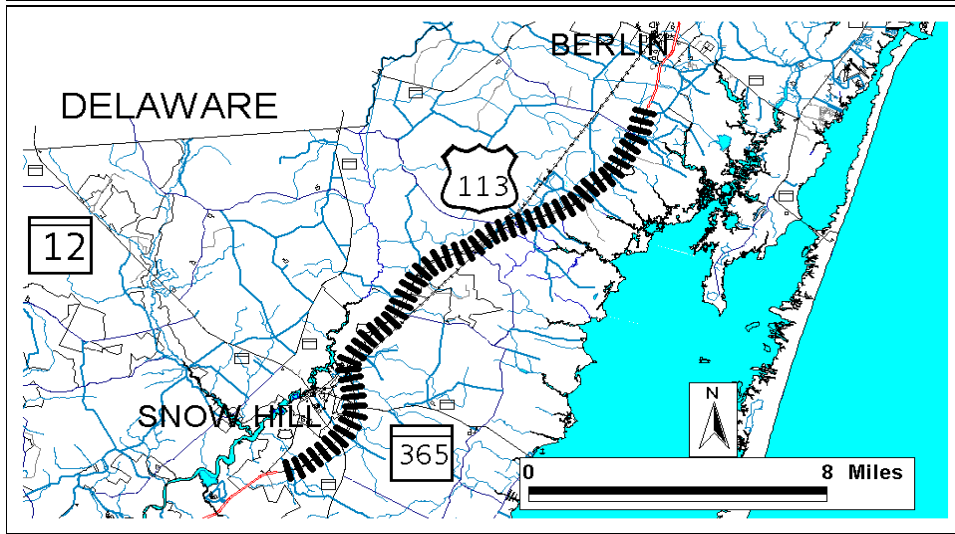
STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2002
		<u>Fiscal Year 2002 Completions (cont'd)</u>		
		<u>Intersection Capacity Improvements (cont'd)</u>		
11	MD 90	Ocean City Expressway; at MD 528 (Coastal Highway); construct "Signal Ahead" beacon on eastbound approach, provide additional left turn lane on eastbound MD 90	479	Completed
		<u>Fiscal Years 2003 and 2004</u>		
		<u>Resurface/Rehabilitate</u>		
12	US 50	Ocean Gateway; MD 346 to Herring Creek; resurface eastbound roadway	600	Completed
13	US 50	Ocean Gateway; MD 818 to west of Herring Creek; resurface westbound roadway	525	Under construction
14	MD 378	Baltimore Avenue; 15th Street to South Division Street; resurface	571	Under construction
		<u>Safety/Spot Improvement</u>		
15	MD 589	Racetrack Road; at Cathell Road; reconstruct intersection	271	FY 2003
		<u>Sidewalks</u>		
16	US 13 BUS	Market Street; in Pocomoke City; retrofit sidewalks	250	Under construction
17	MD 528	Coastal Highway/Philadelphia Avenue; 26th Street to the Delaware State Line; retrofit sidewalks	830	Under construction
		<u>Access Controls</u>		
18	US 113	Worcester Highway; South of Snow Hill to Pocomoke City and MD 818 in Berlin to end of dual highway; purchase right-of-way for access controls	570	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER 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, 2002
		<u>Fiscal Years 2003 and 2004 (cont'd)</u>		
		<u>Pilot Program</u>		
19	MD 528	Philadelphia Avenue; North First Street to South First Street in Ocean City; urban street reconstruct (Note: This is a pilot project for including undergrounding of utilities.)	3,000	FY 2003



PROJECT: US 113, Worcester Highway

DESCRIPTION: Study to upgrade existing US 113 as a 4 lane divided highway from US 113 Business south of Snow Hill to Hayes Landing Road south of Berlin (13.12 miles). Will include access control improvements. Shoulders will accommodate bicycles.

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 or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 113, North of US 50 to Delaware State line (Line 1)
 US 113, Access Control (System Preservation Program - Line 2)

Federal Funding By Year of Obligation

PHASE	FFY 2003	FFY 2004	FFY 2005	FFY 2006	FFY 2007 - 2008	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2002			2005	2006	2007	2008	2009		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,318	439	800	1,654	830	419	176	0	3,879	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	4,318	439	800	1,654	830	419	176	0	3,879	0	0
Federal-Aid	3,022	307	560	1,158	581	293	123	0	2,715	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

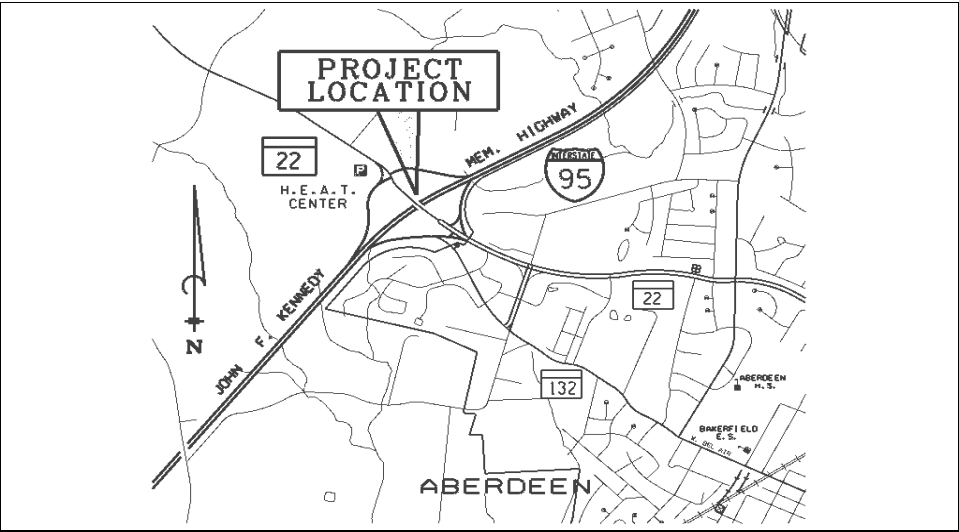
CURRENT (2001) - 5,575 - 10,600

PROJECTED (2025) - 8,000 - 15,000
 10,000 - 21,000 (summer)

OPERATING COST IMPACT: N/A

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	42.0	37.0	36.0	61.8	30.8	-	207.6
System Preservation Minor Projects	114.3	154.4	180.2	159.9	93.1	71.5	773.4
<u>Development & Evaluation Program</u>	<u>1.8</u>	<u>13.8</u>	<u>28.9</u>	<u>21.9</u>	<u>21.5</u>	<u>22.5</u>	<u>110.4</u>
 TOTAL	 158.1	 205.2	 245.1	 243.6	 145.4	 94.0	 1,091.4



PROJECT: John F. Kennedy Memorial Highway

DESCRIPTION: Interchange Improvements I-95 and MD 22.

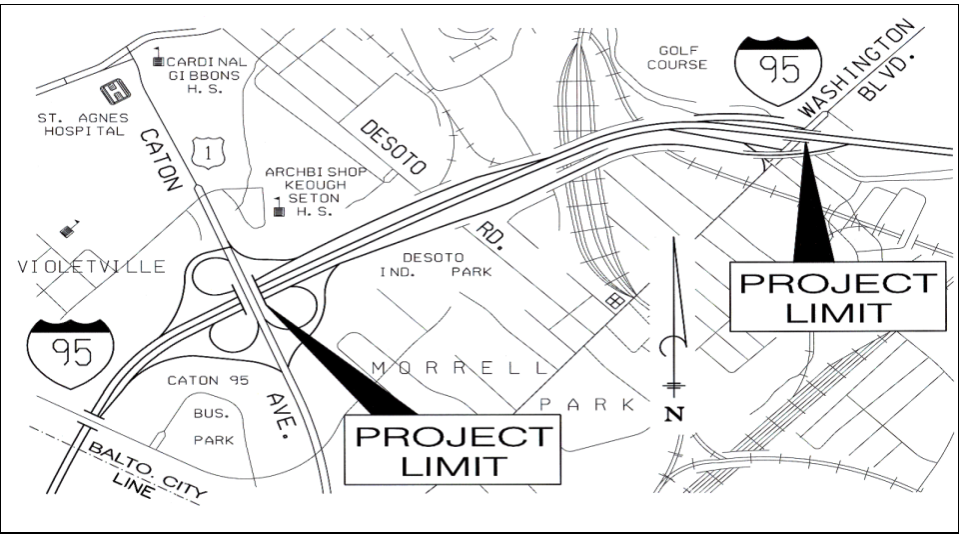
JUSTIFICATION: Modifications to this interchange will enhance safety, and improve traffic flow of MD 22 through nearby intersections at Gilbert Road and Technology Drive.

STATUS: Underway.

ASSOCIATED IMPROVEMENTS:
I-95 Improvement Study (Line 11)

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	400	400	0	0	0	0	0	0	0	0
Engineering	5,200	3,150	1,250	800	0	0	0	0	2,050	0
Right-of-way	23	0	15	8	0	0	0	0	23	0
Construction	26,000	3,082	9,918	13,000	0	0	0	0	22,918	0
Total	31,623	6,632	11,183	13,808	0	0	0	0	24,991	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Fort McHenry Tunnel

DESCRIPTION: Widen I-95 from Washington Boulevard to Caton Avenue to provide full shoulders and rehabilitation of existing structures.

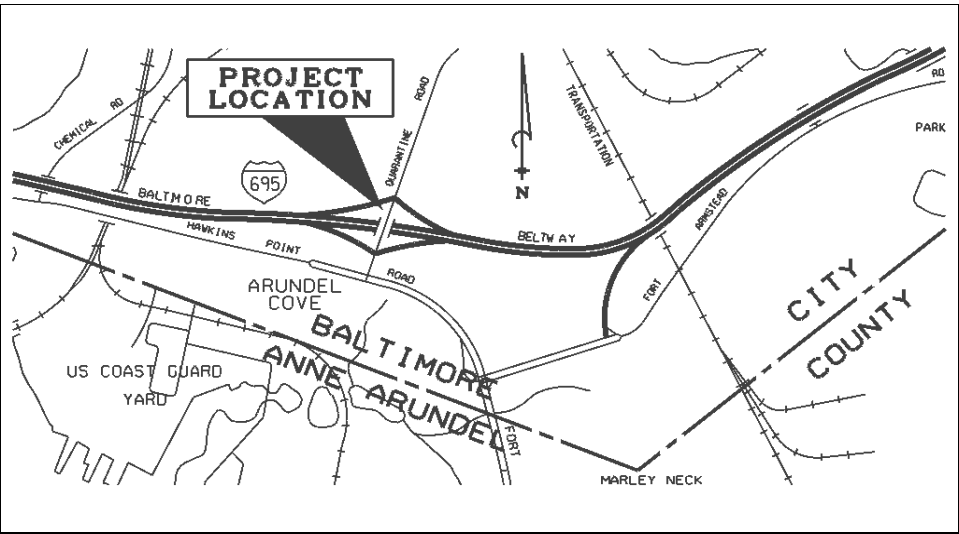
JUSTIFICATION: Widening of shoulders in this area is required to improve safety and to comply with federal standards. Project includes measures to preserve existing structures.

STATUS: Project will be coordinated with proposed interchange improvements at Russell Street and Washington Boulevard.

ASSOCIATED IMPROVEMENTS:
Miscellaneous Structural Repairs - (System Preservation Program - Line 10)
Deck Overlay and Joint Repairs I-95 - (System Preservation Program - Line 10)
Project Planning - I-95 Improvements - Russell Street and Washington Boulevard (Line 13)

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	750	500	250	0	0	0	0	0	250	0
Engineering	5,100	750	750	1,000	1,100	750	750	0	4,350	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,000	0	0	0	5,000	24,000	24,000	0	53,000	0
Total	58,850	1,250	1,000	1,000	6,100	24,750	24,750	0	57,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Francis Scott Key Bridge

DESCRIPTION: Interchange Improvements to I-695 and Quarantine Road.

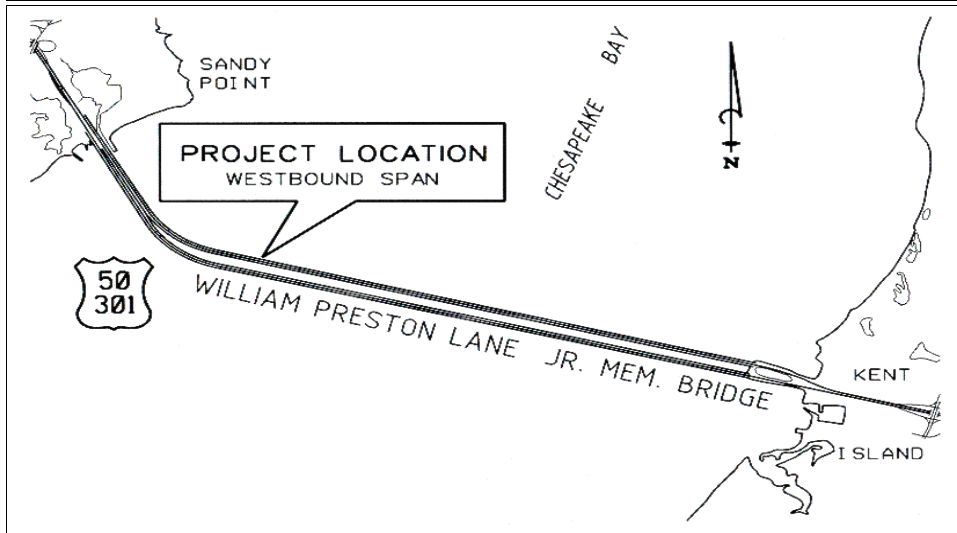
JUSTIFICATION: Interchange reconstruction will improve safety by addressing constraints that result in ramp queues that extend onto I-695.

STATUS: Planning is Underway. Selection of preferred alternative will be made and design to begin during current fiscal year.

ASSOCIATED IMPROVEMENTS:

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project schedule adjusted due to reflect additional time needed to complete planning.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	250	250	0	0	0	0	0	0	0	0
Engineering	5,400	0	500	1,500	1,000	1,400	1,000	0	5,400	0
Right-of-way	1,000	0	0	1,000	0	0	0	0	1,000	0
Construction	24,000	0	0	0	5,000	14,000	5,000	0	24,000	0
Total	30,650	250	500	2,500	6,000	15,400	6,000	0	30,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Rehabilitation of westbound bridge deck.

JUSTIFICATION: The bridge deck on this structure has not been renovated since its opening in 1973. Testing has indicated that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration.

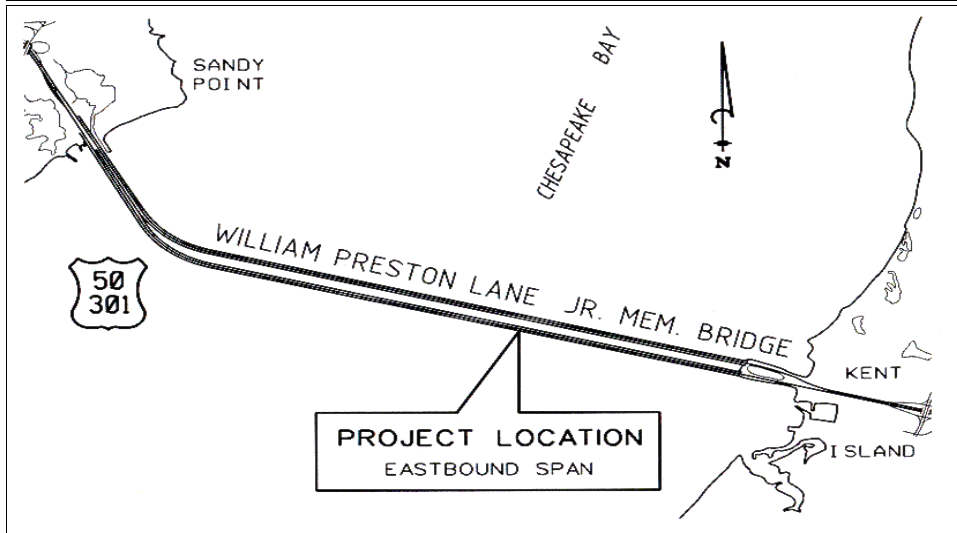
STATUS: Phase I, Deck Rehabilitation of Truss, Beam and Girder Spans, is 25% complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

ASSOCIATED IMPROVEMENTS:

Cleaning and Painting Eastbound Bridge (Line 5)
Upgrade Westbound Weigh and Inspection Facility (Line 6)
Painting the Westbound Bridge (Line 7)
Widen eastbound Toll Plaza approach (Line 8)

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,480	1,150	1,050	830	1,250	1,200	0	0	4,330	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	55,722	3,279	11,721	12,722	14,000	14,000	0	0	52,443	0
Total	61,202	4,429	12,771	13,552	15,250	15,200	0	0	56,773	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Cleaning and Painting eastbound bridge. Phase I - Suspension, east Deck Truss and through Truss Spans, Phase II - east Girder and Beam Spans, Phase III - west Beam, Girder and Deck Truss Spans.

JUSTIFICATION: A study of the condition of the paint coating of the eastbound bridge was conducted in 1995. The conclusion of the study was that overcoating of the bridge would not be beneficial and that the majority of the structure requires complete cleaning and repainting. The repainting of the bridge has been divided into three projects based on priority due to the severity of the coating conditions and traffic control requirements.

STATUS: Underway: Phase I is complete, Phase II is approximately 40% complete, and Phase III began in Spring 2002.

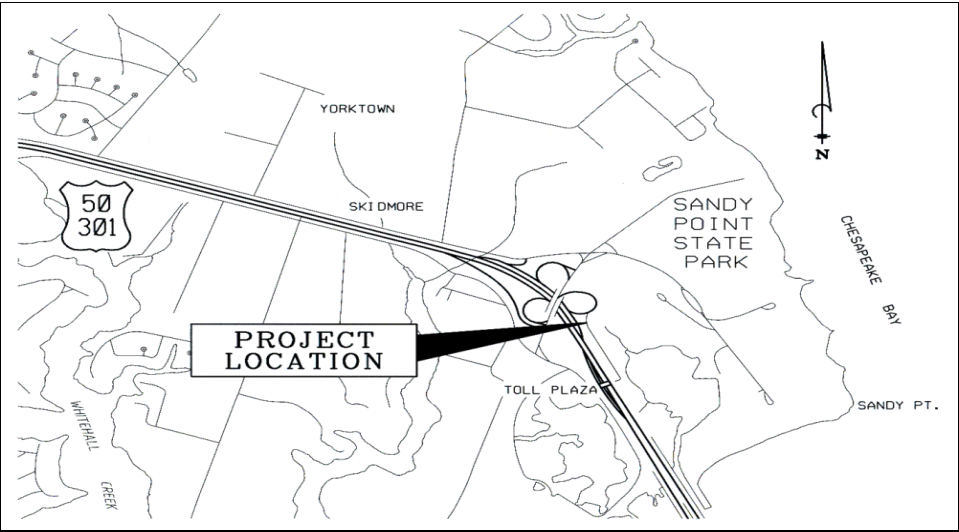
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

ASSOCIATED IMPROVEMENTS:

Rehabilitation of Westbound Bridge Deck (Line 4)
Upgrade Westbound Weigh and Inspection Facility (Line 6)
Paint Westbound Bridge (Line 7)
Widen eastbound Toll Plaza approach (Line 8)

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,565	1,780	550	235	0	0	0	0	785	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,603	49,909	14,904	2,790	0	0	0	0	17,694	0
Total	70,168	51,689	15,454	3,025	0	0	0	0	18,479	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0617, 0633, 0634



PROJECT: William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Upgrade westbound Weigh and Inspection Facility.

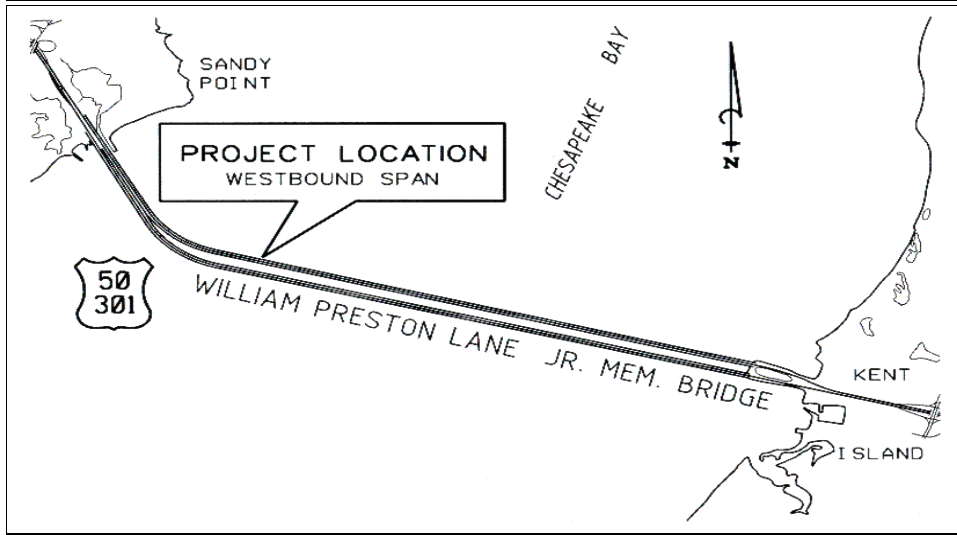
JUSTIFICATION: One way tolls allow for westbound traffic to move at highway speeds past the existing scale house. This project will enhance enforcement and provide improved CVISN capability at this facility.

STATUS: Project placed on hold pending coordination with SHA and possible relocation to improve capability to intercept trucks prior to crossing the Bridge.

ASSOCIATED IMPROVEMENTS:
Rehabilitation of Westbound Bridge Deck (Line 4)
Cleaning and Painting Eastbound Bridge (Line 5)
Painting the Westbound Bridge (Line 7)
Widen eastbound Toll Plaza Approach (Line 8)

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project placed on hold.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	965	215	250	250	250	0	0	0	750	0
Right-of-way	750	0	750	0	0	0	0	0	750	0
Construction	6,780	0	0	750	4,000	2,030	0	0	6,780	0
Total	8,495	215	1,000	1,000	4,250	2,030	0	0	8,280	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane, Jr. Memorial Bridge.

DESCRIPTION: Painting of the westbound bridge.

JUSTIFICATION: This structure has received only maintenance coatings since its opening in 1973. A consultant study indicated the need for a spot painting program that will allow postponement of complete cleaning and painting until at least FY 2012.

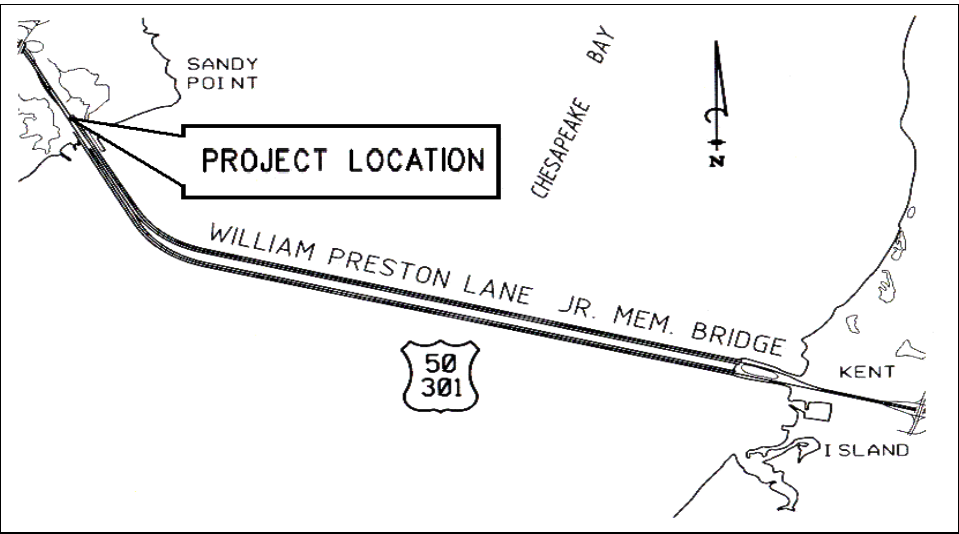
STATUS: Contract will commence in FY 2005.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

ASSOCIATED IMPROVEMENTS:

Rehabilitation of Westbound Bridge Deck (Line 4)
 Paint Eastbound Bridge (Line 5)
 Upgrade Weigh and Inspection Facility (Line 6)
 Widen eastbound Toll Plaza approach (Line 8)

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	900	0	0	300	300	300	0	0	900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,240	0	0	0	4,120	4,120	0	0	8,240	0
Total	9,140	0	0	300	4,420	4,420	0	0	9,140	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Widen eastbound Toll Plaza approach.

JUSTIFICATION: A study of the traffic flow through the toll plaza indicates the need to widen the approach to facilitate traffic access to the outer toll lanes.

STATUS: Construction scheduled to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project schedule adjusted due to unanticipated site engineering issues.

ASSOCIATED IMPROVEMENTS:
Rehabilitation of Westbound Bridge Deck (Line 4)
Paint Eastbound Bridge (Line 5)
Upgrade Weigh and Inspection Facility (Line 6)
Landscaping and Safety Improvements (System Preservation Program - Line 10)

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	280	150	80	50	0	0	0	0	130	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,789	0	0	1,789	0	0	0	0	1,789	0
Total	2,069	150	80	1,839	0	0	0	0	1,919	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Seagirt Marine Terminal Berth IV Container Storage

DESCRIPTION: This project prepares the final 14 acres at Berth IV Seagirt Marine Terminal for container storage. It includes utilities, paving, lighting and striping. (Does not include wharf or cranes). Containers account for 70% of the MPA's tonnage, and as other commodities grow at the Dundalk Marine Terminal, Seagirt is the logical terminal for container growth. The surcharge removed from Seagirt will be used to raise and level an area at the Dundalk Marine Terminal for cargo storage. Further development of the Berth IV Facility is addressed in the Authority's D&E program.

JUSTIFICATION: Seagirt handles only containers and although it is 11 years old, it is still considered one of the best facilities on the East Coast with some of the most efficient cranes and operations.

STATUS: Project complete.

ASSOCIATED IMPROVEMENTS:

Seagirt Marine Terminal Berth IV Expansion and Protective Land Acquisition Program (Line 14)

SIGNIFICANT CHANGE FROM FY 2002 - 07 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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	12,600	12,600	0	0	0	0	0	0	0	0
Total	12,600	12,600	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Increase in container storage acreage.

OPERATING COST IMPACT: Operating costs are recovered through tenant agreement.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 10

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior</u>		
	<u>F.S.KEY BRIDGE</u>		
1	Access/Parking Lot Modifications to Bethlehem Steel and Dietrich Industires (0465)	180	Complete
2	Floor tile replacement at Police Station (0469)	57	Complete
3	Cleaning, Painting, & miscellaneous deck and machinery repairs - Curtis Creek Bridge, Paint Jersey Walls (0450)	5,946	Underway
4	Landscape I-695 from Bear Creek to MD 151 (0456)	583	Underway
5	Resurface Authority Drive and Parking Lot and miscellaneous drainage improvements (0468)	225	Underway
6	Construction of Noise Wall along Broening Highway (0461)	2,825	Spring, 2003
7	Deck Rehabilitation of Bridges I-695 Outer Loop over CSX RR and Inner Loop over MD 10 Ramp B (0470)	884	Spring, 2003
8	Paint portions of bridge and replace Drainage Troughs (0429)	4,648	Spring, 2003
	<u>FORT MCHENRY TUNNEL</u>		
9	Deck Overlay and Joint Repairs I-95 (12 Bridges North of Tunnel) (1446)	17,000	Underway
10	Install Median Barrier at Toll Plaza (1452)	255	Underway
11	Cleaning and Painting Barrier Walls along I-95 from O'Donnell Street to Joh Avenue (1460)	930	Underway
12	Refinish Ceiling Panels and Hand Rails (1442)	7,655	Spring, 2003
13	Roadway improvements at approaches to south portal entrance of the Tunnel (1453)	5,500	Spring, 2003
	<u>HARBOR TUNNEL</u>		
14	Rehabilitation of Deck Joints at the I-895 Bridge over Bayview Yards (0266)	505	Complete
15	Deck Overlay and Miscellaneous Repairs to K-Truss and Approach Bridges (0265)	812	Underway
16	Replace Electric Switch Gear in Vent Building (0235)	1,842	Underway
17	Clean and Paint Bridge Nos BCY112, BCY118, and BCY121. Replace Anchor Bolts and Reset Bearings (0268)	995	Underway
18	Resurface Ritchie Spur (0232)	1,789	Underway
19	Resurface roadway north of Tunnel (0231)	3,290	Underway
20	Resurface roadway south of Tunnel (0230)	7,850	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>HATEM BRIDGE</u>		
21	Electronic Toll Collection System (0816)	2,300	Complete
22	Install Temporary Concrete Median Barrier (0820)	490	Complete
	<u>KENNEDY HIGHWAY</u>		
23	Slope and Drainage Repairs along I-95 (1268)	889	Complete
24	Construct Noise Walls & Safety Improvements along I-95 from north of Chesaco Avenue to Hazelwood Avenue (1229)	16,675	Underway
25	Expansion of Maintenance #2 Parking Lot and New Salt Dome, Replace Fuel Island Canopies Maint. 1&2 (1297)	893	Underway
26	Installation and Upgrade of Raised Pavement Markers on I-95 from MD 24 to Delaware State Line (1273)	243	Underway
27	Renovations of Police Barracks and Truck Weigh Facilities (1287)	2,025	Underway
28	Resurface northbound I-95 from I-695 to MD 24 (1271)	8,000	Underway
29	Resurface southbound I-95 from I-695 to MD 24 (1272)	8,000	Underway
30	Reforestation at I-95/MD 272 (1299)	197	Underway
31	Renovations to bathrooms at Maryland and Chesapeake Houses (1274)	1,250	Underway
32	Repair Slopes I-95 at MM 96.5 and Winters Run (1233)	730	Underway
33	Replace Parapet Walls and Safety Fence Union Church Road and MD 316 Bridges (1289)	407	Underway
34	Exterior Repairs to Maryland House (1295)	70	Spring, 2003
35	Repaving of Maintenance 1 Parking Lot (1288)	75	Spring, 2003
36	Resurface northbound I-95 from MD 24 to Tydings Bridge (1275)	7,100	Spring, 2003
37	Resurface southbound I-95 from MD 24 to Tydings Bridge (1276)	7,750	Spring, 2003
38	Widen Roadway for EZ-Pass Lane at Toll Plaza (1284)	1,280	Spring, 2003
	<u>MULTI-AREA</u>		
39	Miscellaneous Paving Repairs (1921)	690	Complete
40	Replace Electrical Cabinets and Switchgear (1965)	282	Complete
41	Electronic Toll Collection System (1929)	21,917	Underway
42	Electronic Toll Collection Reciprocity (1969)	17,110	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>MULTI-AREA (cont'd)</u>		
43	Installation of Dynamic Signs (Phase V) & Misc Electrical & Lighting Improvements-Various Facilities (1950)	1,685	Underway
44	Miscellaneous Paving Repairs (1989)	1,217	Underway
45	Purchase of Additional Electronic Toll Collection Transponders (1968)	4,150	Underway
46	Miscellaneous Paving Repairs (1947)	1,449	Underway
47	On Call Structural Rehabilitation (1987)	2,700	Underway
48	Underwater Repairs to T.J. Hatem and I-895 over Patapsco Flats (1988)	552	Underway
49	Install CCTV Systems and Fiber Optic Spurs along I-95 (1974)	6,955	Spring, 2003
50	Install Permanent Changeable Message Signs (1993)	405	Spring, 2003
51	Install SCAN Weather System at BHT and Repair System at White Marsh (1984)	325	Spring, 2003
52	Lane Restriction Signing at FMT and BHT (1948)	600	Spring, 2003
53	Pneumatically Applied Mortar Repairs to Various Structures (1971)	815	Spring, 2003
54	Renovate Authority Operation Center at Fort McHenry Tunnel and Baltimore Harbor Tunnel (1954)	5,775	Spring, 2003
55	Right of Way Fencing at Various Locations (1972)	205	Spring, 2003
56	Upgrade Traffic Barriers and Attenuators (Northern and Central Regions) (1964)	2,688	Spring, 2003
	<u>NICE BRIDGE</u>		
57	Electronic Toll Collection System (1019)	2,300	Complete
58	Future Needs Planning Studies (1024)	5,200	Underway
59	Paint Portions of Bridge and Miscellaneous Structural Repairs (1012)	3,269	Underway
	<u>SEAGIRT MARINE TERMINAL</u>		
60	Back-up Generator (1602)	10	Complete
61	Reefer Outlets at Seagirt (1600)	345	Complete
62	Seagirt Canopy (1601)	100	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>W.P.LANE BRIDGE</u>		
63	Electronic Toll Collection System (0639)	2,300	Complete
64	Landscaping and Safety Improvements on the approaches to the Bay Bridge (0602)	588	Complete
65	Bridge deck repairs - westbound span (0643)	250	Complete
66	Resurface east and west approaches (0642)	1,902	Complete
67	Install ducts and fiber across bridge (0648)	7,140	Complete
69	Replace Lane Use Sign Control Software (0640)	323	Underway
70	Substructure Repairs (0644)	1,717	Underway
71	Bay Crossing Future Needs Planning Studies (0653)	5,800	Underway
72	Rehabilitate Toll Plaza Tunnel (0646)	170	Underway
73	Waterline Upgrade (0652)	230	Underway
74	Install Fiber-Optic Conduit (Budget) (0656)	2,000	Underway
	<u>FY 2004</u>		
	<u>F.S.KEY BRIDGE</u>		
75	Rehabilitate Drawbridge Electrical Systems at Curtis Creek (0460)	2,582	Summer, 2003
76	Rehabilitation of Fishing Pier (0471)	304	Summer, 2003
77	Construct Indoor Firearms Range (0464)	7,340	Fall, 2003
	<u>FORT MCHENRY TUNNEL</u>		
78	Safety improvements southbound I-95 south of Eastern Avenue (1462)	540	Summer, 2003
79	Deck Overlay south of Tunnel (2 Bridges) (1454)	5,000	Fall, 2003
80	Rehabilitation of I-95 from the north end of the Tunnel to I-895 (1447)	32,499	Spring, 2004
	<u>HARBOR TUNNEL</u>		
81	Miscellaneous Renovations Vent Buildings (0272)	1,615	Summer, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

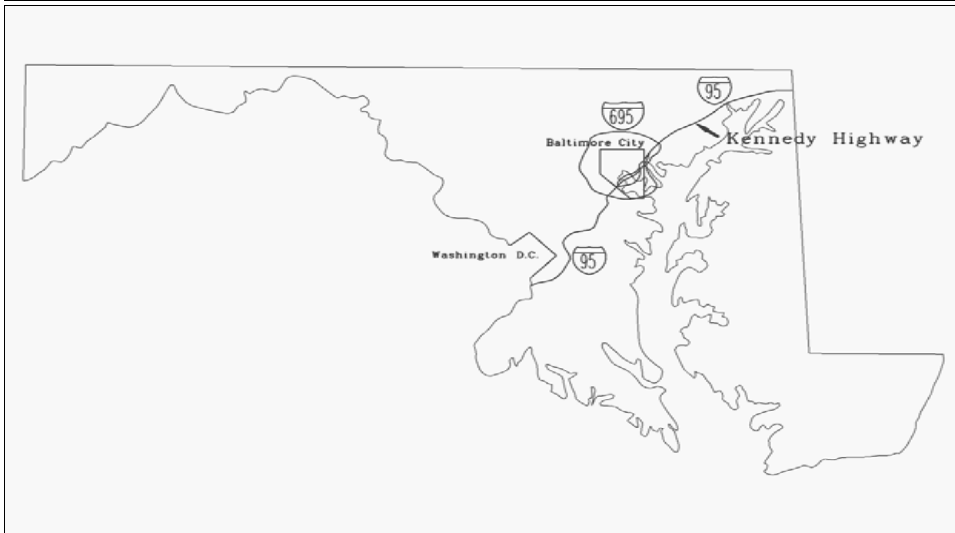
MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>HARBOR TUNNEL (cont'd)</u>		
82	Miscellaneous Structural Repairs to Canton Viaduct (BCY102) (0275)	1,850	Summer, 2003
83	Relocation of Median Crossovers, Miscellaneous Slope, Drainage, and Median Repairs on I-895 (0278)	1,945	Summer, 2003
84	New Maintenance, Automotive and Sign Shop Building (0269)	6,875	Fall, 2003
	<u>KENNEDY HIGHWAY</u>		
85	Install Ground Water Recovery System at Maryland House (1264)	338	Summer, 2003
86	Sign Lighting and Maintenance Systems (1293)	405	Summer, 2003
87	Construct Noise Walls and Widen southbound roadway along I-95 from Hazelwood Avenue to Kenwood Avenue (1230)	16,170	Fall, 2003
88	Replace HVAC Systems at Maryland House Service Stations and Restaurant (1294)	1,620	Fall, 2003
89	Resurface northbound I-95 from MD 222 to Delaware State Line (1277)	12,168	Spring, 2004
90	Resurface southbound I-95 from MD 222 to Delaware State Line (1278)	12,168	Spring, 2004
	<u>MULTI-AREA</u>		
91	Access Control Measures for Major Bridges (excludes video surveillance) (1952)	2,025	Summer, 2003
92	Building Security Improvements at Various Facilities (1945)	3,750	Summer, 2003
93	Lighting Modifications in BHT and FMT Fresh Air Ducts (1991)	1,040	Summer, 2003
94	Miscellaneous Drainage Improvements along I-95 (1951)	265	Summer, 2003
95	Reforestation and Landscaping of Open Spaces - FSK, FMT, and BHT (1946)	990	Summer, 2003
96	Security Improvements Phase II (40 Buildings) (1983)	4,050	Summer, 2003
97	Upgrade and Replace Existing Signing - Southern Region (1999)	2,025	Summer, 2003
98	Inspection and Repairs to High Mast Light Poles and Sign Structures (1956)	1,443	Fall, 2003
99	Install CCTV Systems at FSK, HWN, TJH and WPL Facilities (1976)	3,780	Fall, 2003
100	Install Incident Detection Systems in Tunnels (1975)	1,922	Fall, 2003
101	Replace Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	1,925	Fall, 2003
102	Install Incident Detection Systems at FSK, HWN, TJH and WPL Facilities (1977)	574	Spring, 2004
103	Upgrade and Replace Existing Signing - Central Region (1970)	27,000	Spring, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>W.P.LANE BRIDGE</u>		
104	Replace Existing Emergency Generators (0649)	625	Summer, 2003
105	Underwater Repairs to Footings eastbound and westbound bridges (0655)	1,875	Summer, 2003
105	Replace Lane Signals and Controllers (0651)	9,450	Spring, 2004



PROJECT: John F. Kennedy Memorial Highway

DESCRIPTION: Master Plan Study to identify potential improvements for I-95 from the North of the Baltimore City Line to the Delaware Line.

JUSTIFICATION: Increased traffic is creating congestion and reducing safety on I-95 during weekday peak hours and weekends. Planning studies are continuing to identify and coordinate potential improvements, including multi-model alternatives.

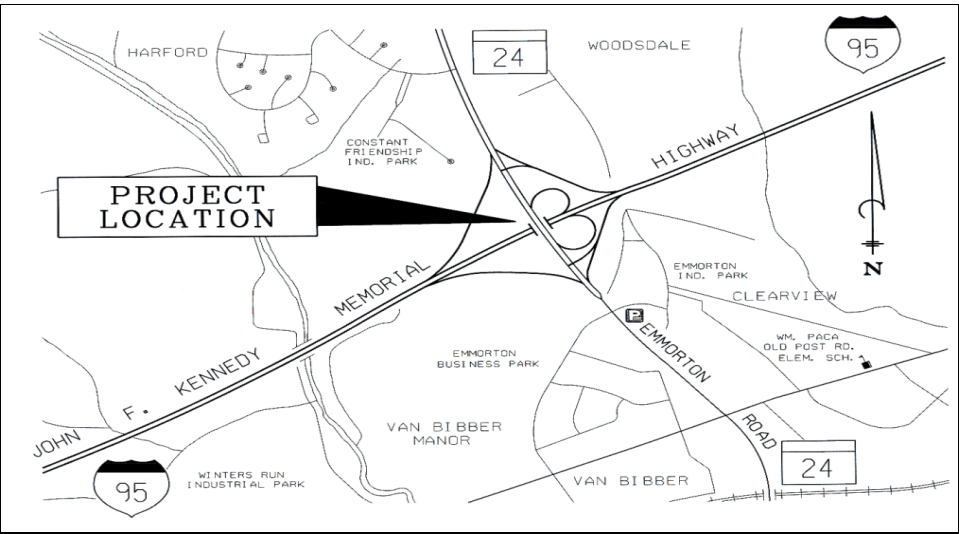
STATUS: Master Plan process nearing completion.

ASSOCIATED IMPROVEMENTS:

Interchange Improvements I-95 and MD 272 - Completed
Interchange Improvements I-95 and MD 22 (Line 1)
Interchange Improvements studies for MD 24 (Line 12)

SIGNIFICANT CHANGE FROM FY 2002 - 07 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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	7,800	2,800	1,000	1,000	1,000	1,000	500	500	5,000	0
Engineering	4,550	2,550	250	250	250	250	500	500	2,000	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	12,350	5,350	1,250	1,250	1,250	1,250	1,000	1,000	7,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: John F. Kennedy Memorial Highway

DESCRIPTION: Improvement studies for MD 24.

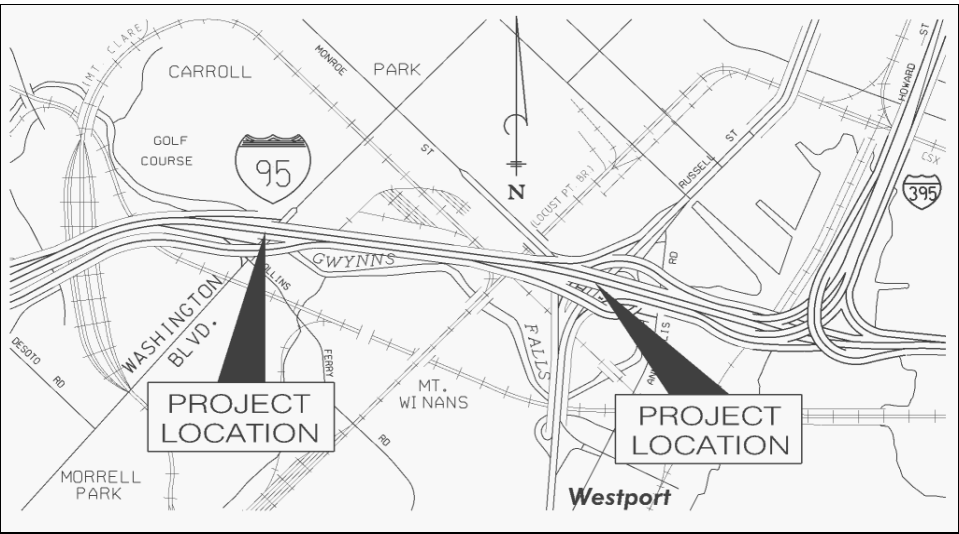
JUSTIFICATION: Additional improvements to this interchange will be required to enhance safety and provide increased capacity to reduce congestion during peak periods.

STATUS: Configuration Option Analysis Underway. Funding provided for MdTA/SHA joint study.

ASSOCIATED IMPROVEMENTS:
I-95 Improvements studies (Line 11)

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$0.7 million is due to a more detailed estimate.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,484	684	25	25	250	250	250	0	800	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,484	684	25	25	250	250	250	0	800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Fort McHenry Tunnel

DESCRIPTION: Project Planning - I-95 Interchange Improvements - Russell Street and Washington Boulevard.

JUSTIFICATION: Improved access from I-95 to and from the North is vital to the development of the Carroll Camden area in Baltimore City.

STATUS: Feasibility study by Baltimore City is underway.

ASSOCIATED IMPROVEMENTS:
I-95 Widening - Washington Blvd to Caton Avenue (Line 2)

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,500	500	500	500	0	0	0	0	1,000	0
Engineering	1,000	0	0	1,000	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	2,500	500	500	1,500	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Construction funding will be based upon the results of the Baltimore City Study.



PROJECT: Seagirt Marine Terminal Berth IV Expansion and Protective Land Acquisition Program.

DESCRIPTION: Design for development of Berth IV. This project will provide 30 acres of additional container storage, 1000 ft of additional marginal wharf and two additional container cranes. Property in the immediate vicinity of the Terminal may be purchased to ensure availability for future expansion.

JUSTIFICATION: The existing Three Berth Seagirt Marine Terminal is at 95% capacity. It is anticipated that in the near future demand will exceed capacity.

STATUS: Project Complete.

ASSOCIATED IMPROVEMENTS:

Seagirt Marine Terminal - Original Three Berth Facility - Completed
 Seagirt Marine Terminal Berth IV Expansion, Phase I & II - Completed
 Seagirt Marine Terminal Berth IV Container Storage (Line 9)

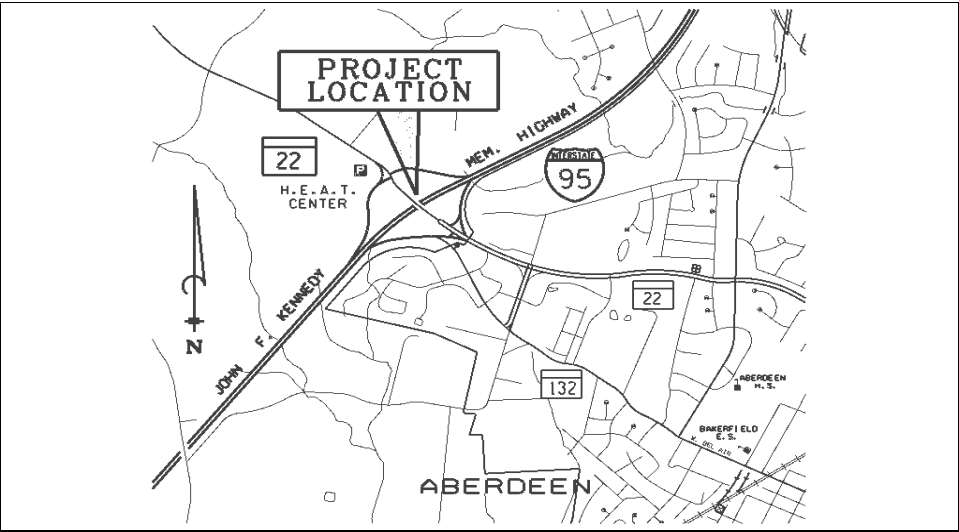
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	824	824	0	0	0	0	0	0	0	0
Right-of-way	3,500	3,500	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,324	4,324	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1502, 1603

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	42.0	37.0	36.0	61.8	30.8	-	207.6
System Preservation Minor Projects	114.3	154.4	180.2	159.9	93.1	71.5	773.4
<u>Development & Evaluation Program</u>	<u>1.8</u>	<u>13.8</u>	<u>28.9</u>	<u>21.9</u>	<u>21.5</u>	<u>22.5</u>	<u>110.4</u>
 TOTAL	 158.1	 205.2	 245.1	 243.6	 145.4	 94.0	 1,091.4



PROJECT: John F. Kennedy Memorial Highway

DESCRIPTION: Interchange Improvements I-95 and MD 22.

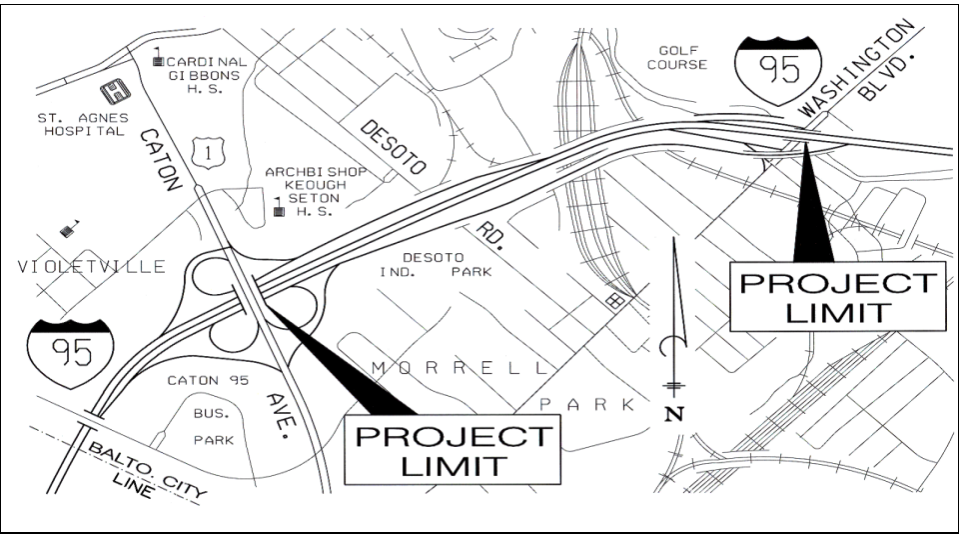
JUSTIFICATION: Modifications to this interchange will enhance safety, and improve traffic flow of MD 22 through nearby intersections at Gilbert Road and Technology Drive.

STATUS: Underway.

ASSOCIATED IMPROVEMENTS:
I-95 Improvement Study (Line 11)

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	400	400	0	0	0	0	0	0	0	0
Engineering	5,200	3,150	1,250	800	0	0	0	0	2,050	0
Right-of-way	23	0	15	8	0	0	0	0	23	0
Construction	26,000	3,082	9,918	13,000	0	0	0	0	22,918	0
Total	31,623	6,632	11,183	13,808	0	0	0	0	24,991	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Fort McHenry Tunnel

DESCRIPTION: Widen I-95 from Washington Boulevard to Caton Avenue to provide full shoulders and rehabilitation of existing structures.

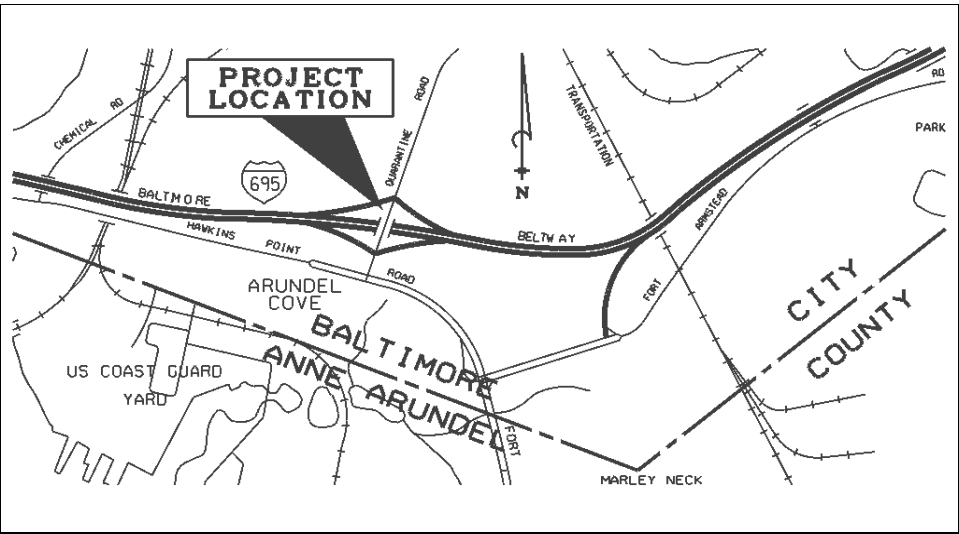
JUSTIFICATION: Widening of shoulders in this area is required to improve safety and to comply with federal standards. Project includes measures to preserve existing structures.

STATUS: Project will be coordinated with proposed interchange improvements at Russell Street and Washington Boulevard.

ASSOCIATED IMPROVEMENTS:
Miscellaneous Structural Repairs - (System Preservation Program - Line 10)
Deck Overlay and Joint Repairs I-95 - (System Preservation Program - Line 10)
Project Planning - I-95 Improvements - Russell Street and Washington Boulevard (Line 13)

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	750	500	250	0	0	0	0	0	250	0
Engineering	5,100	750	750	1,000	1,100	750	750	0	4,350	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,000	0	0	0	5,000	24,000	24,000	0	53,000	0
Total	58,850	1,250	1,000	1,000	6,100	24,750	24,750	0	57,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Francis Scott Key Bridge

DESCRIPTION: Interchange Improvements to I-695 and Quarantine Road.

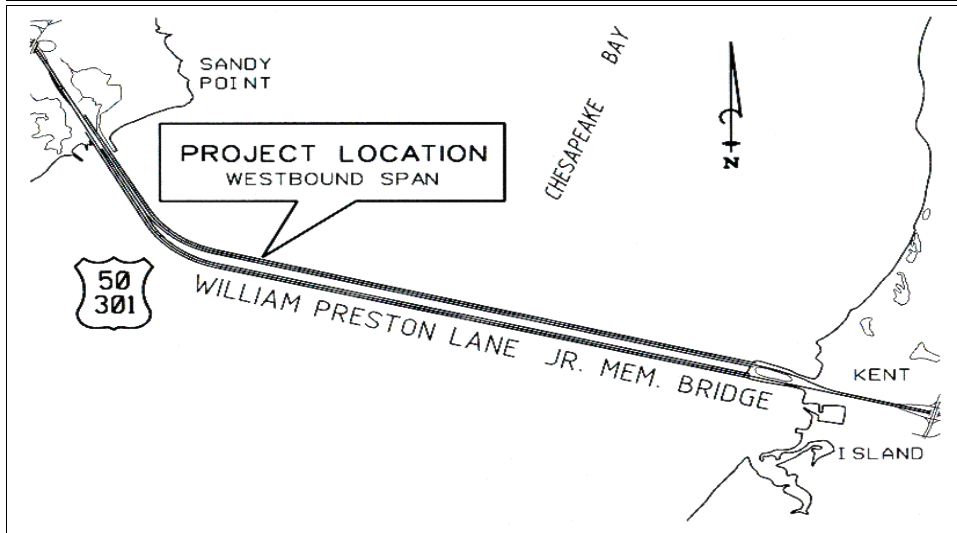
JUSTIFICATION: Interchange reconstruction will improve safety by addressing constraints that result in ramp queues that extend onto I-695.

STATUS: Planning is Underway. Selection of preferred alternative will be made and design to begin during current fiscal year.

ASSOCIATED IMPROVEMENTS:

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project schedule adjusted due to reflect additional time needed to complete planning.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	250	250	0	0	0	0	0	0	0	0
Engineering	5,400	0	500	1,500	1,000	1,400	1,000	0	5,400	0
Right-of-way	1,000	0	0	1,000	0	0	0	0	1,000	0
Construction	24,000	0	0	0	5,000	14,000	5,000	0	24,000	0
Total	30,650	250	500	2,500	6,000	15,400	6,000	0	30,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Rehabilitation of westbound bridge deck.

JUSTIFICATION: The bridge deck on this structure has not been renovated since its opening in 1973. Testing has indicated that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration.

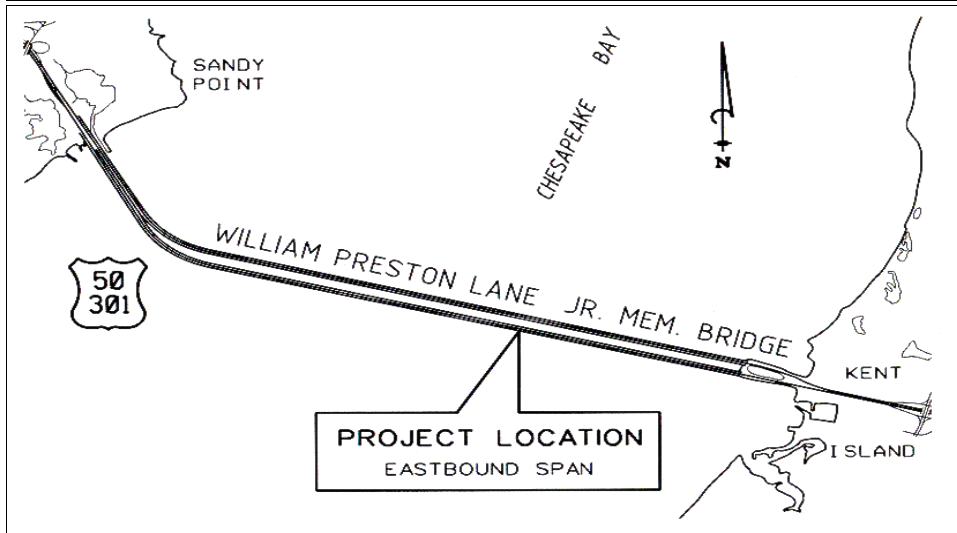
STATUS: Phase I, Deck Rehabilitation of Truss, Beam and Girder Spans, is 25% complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

ASSOCIATED IMPROVEMENTS:

Cleaning and Painting Eastbound Bridge (Line 5)
Upgrade Westbound Weigh and Inspection Facility (Line 6)
Painting the Westbound Bridge (Line 7)
Widen eastbound Toll Plaza approach (Line 8)

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,480	1,150	1,050	830	1,250	1,200	0	0	4,330	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	55,722	3,279	11,721	12,722	14,000	14,000	0	0	52,443	0
Total	61,202	4,429	12,771	13,552	15,250	15,200	0	0	56,773	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Cleaning and Painting eastbound bridge. Phase I - Suspension, east Deck Truss and through Truss Spans, Phase II - east Girder and Beam Spans, Phase III - west Beam, Girder and Deck Truss Spans.

JUSTIFICATION: A study of the condition of the paint coating of the eastbound bridge was conducted in 1995. The conclusion of the study was that overcoating of the bridge would not be beneficial and that the majority of the structure requires complete cleaning and repainting. The repainting of the bridge has been divided into three projects based on priority due to the severity of the coating conditions and traffic control requirements.

STATUS: Underway: Phase I is complete, Phase II is approximately 40% complete, and Phase III began in Spring 2002.

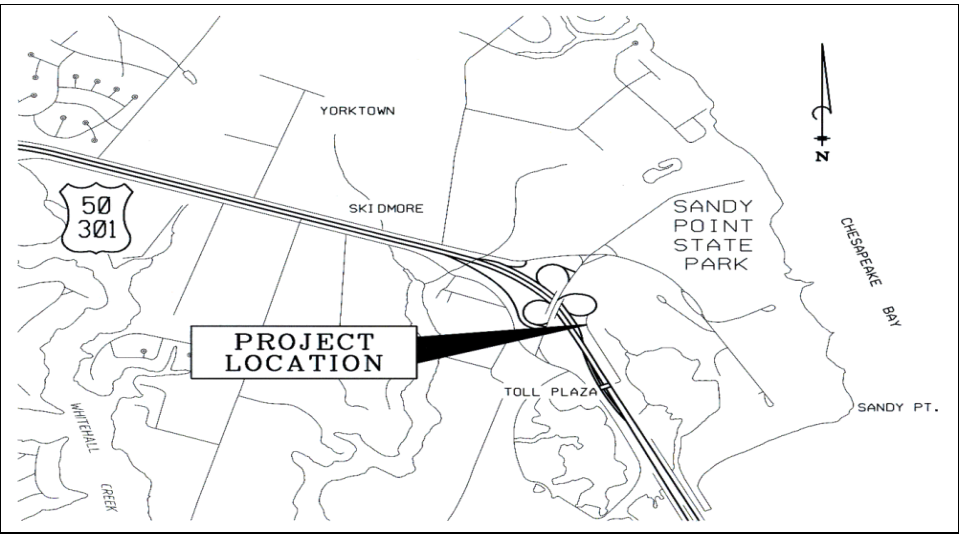
SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

ASSOCIATED IMPROVEMENTS:

Rehabilitation of Westbound Bridge Deck (Line 4)
Upgrade Westbound Weigh and Inspection Facility (Line 6)
Paint Westbound Bridge (Line 7)
Widen eastbound Toll Plaza approach (Line 8)

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,565	1,780	550	235	0	0	0	0	785	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,603	49,909	14,904	2,790	0	0	0	0	17,694	0
Total	70,168	51,689	15,454	3,025	0	0	0	0	18,479	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0617, 0633, 0634



PROJECT: William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Upgrade westbound Weigh and Inspection Facility.

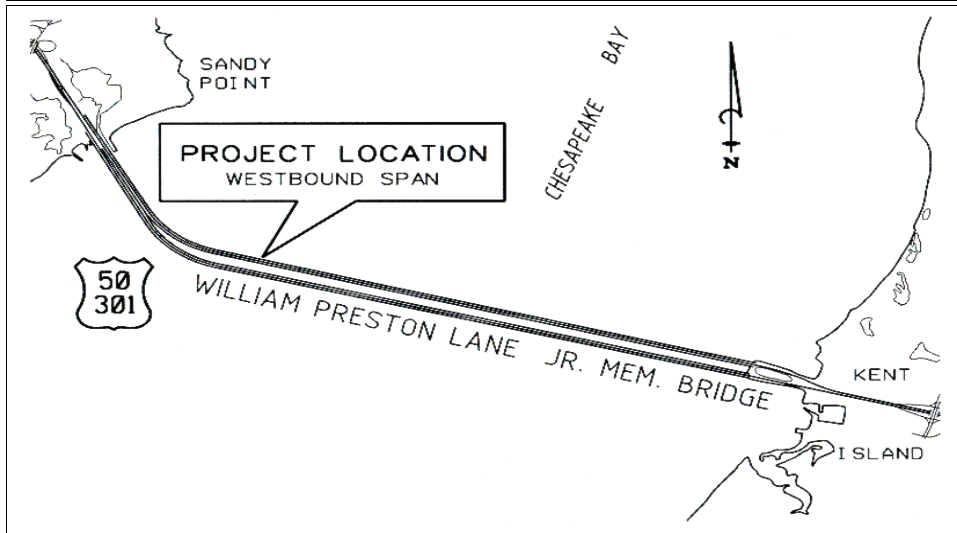
JUSTIFICATION: One way tolls allow for westbound traffic to move at highway speeds past the existing scale house. This project will enhance enforcement and provide improved CVISN capability at this facility.

STATUS: Project placed on hold pending coordination with SHA and possible relocation to improve capability to intercept trucks prior to crossing the Bridge.

ASSOCIATED IMPROVEMENTS:
Rehabilitation of Westbound Bridge Deck (Line 4)
Cleaning and Painting Eastbound Bridge (Line 5)
Painting the Westbound Bridge (Line 7)
Widen eastbound Toll Plaza Approach (Line 8)

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project placed on hold.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	965	215	250	250	250	0	0	0	750	0
Right-of-way	750	0	750	0	0	0	0	0	750	0
Construction	6,780	0	0	750	4,000	2,030	0	0	6,780	0
Total	8,495	215	1,000	1,000	4,250	2,030	0	0	8,280	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane, Jr. Memorial Bridge.

DESCRIPTION: Painting of the westbound bridge.

JUSTIFICATION: This structure has received only maintenance coatings since its opening in 1973. A consultant study indicated the need for a spot painting program that will allow postponement of complete cleaning and painting until at least FY 2012.

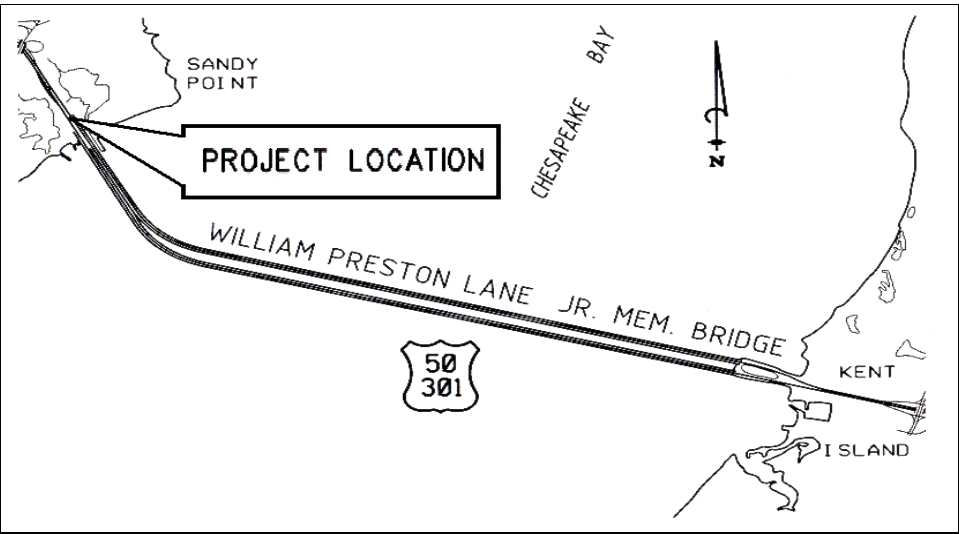
STATUS: Contract will commence in FY 2005.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

ASSOCIATED IMPROVEMENTS:

Rehabilitation of Westbound Bridge Deck (Line 4)
 Paint Eastbound Bridge (Line 5)
 Upgrade Weigh and Inspection Facility (Line 6)
 Widen eastbound Toll Plaza approach (Line 8)

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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	900	0	0	300	300	300	0	0	900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,240	0	0	0	4,120	4,120	0	0	8,240	0
Total	9,140	0	0	300	4,420	4,420	0	0	9,140	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Widen eastbound Toll Plaza approach.

JUSTIFICATION: A study of the traffic flow through the toll plaza indicates the need to widen the approach to facilitate traffic access to the outer toll lanes.

STATUS: Construction scheduled to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: Project schedule adjusted due to unanticipated site engineering issues.

ASSOCIATED IMPROVEMENTS:
Rehabilitation of Westbound Bridge Deck (Line 4)
Paint Eastbound Bridge (Line 5)
Upgrade Weigh and Inspection Facility (Line 6)
Landscaping and Safety Improvements (System Preservation Program - Line 10)

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	280	150	80	50	0	0	0	0	130	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,789	0	0	1,789	0	0	0	0	1,789	0
Total	2,069	150	80	1,839	0	0	0	0	1,919	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Seagirt Marine Terminal Berth IV Container Storage

DESCRIPTION: This project prepares the final 14 acres at Berth IV Seagirt Marine Terminal for container storage. It includes utilities, paving, lighting and striping. (Does not include wharf or cranes). Containers account for 70% of the MPA's tonnage, and as other commodities grow at the Dundalk Marine Terminal, Seagirt is the logical terminal for container growth. The surcharge removed from Seagirt will be used to raise and level an area at the Dundalk Marine Terminal for cargo storage. Further development of the Berth IV Facility is addressed in the Authority's D&E program.

JUSTIFICATION: Seagirt handles only containers and although it is 11 years old, it is still considered one of the best facilities on the East Coast with some of the most efficient cranes and operations.

STATUS: Project complete.

ASSOCIATED IMPROVEMENTS:

Seagirt Marine Terminal Berth IV Expansion and Protective Land Acquisition Program (Line 14)

SIGNIFICANT CHANGE FROM FY 2002 - 07 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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
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	12,600	12,600	0	0	0	0	0	0	0	0
Total	12,600	12,600	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Increase in container storage acreage.

OPERATING COST IMPACT: Operating costs are recovered through tenant agreement.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 10

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior</u>		
	<u>F.S.KEY BRIDGE</u>		
1	Access/Parking Lot Modifications to Bethlehem Steel and Dietrich Industires (0465)	180	Complete
2	Floor tile replacement at Police Station (0469)	57	Complete
3	Cleaning, Painting, & miscellaneous deck and machinery repairs - Curtis Creek Bridge, Paint Jersey Walls (0450)	5,946	Underway
4	Landscape I-695 from Bear Creek to MD 151 (0456)	583	Underway
5	Resurface Authority Drive and Parking Lot and miscellaneous drainage improvements (0468)	225	Underway
6	Construction of Noise Wall along Broening Highway (0461)	2,825	Spring, 2003
7	Deck Rehabilitation of Bridges I-695 Outer Loop over CSX RR and Inner Loop over MD 10 Ramp B (0470)	884	Spring, 2003
8	Paint portions of bridge and replace Drainage Troughs (0429)	4,648	Spring, 2003
	<u>FORT MCHENRY TUNNEL</u>		
9	Deck Overlay and Joint Repairs I-95 (12 Bridges North of Tunnel) (1446)	17,000	Underway
10	Install Median Barrier at Toll Plaza (1452)	255	Underway
11	Cleaning and Painting Barrier Walls along I-95 from O'Donnell Street to Joh Avenue (1460)	930	Underway
12	Refinish Ceiling Panels and Hand Rails (1442)	7,655	Spring, 2003
13	Roadway improvements at approaches to south portal entrance of the Tunnel (1453)	5,500	Spring, 2003
	<u>HARBOR TUNNEL</u>		
14	Rehabilitation of Deck Joints at the I-895 Bridge over Bayview Yards (0266)	505	Complete
15	Deck Overlay and Miscellaneous Repairs to K-Truss and Approach Bridges (0265)	812	Underway
16	Replace Electric Switch Gear in Vent Building (0235)	1,842	Underway
17	Clean and Paint Bridge Nos BCY112, BCY118, and BCY121. Replace Anchor Bolts and Reset Bearings (0268)	995	Underway
18	Resurface Ritchie Spur (0232)	1,789	Underway
19	Resurface roadway north of Tunnel (0231)	3,290	Underway
20	Resurface roadway south of Tunnel (0230)	7,850	Spring, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>HATEM BRIDGE</u>		
21	Electronic Toll Collection System (0816)	2,300	Complete
22	Install Temporary Concrete Median Barrier (0820)	490	Complete
	<u>KENNEDY HIGHWAY</u>		
23	Slope and Drainage Repairs along I-95 (1268)	889	Complete
24	Construct Noise Walls & Safety Improvements along I-95 from north of Chesaco Avenue to Hazelwood Avenue (1229)	16,675	Underway
25	Expansion of Maintenance #2 Parking Lot and New Salt Dome, Replace Fuel Island Canopies Maint. 1&2 (1297)	893	Underway
26	Installation and Upgrade of Raised Pavement Markers on I-95 from MD 24 to Delaware State Line (1273)	243	Underway
27	Renovations of Police Barracks and Truck Weigh Facilities (1287)	2,025	Underway
28	Resurface northbound I-95 from I-695 to MD 24 (1271)	8,000	Underway
29	Resurface southbound I-95 from I-695 to MD 24 (1272)	8,000	Underway
30	Reforestation at I-95/MD 272 (1299)	197	Underway
31	Renovations to bathrooms at Maryland and Chesapeake Houses (1274)	1,250	Underway
32	Repair Slopes I-95 at MM 96.5 and Winters Run (1233)	730	Underway
33	Replace Parapet Walls and Safety Fence Union Church Road and MD 316 Bridges (1289)	407	Underway
34	Exterior Repairs to Maryland House (1295)	70	Spring, 2003
35	Repaving of Maintenance 1 Parking Lot (1288)	75	Spring, 2003
36	Resurface northbound I-95 from MD 24 to Tydings Bridge (1275)	7,100	Spring, 2003
37	Resurface southbound I-95 from MD 24 to Tydings Bridge (1276)	7,750	Spring, 2003
38	Widen Roadway for EZ-Pass Lane at Toll Plaza (1284)	1,280	Spring, 2003
	<u>MULTI-AREA</u>		
39	Miscellaneous Paving Repairs (1921)	690	Complete
40	Replace Electrical Cabinets and Switchgear (1965)	282	Complete
41	Electronic Toll Collection System (1929)	21,917	Underway
42	Electronic Toll Collection Reciprocity (1969)	17,110	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>MULTI-AREA (cont'd)</u>		
43	Installation of Dynamic Signs (Phase V) & Misc Electrical & Lighting Improvements-Various Facilities (1950)	1,685	Underway
44	Miscellaneous Paving Repairs (1989)	1,217	Underway
45	Purchase of Additional Electronic Toll Collection Transponders (1968)	4,150	Underway
46	Miscellaneous Paving Repairs (1947)	1,449	Underway
47	On Call Structural Rehabilitation (1987)	2,700	Underway
48	Underwater Repairs to T.J. Hatem and I-895 over Patapsco Flats (1988)	552	Underway
49	Install CCTV Systems and Fiber Optic Spurs along I-95 (1974)	6,955	Spring, 2003
50	Install Permanent Changeable Message Signs (1993)	405	Spring, 2003
51	Install SCAN Weather System at BHT and Repair System at White Marsh (1984)	325	Spring, 2003
52	Lane Restriction Signing at FMT and BHT (1948)	600	Spring, 2003
53	Pneumatically Applied Mortar Repairs to Various Structures (1971)	815	Spring, 2003
54	Renovate Authority Operation Center at Fort McHenry Tunnel and Baltimore Harbor Tunnel (1954)	5,775	Spring, 2003
55	Right of Way Fencing at Various Locations (1972)	205	Spring, 2003
56	Upgrade Traffic Barriers and Attenuators (Northern and Central Regions) (1964)	2,688	Spring, 2003
	<u>NICE BRIDGE</u>		
57	Electronic Toll Collection System (1019)	2,300	Complete
58	Future Needs Planning Studies (1024)	5,200	Underway
59	Paint Portions of Bridge and Miscellaneous Structural Repairs (1012)	3,269	Underway
	<u>SEAGIRT MARINE TERMINAL</u>		
60	Back-up Generator (1602)	10	Complete
61	Reefer Outlets at Seagirt (1600)	345	Complete
62	Seagirt Canopy (1601)	100	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2003 and Prior (cont'd)</u>		
	<u>W.P.LANE BRIDGE</u>		
63	Electronic Toll Collection System (0639)	2,300	Complete
64	Landscaping and Safety Improvements on the approaches to the Bay Bridge (0602)	588	Complete
65	Bridge deck repairs - westbound span (0643)	250	Complete
66	Resurface east and west approaches (0642)	1,902	Complete
67	Install ducts and fiber across bridge (0648)	7,140	Complete
69	Replace Lane Use Sign Control Software (0640)	323	Underway
70	Substructure Repairs (0644)	1,717	Underway
71	Bay Crossing Future Needs Planning Studies (0653)	5,800	Underway
72	Rehabilitate Toll Plaza Tunnel (0646)	170	Underway
73	Waterline Upgrade (0652)	230	Underway
74	Install Fiber-Optic Conduit (Budget) (0656)	2,000	Underway
	<u>FY 2004</u>		
	<u>F.S.KEY BRIDGE</u>		
75	Rehabilitate Drawbridge Electrical Systems at Curtis Creek (0460)	2,582	Summer, 2003
76	Rehabilitation of Fishing Pier (0471)	304	Summer, 2003
77	Construct Indoor Firearms Range (0464)	7,340	Fall, 2003
	<u>FORT MCHENRY TUNNEL</u>		
78	Safety improvements southbound I-95 south of Eastern Avenue (1462)	540	Summer, 2003
79	Deck Overlay south of Tunnel (2 Bridges) (1454)	5,000	Fall, 2003
80	Rehabilitation of I-95 from the north end of the Tunnel to I-895 (1447)	32,499	Spring, 2004
	<u>HARBOR TUNNEL</u>		
81	Miscellaneous Renovations Vent Buildings (0272)	1,615	Summer, 2003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

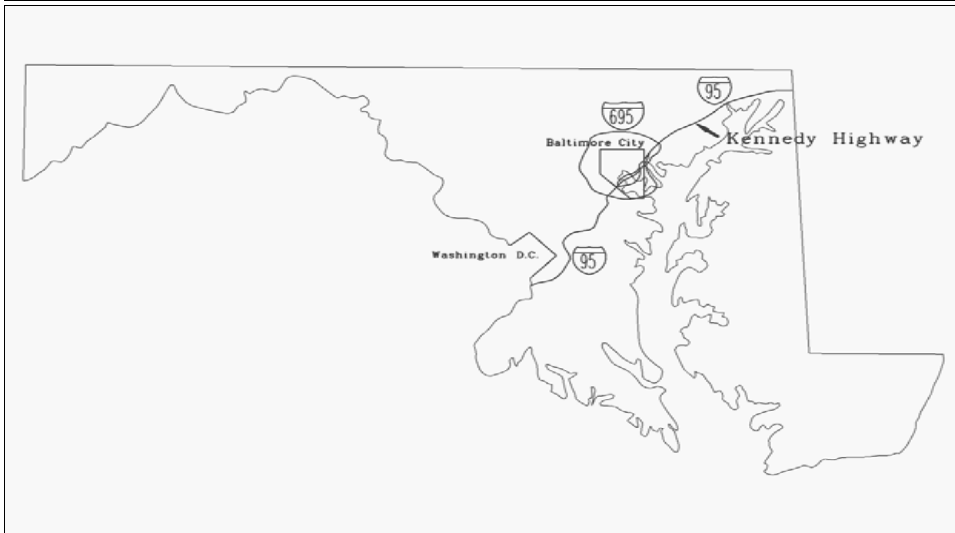
MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>HARBOR TUNNEL (cont'd)</u>		
82	Miscellaneous Structural Repairs to Canton Viaduct (BCY102) (0275)	1,850	Summer, 2003
83	Relocation of Median Crossovers, Miscellaneous Slope, Drainage, and Median Repairs on I-895 (0278)	1,945	Summer, 2003
84	New Maintenance, Automotive and Sign Shop Building (0269)	6,875	Fall, 2003
	<u>KENNEDY HIGHWAY</u>		
85	Install Ground Water Recovery System at Maryland House (1264)	338	Summer, 2003
86	Sign Lighting and Maintenance Systems (1293)	405	Summer, 2003
87	Construct Noise Walls and Widen southbound roadway along I-95 from Hazelwood Avenue to Kenwood Avenue (1230)	16,170	Fall, 2003
88	Replace HVAC Systems at Maryland House Service Stations and Restaurant (1294)	1,620	Fall, 2003
89	Resurface northbound I-95 from MD 222 to Delaware State Line (1277)	12,168	Spring, 2004
90	Resurface southbound I-95 from MD 222 to Delaware State Line (1278)	12,168	Spring, 2004
	<u>MULTI-AREA</u>		
91	Access Control Measures for Major Bridges (excludes video surveillance) (1952)	2,025	Summer, 2003
92	Building Security Improvements at Various Facilities (1945)	3,750	Summer, 2003
93	Lighting Modifications in BHT and FMT Fresh Air Ducts (1991)	1,040	Summer, 2003
94	Miscellaneous Drainage Improvements along I-95 (1951)	265	Summer, 2003
95	Reforestation and Landscaping of Open Spaces - FSK, FMT, and BHT (1946)	990	Summer, 2003
96	Security Improvements Phase II (40 Buildings) (1983)	4,050	Summer, 2003
97	Upgrade and Replace Existing Signing - Southern Region (1999)	2,025	Summer, 2003
98	Inspection and Repairs to High Mast Light Poles and Sign Structures (1956)	1,443	Fall, 2003
99	Install CCTV Systems at FSK, HWN, TJH and WPL Facilities (1976)	3,780	Fall, 2003
100	Install Incident Detection Systems in Tunnels (1975)	1,922	Fall, 2003
101	Replace Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	1,925	Fall, 2003
102	Install Incident Detection Systems at FSK, HWN, TJH and WPL Facilities (1977)	574	Spring, 2004
103	Upgrade and Replace Existing Signing - Central Region (1970)	27,000	Spring, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 (cont'd)</u>		
	<u>W.P.LANE BRIDGE</u>		
104	Replace Existing Emergency Generators (0649)	625	Summer, 2003
105	Underwater Repairs to Footings eastbound and westbound bridges (0655)	1,875	Summer, 2003
105	Replace Lane Signals and Controllers (0651)	9,450	Spring, 2004



PROJECT: John F. Kennedy Memorial Highway

DESCRIPTION: Master Plan Study to identify potential improvements for I-95 from the North of the Baltimore City Line to the Delaware Line.

JUSTIFICATION: Increased traffic is creating congestion and reducing safety on I-95 during weekday peak hours and weekends. Planning studies are continuing to identify and coordinate potential improvements, including multi-model alternatives.

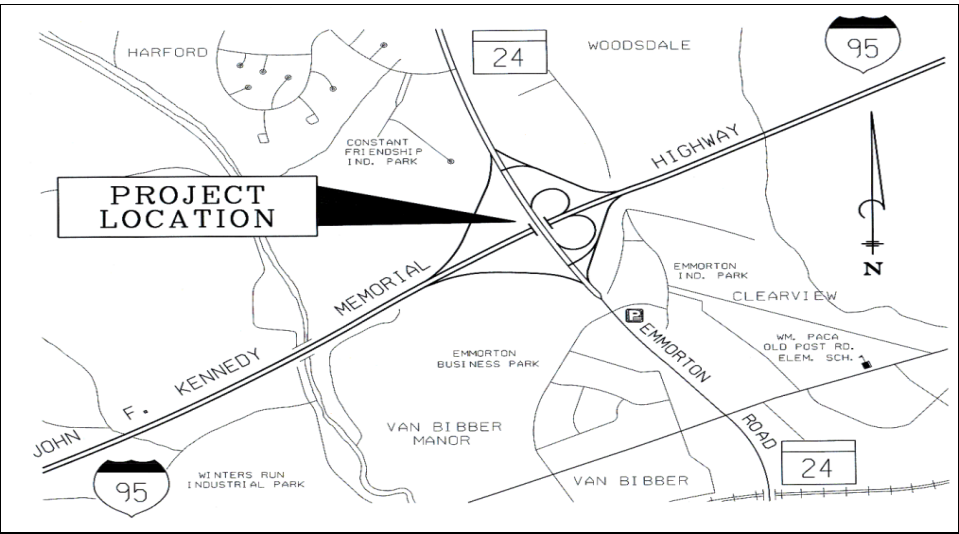
STATUS: Master Plan process nearing completion.

ASSOCIATED IMPROVEMENTS:

Interchange Improvements I-95 and MD 272 - Completed
Interchange Improvements I-95 and MD 22 (Line 1)
Interchange Improvements studies for MD 24 (Line 12)

SIGNIFICANT CHANGE FROM FY 2002 - 07 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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	7,800	2,800	1,000	1,000	1,000	1,000	500	500	5,000	0
Engineering	4,550	2,550	250	250	250	250	500	500	2,000	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	12,350	5,350	1,250	1,250	1,250	1,250	1,000	1,000	7,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: John F. Kennedy Memorial Highway

DESCRIPTION: Improvement studies for MD 24.

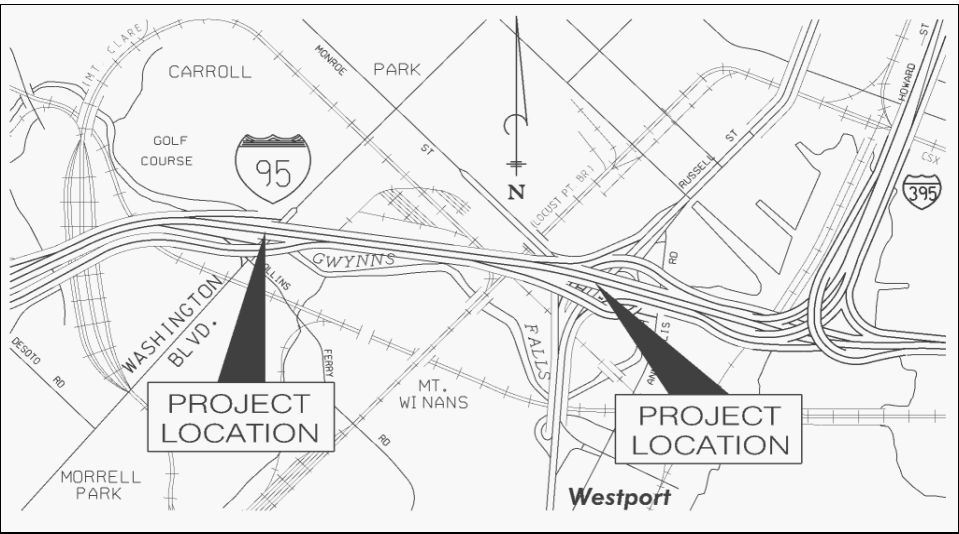
JUSTIFICATION: Additional improvements to this interchange will be required to enhance safety and provide increased capacity to reduce congestion during peak periods.

STATUS: Configuration Option Analysis Underway. Funding provided for MdTA/SHA joint study.

ASSOCIATED IMPROVEMENTS:
I-95 Improvements studies (Line 11)

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: The cost increase of \$0.7 million is due to a more detailed estimate.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,484	684	25	25	250	250	250	0	800	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,484	684	25	25	250	250	250	0	800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Fort McHenry Tunnel

DESCRIPTION: Project Planning - I-95 Interchange Improvements - Russell Street and Washington Boulevard.

JUSTIFICATION: Improved access from I-95 to and from the North is vital to the development of the Carroll Camden area in Baltimore City.

STATUS: Feasibility study by Baltimore City is underway.

ASSOCIATED IMPROVEMENTS:
I-95 Widening - Washington Blvd to Caton Avenue (Line 2)

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	1,500	500	500	500	0	0	0	0	1,000	0
Engineering	1,000	0	0	1,000	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	2,500	500	500	1,500	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Construction funding will be based upon the results of the Baltimore City Study.



PROJECT: Seagirt Marine Terminal Berth IV Expansion and Protective Land Acquisition Program.

DESCRIPTION: Design for development of Berth IV. This project will provide 30 acres of additional container storage, 1000 ft of additional marginal wharf and two additional container cranes. Property in the immediate vicinity of the Terminal may be purchased to ensure availability for future expansion.

JUSTIFICATION: The existing Three Berth Seagirt Marine Terminal is at 95% capacity. It is anticipated that in the near future demand will exceed capacity.

STATUS: Project Complete.

ASSOCIATED IMPROVEMENTS:

Seagirt Marine Terminal - Original Three Berth Facility - Completed
 Seagirt Marine Terminal Berth IV Expansion, Phase I & II - Completed
 Seagirt Marine Terminal Berth IV Container Storage (Line 9)

SIGNIFICANT CHANGE FROM FY 2002 - 07 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 2002	CURRENT YEAR 2003	BUDGET YEAR 2004	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2005.....	.....2006.....	.....2007.....	.....2008.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	824	824	0	0	0	0	0	0	0	0
Right-of-way	3,500	3,500	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,324	4,324	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1502, 1603

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	Chesapeake Highway Advisories Routing Traffic – 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.