

FY 2004-2009

MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM



MARYLAND DEPARTMENT OF TRANSPORTATION
www.marylandtransportation.com

MARYLAND'S

CONSOLIDATED TRANSPORTATION PROGRAM

This document is Maryland's Consolidated Transportation Program (CTP), the State's six-year capital budget for transportation projects. The Capital Program includes projects for the Maryland Department of Transportation and the modal agencies within the Department, including the Maryland Aviation Administration, the Motor Vehicle Administration, the Maryland Transit Administration, Washington Metropolitan Area Transit, the State Highway Administration and the Maryland Port Administration. An expanded description is shown for each major project, along with a list of minor capital projects.

Working together with Maryland's citizens, local jurisdictions and local delegations, projects are added to the CTP which enhance transportation service and opportunities throughout the State. In order to help Maryland's citizens review this document, a summary of the Department's financing and budgeting process and how to read each Project Information Form (PIF) is included.

For further information about this document, please contact the Maryland Department of Transportation, Office of Planning and Capital Programming. Toll free: 1-888-713-1414 Locally: 410-865-1288. TTY for the Deaf 410-865-1342. For more information on Maryland transportation, visit us on the web: www.marylandtransportation.com.

TABLE OF CONTENTS

Summary of the Consolidated Transportation Program	1
Significant Changes to the FY 2003-2008 CTP	A-1
FY 2003 Accomplishments	A-9
Operating and Capital Program Summary	A-14
Federal Aid Obligations	A-21
System Preservation Minor Project Program Levels	A-24
Major Bridge Projects	A-27
Bicycle and Pedestrian Related Projects	A-30
General Aviation Grants	A-44
The Secretary's Office	B-1
Motor Vehicle Administration	C-1
Maryland Aviation Administration	D-1
Maryland Port Administration	E-1
Maryland Transit Administration	F-1
Washington Metropolitan Area Transit	G-1
State Highway Administration	H-1
Maryland Transportation Authority	I-1
Glossary	J-1

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 travel our highways, fly out of Baltimore-Washington International Airport, travel through the Fort 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, or renew their driver's license without having to visit a Motor Vehicle Administration office – Maryland's transportation system touches our lives everyday.

Efforts to maintain the safety, efficiency and condition of our transportation system demand constant attention. Our transportation system includes thousands of miles of highways and bridges, public transit systems, a major international airport and a thriving port – each serving millions of customers. Economic expansion coupled with general transportation and population growth has led to significant travel growth throughout the transportation network. Primary factors affecting transportation such as population, households, registered vehicles, licensed drivers and multi-car households have far outpaced the rate at which the State's transportation infrastructure and services have been provided over the past 20 years.

Every year, the Maryland Department of Transportation (MDOT) 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. This year's update establishes a new direction – providing mobility and focusing on efficient operations, adding needed transportation facilities, emphasizing safety and security in construction and operation, and improving the Department's responsiveness to its customers.

The second section of the SRT is this document - the Consolidated Transportation Program (CTP). 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.

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 and the citizens of Maryland better understand and assess the relationship of investments in programs and projects with the services and quality those investments produce.

The current economic situation continues to present funding challenges. As the nation deals with the recession, the size of the CTP has decreased due to the lack of any new revenues to build the pipeline or add any new projects.

However, Maryland's economy is expected to continue to recover in 2004, and the long-term prospects for the State continue to be positive. Continued growth in employment and personal income should provide the Department with the revenues necessary to deliver its current operating and capital programs. The challenge is to acquire adequate funding to prepare for the next wave of projects that are ready to move into the pipeline and on to 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.

To address these concerns, in July 2003, the Secretary appointed a 29-member blue ribbon panel of legislative and business leaders to provide recommendations on transportation needs and funding options for Maryland. After seven meetings and public hearings the task force completed its review of the State's transportation systems, future transportation needs and potential revenue options in December. A final report of the committee's recommendations was submitted to the Secretary and Governor in late 2003.

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

System Maintenance and Efficiency

Keeping Maryland's transportation system safe and in good condition are top priorities of MDOT. In the face of growing travel demand, increasing construction and equipment costs, and limited resources, MDOT must make the most efficient use of the existing system. 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. To insure that the most productive use is being made of the taxpayers existing investments in the State's transportation system, assets need to be maintained and preserved appropriately to extend the useful life of existing facilities and equipment in a fiscally responsive manner. The Department seeks to maximize value and performance from existing resources by managing facilities to provide maximum customer service from the system before making new investments.

Mobility

The core of MDOT's mission is mobility. This means getting people and goods to destinations and markets. The Department finds itself at a crossroads, facing key gaps and bottlenecks within the State's transportation systems that are known to cause delay and congestion. The CTP includes capital projects that provide critical new systems additions, and enhance and preserve a transportation system to accommodate travel and facilitate commerce. These projects focus on demonstrated customer needs to decrease delay and improve reliability of the State's transportation networks. They are Maryland's investment in our highway, transit, port and aviation facilities that assure a safe and efficient transportation system and improve economic competitiveness.

The Maryland Department of Transportation is charged with building an accessible integrated transportation network that supports community living, employment, education, health care and recreational opportunities for all. The transportation needs of individuals throughout our State are varied and require transportation options or programs that enable people to be mobile and actively participate in all aspects of community living. The Maryland Transit Administration (MTA) administers programs that provide transportation services to persons who are disabled, elderly or for some reason do not use private transportation. An integrated accessible transportation system provides opportunities for the motorist, air traveler, pedestrian, bicyclist or the public transportation user.

An integrated transportation program is more than accessible trains, buses and paratransit. In meeting the challenge of providing the best mix of options, MDOT will explore alternative approaches and select the most efficient means of meeting customer expectations and needs. The application of cost-effective design alternatives, the usage of managed, priced or special purpose facilities, improving mobility through technology (e.g. E-Zpass), alternative means of travel (e.g. bus rapid transit), and key system expansion (e.g. ICC) are examples of this strategy. The Maryland Department of Transportation is committed to providing accessible transportation services that meet the needs of a varied population.

Building an accessible integrated transportation network



Preservation and efficiency are top priorities



Safety and Security

Providing safe and secure travel for Maryland residents is of vital importance and enhancing safety has been a transportation priority for as long as Maryland has had a transportation system. After September 11, 2001, threats to the personal safety of travelers and transportation assets have received heightened attention. The Department is focused on reducing the injuries, fatalities and risks to all transportation system customers, as well as, the Department's work force and contractors. The Department is also committed to ensuring security of the public and taking advantage of new technologies and cost effective countermeasures to reduce transportation system vulnerabilities. Every mode has instituted improved safety measures and the Department is implementing a vast number of heightened security measures throughout the transportation system.

System Productivity and Quality

Improving program and project delivery to reduce the costs and schedule is essential to effectively delivering improvements to users of the transportation system and the State's taxpayers. The Department intends to implement projects in a minimum time period through streamlined approaches and improved relationships with other agencies. Throughout all projects and activities MDOT is committed to protecting Maryland's human and natural environment. Given the State's current financial situation, MDOT is looking to contain costs with business-like organization and best value practices in ways that will not substantially impact customer service and will provide wise use of the taxpayers' funds. MDOT is also exploring innovative approaches to customer service delivery, finance and partnerships to improve customer satisfaction and service delivery.

Improving safety



Intercounty Connector (ICC) Concept Plan

The Department has introduced a conceptual plan to fund the Intercounty Connector, a new 17 or 18 mile facility connecting I-270 with I-95 and US 1. This concept plan includes a mix of Maryland Transportation Authority (MdTA) revenue bonds, backed by tolls on the ICC and the existing MdTA toll facilities; GARVEE bonds, which are paid back by additional future federal funds from reauthorization; and federal funds that could possibly be appropriated specifically for the construction of the ICC.

It is estimated that the GARVEE bond payback would come from a portion of additional federal funds Maryland expects to receive under reauthorization of TEA-21, the federal surface transportation authority legislation (up to \$60 million a year). These federal funds are anticipated to be above and beyond what the Department currently receives and comprise less than 12 percent of the total federal transportation funds the State receives. Currently programmed projects which use existing anticipated federal dollars would not be impacted.

The complexity of this project requires a concept plan that allows for flexibility as the project progresses. Due to the early stage of this project, it is important to note that this funding scenario is a concept plan and subject to ongoing review and modification.



Moving people and commerce

WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund (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. The motor fuel tax and vehicle titling tax are the two largest sources of State revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Airport.

In addition, federal aid comprises a large portion of transportation revenues. These funds must be authorized by a congressional act. The U. S. Congress is currently in the process of developing the next long-term federal surface transportation system funding program. A detailed discussion of this process is presented in a later section of this summary.

Total projected Trust Fund revenues amount to \$15.4 billion for the six-year period covered by this CTP. These amounts are based on assumptions 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.)

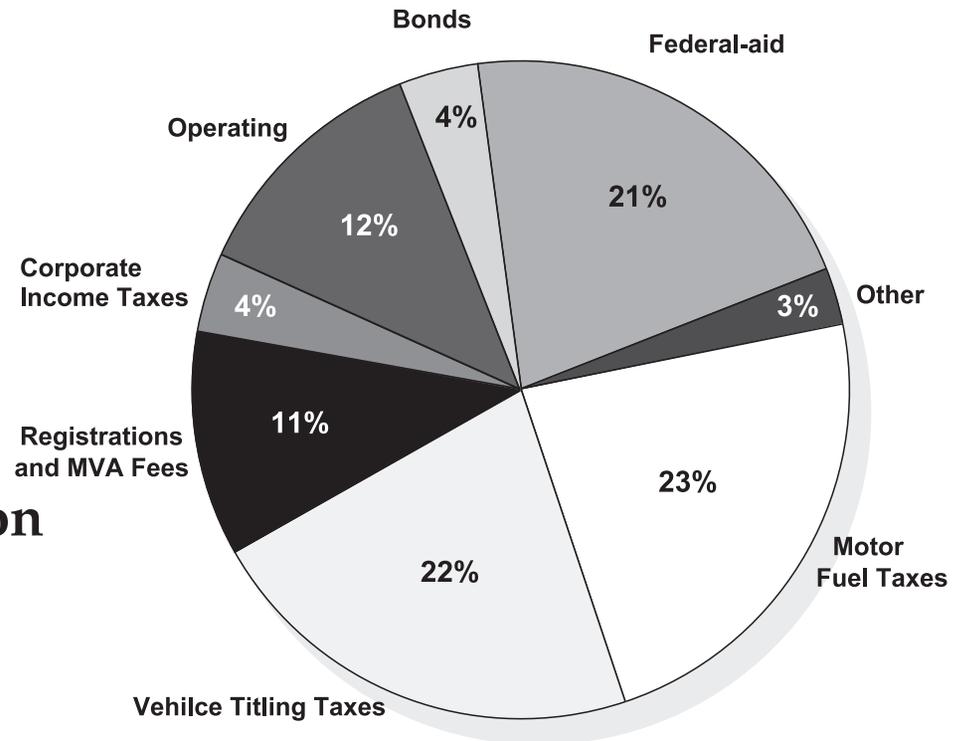
Transportation Revenues

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.

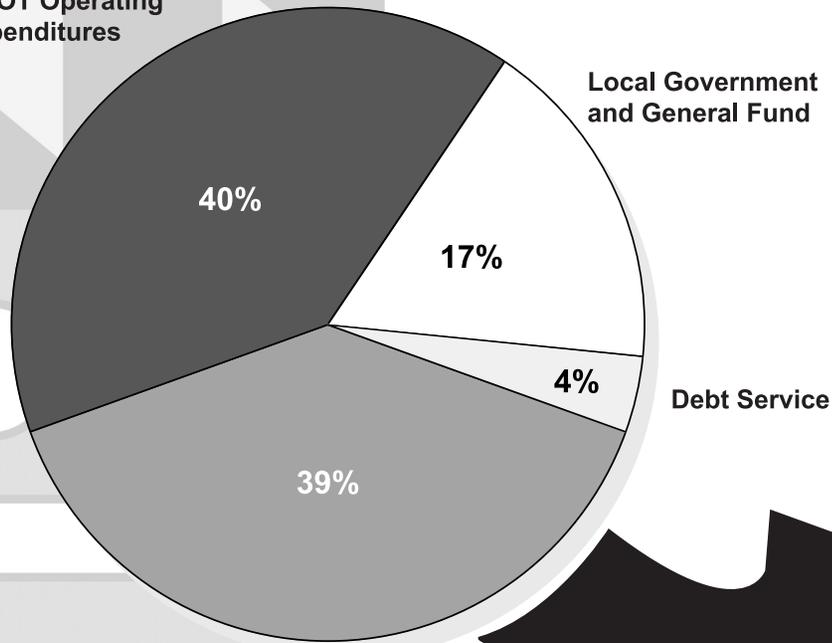
This FY 2004-2009 CTP totals about \$7.7 billion; \$6.6 billion of which comes through the Trust Fund and \$1.1 billion from "Other" fund sources.



TRANSPORTATION TRUST FUND:

Where the revenues go...

MDOT Operating Expenditures



MDOT Capital Expenditures

Capital Expenditures

FY 2004-2009 CTP SUMMARY (\$ MILLIONS)

	STATE FUNDS	FEDERAL AID	OTHER *	TOTAL	PERCENT OF TOTAL
TSO	94.7	26.3	-	121.0	1.6
MVA	133.1	-	-	133.1	1.7
MAA **	315.3	115.1	438.3	868.7	11.4
MPA	398.1	10.4	-	408.5	5.3
MTA	483.7	629.0	5.6	1,118.3	14.6
WMATA ***	385.3	93.8	612.6	1,091.7	14.3
SHA	1,616.9	2,292.9	-	3,909.8	51.1
TOTAL	3,427.1	3,167.5	1,056.5	7,651.1	100.0

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

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

*** Federal funds for Addison Road 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.

Throughout 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 SRT, 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.marylandtransportation.com>.

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 initiatives including TEA-21 and Clean Air Act Amendments.

In June 1998, the President signed into law the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for the a period of six years which ended September 30, 2003. TEA-21 built upon on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the previous authorizing legislation for surface transportation. This Act combined the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels. Other initiatives focus on protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation. Congress continues to work on re-authorizing this legislation which provides federal funding to address the extensive needs of the nation's transportation system.

In 1990, the Federal government passed sweeping revisions to the Clean Air Act designed to better address air pollution. In particular, the Clean Air Act of 1990 established tighter pollution standards for emissions from automobiles and trucks. Non-attainment area classifications were established and ranked according to severity of the area's air pollution problem. These non-attainment categories trigger varying requirements an the area must comply with in order to meet federal standards. 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.

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.

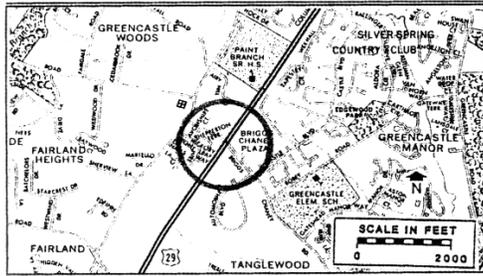
A project listed in a PIF may not be a specific facility. It also could include corridor studies, which look at multi-modal solutions to transportation needs. One example is the I-270 / US 15 multi-modal corridor study, which is evaluating highway and transit improvements in Montgomery and Frederick counties.

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 **PRIMARY CONS**



PROJECT: US 29, Columbia Pike
DESCRIPTION: Construct a new interchange at Briggs Chaney Road as appropriate.
JUSTIFICATION: Rapid development along the US 29 corridor has re congestion. 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 Grandfathered Exception Approved by BPWMI
ASSOCIATED IMPROVEMENTS:
 EastWest Intersection Improvement Program (Construction Program)
 EastWest Link Improvements (D&E Program)
 US 29, Interchanges (Construction and D&E Programs)
 MD 28/ MD 198, MD 97 to I-95 (D&E Program)
STATUS: Final Engineering underway. Right-of-way to begin during t
SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

PHASE	Federal Funding By Year of Obligation						FEDERAL CATEGORY
	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006		
PP	0	0	0	0	0		
PE	490	700	622	70	0	NHS	
RW	0	78	2496	2886	981	NHS	
CO	0	0	0	4098	14281	NHS	

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	PROJECT CASH FLOW											SIX YEAR TO COMPLETE	BALANCE	
	TOTAL ESTIMATED COST (\$000)	THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	2003	2004	2005	2006	TOTAL	COMPLETE				
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,709	20	700	1,000	899	100	0	0	2,699	0	0	2,699	0	0
Right-of-way	8,258	0	0	100	3,200	3,700	1,258	0	8,258	0	0	8,258	0	0
Construction	27,881	0	0	0	5,254	9,015	9,294	9,294	23,563	4,318	0	23,563	4,318	0
Total	38,848	20	700	1,100	4,099	9,054	10,273	9,294	34,510	4,318	0	34,510	4,318	0
Federal-Aid	30,084	14	490	778	3,118	7,054	8,013	7,249	26,702	3,368	0	26,702	3,368	0

FUNCTION: STATE - Principal Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary
DAILY TRAFFIC: (USAGE IMPA
 CURRENT (1999) - 57,300
 PROJECTED (2020) - 92,900
OPERATING COST IMPACT: ↑

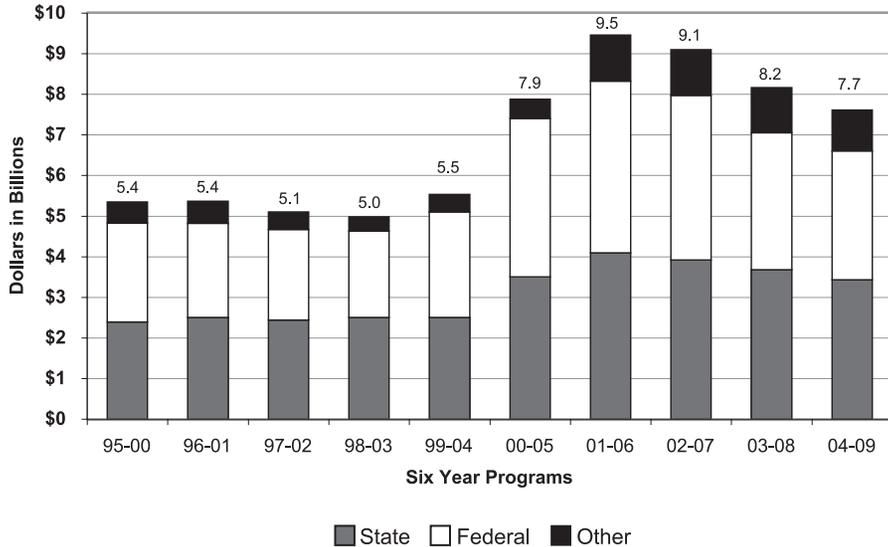
STIP REFERENCE # 152048 12/01/2000

A PROJECT INFORMATION FORM

PROGRAM HIGHLIGHTS

The FY 2004-2009 CTP totals about \$7.7 billion. About 41 percent of this capital program will be supported by federal funds, predominately for highway and transit projects.

**Maryland Department of Transportation
TOTAL PROGRAM LEVELS**



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 4.5 percent to 5.3 percent during the program period with inflation between 1.5 to 2.5 percent annually.

The nation's economy experienced a mild recession, and started on economic recovery in FY 2003. It is now believed to be entering a period of sustained growth. As it moves through this economic recovery, it is projected to continue to have "business cycles" with:

- No major external events,
- No major changes in the law or operating responsibilities of the Department, and
- The 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 2.6 percent in FY 2004, increase 2.6 percent in FY 2005, 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 2004 and beyond, sales 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 or fee 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 revenue is projected to be \$3.1 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$3.4 billion. The titling tax of 5 percent of the fair market value of motor vehicles is applied to new and used car sales and vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. It is projected that this six-year planning period will experience the start of 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 (24 percent) of the 7 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$3.4 billion for operating and capital programs. This amount does not include \$613 million received directly by Washington Metropolitan Area Transit Authority. The majority of federal aid is capital, only \$273 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 \$2.3 billion, with \$683 million from MTA; \$557 million from MPA; and \$1.0 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees. These projections are forecast to include additional revenues from the garage and terminal expansion.
- **Bond Proceeds:** It is projected that \$800 million of bonds will be sold in the six-year period. The level of bonds which could 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 \$114 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

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. TEA-21 authorized a guaranteed minimum level of highway and transit funding which has resulted in significantly higher funding than previous acts – 40 percent higher than the previous act.

TEA-21 expired September 30, 2003, and Congress passed a short-term extension of the authorization. Congress is working on a new authorization, which will soon be in effect for the next six years.

The next federal surface transportation authorization act will determine the program structures for a multi-year period, most likely for six years – FFY 2004-2009. However, due to lack of consensus on new sources of federal revenues, there is some probability that Congress may enact a short-term six month to two year extension of the existing act. Depending on congressional action, funding levels are expected to be slightly higher than current levels.

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 2004 FTA Urbanized Area capital assistance for Baltimore, Washington and Small Urban Systems for Bus, Metro, Light Rail, and MARC is \$53.5 million. An annual estimated amount of \$53.5 million is assumed for the FFY 2005.

The MTA has assumed an annual amount of \$28.8 million for FFY 2004 in 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 \$11.6 million 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, \$18.0 million in FFY 2003, and \$40 million in FFY 2004. A Full Funding Grant Agreement was approved in July 2001. The Department has estimated future federal appropriations of \$40.4 million.

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 2003 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, \$59 million in FFY 2003, and \$65 million in FFY 2004. A Full Funding Grant Agreement was approved in December of 2000. As a result, the Department will receive an additional \$72.9 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 \$97 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 2003-2008 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, \$429.6 million worth of projects have been added to the CTP. Of that amount two projects at a cost of \$42.2 million were added to the Construction Program. Nine projects at a cost of \$387.4 million were added to the Development and Evaluation Program (D&E). These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration	
New Bus Fleet For Shuttle Services at BWI Airport	20.0
State Highway Administration	
MD 70, Rowe Boulevard; Bridges over Weems and College Creek. (Anne Arundel)	22.2
	<hr/>
Total	42.2

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration		
Runway Safety Area at BWI	PE	4.0
Midfield Complex Aircraft Hangar with Ramp at Martin State Airport	PE	0.5
State Highway Administration		
US 220 , McMullen Highway; I-68 to West Virginia State Line via MD 53. (Allegany)	PP	0.6
US 40, Pulaski Highway; Interchange at MD 715. (Harford)	PE	0.5
InterCounty Connector; Study to construct an East-West Link between I-370 and US 1 (Montgomery)	PP	21.1
MD 202, Largo Road; Largo Town Center Access Improvements (Prince George's)	PE	2.1
Maryland Transportation Authority		
John F. Kennedy Memorial Highway	PP	30.0
John F. Kennedy Memorial Highway. I-95, I-895 North Split to North of MD 43	PP, PE, RW	212.2
Intercounty Connector	PP, PE	116.4
		Total
		387.4

PROJECTS REMOVED FROM THE D&E PROGRAM

The following projects have been removed from the D&E Program:

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Aviation Administration New Terminal Area Fire Station at BWI Airport	PE	Removed due to reallocation of funds for other priorities.
State Highway Administration I-695, Baltimore Beltway; I-695 at MD 26 (Baltimore)	PP	Project removed for reevaluation of interchange needs.

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 Port Administration Protective Land Acquisition Program - Phase I	CO	Moved to the system preservation minor projects program.
Maryland Transit Administration Hyattsville MARC Station	CO	Removed due to issues with CSX.
Bus Procurement for Neighborhood Shuttle Services	CO	Removed due to cuts in the operating program.
Cold Spring Light Rail Station Park and Ride	CO	Moved to system preservation minor project program.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2003-2008 CTP, for the following fourteen major projects.

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Motor Vehicle Administration		
Montgomery County Branch Office	Construction schedule revised from FY 2004 to FY 2005 based on Montgomery County's review process and design schedule.	FY 2004 to FY 2005
Maryland Aviation Administration		
Full Buildout of Parking Guidance System in Existing Parking Garage at BWI	Construction delay due to procurement process changes.	FY 2003 to FY 2004
Runway 15 / 33 Reconstruction at Martin State Airport	Construction delay due to coordination of environmental and planning components with FAA.	FY 2004 to FY 2005
New Air Traffic Control Tower For Martin State Airport	Construction delay due to further coordination with FAA.	FY 2004 to FY 2005
BWI Master Plan and Environmental Studies	Planning start delayed to further coordinate with FAA and long-term facility development.	FY 2004 to FY 2005
Hourly Parking Garage Expansion at BWI Airport	Design delayed to better coincide with parking demand projections.	FY 2004 to FY 2005
People Mover System, Phase I at BWI Airport	Design delay to address scope rephasing.	FY 2003 to FY 2004
Maryland Port Administration		
Niche Cargo Warehouse Shed 6B - Dundalk Marine Terminal	Delay due to postponement of demolition of Shed 3B.	FY 2004 to FY 2005
Truck & Rail Circulation Improvements - Dundalk Marine Terminal	Delayed due to refinement of scope.	FY 2003 to FY 2004
Maryland Transit Administration		
Owings Mills Joint Development	Construction delayed from FY 2004 to FY 2005 due to land issues.	FY 2004 to FY 2005

CONSTRUCTION SCHEDULE DELAYS(Cont'd)

PROJECT DESCRIPTION

FISCAL YEAR

Maryland Transit Administration

Cold Spring Light Rail Station Park and Ride	Construction delayed due to land issues.	FY 2005 to FY 2006
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State Highway Administration

MD 732, Guilford Road;Replace Bridge 13029 over CSX Railroad. (Anne Arundel, Howard)	Delay in acquisition of needed Right-of-way.	FY 2003 to FY 2004
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MD 450, Annapolis Road;Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross. (Prince George's)	Resolve scope and funding issues.	FY 2004 to FY 2005
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MD 212 Relocated;Construct a multi-lane arterial along Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95. (Prince George's)	Due to redevelopment of engineering plans.	FY 2003 to FY 2004
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COST & SCOPE CHANGES

In total, one-hundred-four major construction projects experienced significant changes in project cost or scope, for a net increase of \$170. million. Sixty-three projects increased in cost by a total of \$358.8 million, while thirty projects experienced a decrease in cost of \$255.3 million. The scope of eleven projects changed, which caused a net increase totaling \$109.6 million, while four projects experienced a reduction in scope of \$42.8 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).

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FY 2003 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed twenty-six major projects in FY 2003, at a total cost of \$546.4 million. These projects are listed below.

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Aviation Administration	
Midfield Cargo Complex at BWI Airport, Phase II - Cargo Support Area & Airfield Improvements	8.9
Terminal Entrance Roadway Improvements, Phase I -- Upper Level Roadway Extension and Terminal Access / Return Roadway at BWI Airport	57.3
New Tenant Parking Facility	13.8
Remote Aircraft Parking at BWI Airport	2.6
Maryland Transit Administration	
MARC Locomotive Purchase - 6 New Electric	42.0
Largo Garage, New Carrollton, and College Park Garages	4.0
MARC Frederick Extension	56.1
Light Rail Cromwell Maintenance and Layover Facility, Phase II	29.6
Transit Vehicle Automated Stop Announcement	2.6
State Highway Administration	
MD 807, Bedford Road; Replace Bridge 1056 over Pea Vine Run (Allegany)	0.6
MD 32, Patuxent Freeway; Interchange at MD 198. (Anne Arundel)	19.3
MD 2, Solomons Island Road; Upgrade existing MD 2 to a 4 - 6 lane highway from MD 214 to south of Virginia Avenue. (Anne Arundel)	30.5
MD 7, Philadelphia Road; Widen MD 7 from MD 43 to Campbell Boulevard (Baltimore)	13.1
I-695, Baltimore Beltway; Reconstruction of the existing MD 140 interchange. (Baltimore)	19.3

FY 2003 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS (Cont'd.)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration	
MD 4, Southern Maryland Boulevard; Interchange at MD 260. (Calvert)	17.2
MD 509, Governor Run Road; Replace Bridge 4020 over Governor Run. (Calvert)	0.5
MD 286, Bethel Road; Replace Bridge 7053 over Back Creek. (Cecil)	1.0
US 50, Ocean Gateway; Upgrade US 50 from Woods Road to Bucktown Road. (Dorchester)	5.1
US 29, Columbia Pike; Interchange at Johns Hopkins/Gorman Roads. (Howard)	18.5
I-270 (East Spur); Construct a new interchange on I-270 at the Rockledge Drive Connector, and upgrade the interchange at MD 187. (Montgomery)	29.1
I-95/I-495, Capital Beltway; Construct a new interchange at I-95 / I-495 (Capital Beltway) and Ritchie Marlboro Road. (Prince George's)	27.8
US 50, John Hanson Highway; HOV Lanes from US 301 to east of I-95/I-495 (Prince George's)	25.7
University of Maryland Arena Access Improvements; University of Maryland Arena Access Improvements (Prince George's)	19.6
MD 304, Ruthsburg Road & MD 481, Damsontown Road; MD 304 & MD 481 over Blackston Branch and German Branch. (Queen Anne's)	1.6
US 50 Relocated, Salisbury Bypass; New 4 Lane Highway from US 50 west of Salisbury to US 13 north of Salisbury. (Wicomico)	98.3
MD 354, Powellville Road; Replace Bridges 22019 and 22020 at Adkins Pond. (Wicomico)	2.3
Total	546.4

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Rehabilitation and resurfacing on 107 segments of highway	72.7
Rehabilitation of 9 Bridges	47.3
Safety and Geometric Improvements at 31	13.4
74 projects including priority places, community safety and enhancement projects, streetscape and minor reconstruction, noise barriers, C.H.A.R.T., environmental preservation, commuter action improvements, sidewalks, enhancements, traffic management and intersection capacity improvements	98.7
100 rehabilitation projects for aviation, railroad, port, transit, motor vehicle facilities and the Secretary's Office.	79.6
Total	<hr/> 311.7

AWARDS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MVA Roof Rehabilitation at Various Locations	.3
MVA Interior Modifications - Waldorf Branch	.8
MAA BWI - Comprehensive Roadway Signage	4.1
MAA BWI & MTN - Comprehensive Interior Modifications	4.0
MPA Dundalk - Berths 5&6 Reconstruction	24.6
MPA World Trade Center - Heating, Air Conditioning Modernization	3.5
MPA World Trade Center - Building Security Improvements	1.3
MTA Metro - Rehabilitation of Baltimore Northeast Yard	9.2
MTA Light Rail Double Track	45.5
MTA Systemwide - Ancillary Repairs, Maintenance & Minor Construction	18.4
SHA MD 935 - Bridge over George's Creek (Allegany)	1.2
SHA US 50 - Interchange at MD 2 (Anne Arundel)	8.2
SHA MD 174 - Bridge over I-97 (Anne Arundel)	12.7
SHA I-695 - MD 26 to Washington Avenue - Outer Loop (Baltimore)	5.1
SHA MD 43 Ext. - US 40 to MD 150 (Baltimore)	51.1
SHA MD 506 - Bridge over Battle Creek (Calvert)	.8
SHA MD 404 - South of Legion Road to South of Double Hills Road (Caroline)	9.5
SHA MD 84 - Bridge over Meadow Branch (Carroll)	.8
SHA MD 32 - Bridge over River Road, Patapsco River and CSX RR (Carroll/Howard)	5.2

AWARDS (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
SHA I-70 - at MD 355 and MD 85 (Frederick)	17.6
SHA MD 216 Rel. - I-95 to US 29 (Howard)	28.5
SHA I-95 - Woodrow Wilson Bridge - 3 Construction Projects (Prince George's)	605.7
SHA I-295 - National Harbor - Waterfront Improvements (Prince George's)	29.6
SHA MD 450 - Whitfield Chapel Road to Seabrook Road (Prince George's)	15.9
SHA I-70 - Bridge over Great Tonoloway Creek (Washington)	8.2

**DEPARTMENT OF TRANSPORTATION
FY 2005 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program		Facilities and Capital Equipment	J01A0103	24.6
Major Projects	191.0	WMATA Capital Grants	J01A0105	33.2
System Preservation Minor Projects	11.1	Other Funds	Other	145.5
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>1.2</u>			
TSO TOTAL	203.3			203.3

STATE HIGHWAY ADMINISTRATION

Construction Program		State System Construction and Equipment	J02B0101	790.8
Major Projects	385.3	County and Municipality Capital Program	J02B0103	4.5
System Preservation Minor Projects	327.5	Major IT Development	J02B0108	2.5
<u>Development and Evaluation Program</u>	<u>85.0</u>			
SHA TOTAL	797.8			797.8

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	13.6
Major Projects	9.8	Major IT Development	J04E0008	5.5
System Preservation Minor Projects	8.5			
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>0.8</u>			
MVA TOTAL	19.1			19.1

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	261.2
Major Projects	225.7	Major IT Development	J05H0108	27.3
System Preservation Minor Projects	52.6	Other Funds	Other	0.6
Development and Evaluation Program	5.2			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>5.6</u>			
MTA TOTAL	289.1			289.1

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	92.1
Major Projects	43.5			
System Preservation Minor Projects	33.3			
Development and Evaluation Program	11.1			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>4.2</u>			
MPA TOTAL	92.1			92.1

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	93.2
Major Projects	163.6	Major IT Projects	J06I0008	1.9
System Preservation Minor Projects	65.2	Other Funds	Other	146.5
Development and Evaluation Program	7.2			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>5.6</u>			
MAA TOTAL	241.6			241.6

DEPARTMENT TOTAL

Construction Program		
Major Projects	1,018.9	
System Preservation Minor Projects	498.2	
Development and Evaluation Program	108.5	
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>17.4</u>	
GRAND TOTAL	1,643.0	<u>1,643.0</u>

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2005 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	22.1	-	-	-	-	22.1
Operating Grants-in-Aid	12.5	-	-	-	-	12.5
Facilities and Capital Equipment	-	24.6	-	-	-	24.6
WMAT Operating Grants	155.3	-	-	-	-	155.3
WMAT Capital Grants	-	102.2	145.5	-	-	247.7
<u>Information Technology Services</u>	36.1	-	-	-	-	36.1
Subtotal	226.0	126.8	145.5	-	-	498.3
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	177.7	-	-	-	178.0	355.7
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	790.8	-	-	-	790.8
State System Maintenance	171.2	-	-	-	-	171.2
County & Municipality Capital Program	-	4.5	-	27.6	-	32.1
Highway Safety Operating Program	14.0	-	-	-	-	14.0
County and Municipality Program	-	-	-	433.1	-	433.1
<u>Major IT Developments</u>	-	2.5	-	-	-	2.5
Subtotal	185.2	797.8	-	460.7	-	1,443.7

Maryland Port Administration (J03D00)

Port Operations	98.1	-	-	-	-	98.1
<u>Port Facilities and Capital Equipment</u>	-	92.1	-	-	-	92.1
Subtotal	98.1	92.1	-	-	-	190.2

Motor Vehicle Administration (J04E00)

Motor Vehicle Operations	124.9	-	-	-	-	124.9
Facilities and Capital Equipment	-	13.7	-	-	-	13.7
<u>Major IT Developments</u>	-	5.5	-	-	-	5.5
Subtotal	124.9	19.2	-	-	-	144.1

Maryland Transit Administration (J05H00)

Transit Administration	42.3	-	-	-	-	42.3
Bus Operations	178.4	-	-	-	-	178.4
Rail Operations (Includes MARC)	128.9	-	-	-	-	128.9
Capital Equipment (Includes MARC)	-	261.3	0.6	-	-	261.9
Statewide Programs Operations	73.9	-	-	-	-	73.9
<u>Major IT Developments</u>	-	27.3	-	-	-	27.3
Subtotal	423.5	288.6	0.6	-	-	712.7

Maryland Aviation Administration (J06I00)

Airport Operations	122.2	-	-	-	-	122.2
Facilities and Capital Equipment	-	93.2	146.5	-	-	239.7
<u>Major IT Developments</u>	-	1.9	-	-	-	1.9
Subtotal	122.2	95.1	146.5	-	-	363.8

DEPARTMENT TOTAL	1,357.6	1,419.6	292.6	460.7	178.0	3,708.5
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**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2004</u>	BUDGET YEAR <u>2005</u>	Planning Years				SIX - YEAR TOTAL
			<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	68.9	70.7	76.0	78.0	81.0	84.0	458.6
WMATA Grants (WMATA) ^A	148.0	155.3	161.0	169.0	177.0	185.0	995.3
Motor Vehicle Administration	126.3	124.9	134.0	139.0	143.0	149.0	816.2
Maryland Aviation Administration	110.4	122.2	151.0	157.0	163.0	170.0	873.6
Maryland Port Administration	97.4	98.1	100.0	103.0	105.0	107.0	610.5
Maryland Transit Administration	411.0	423.5	441.0	459.0	479.0	500.0	2,713.5
State Highway Administration ^B	189.0	185.2	195.0	201.0	208.0	215.0	1,193.2
TOTAL OPERATING	1,151.0	1,179.9	1,258.0	1,306.0	1,356.0	1,410.0	7,660.9
Special Funds	1,069.6	1,104.0	1,228.0	1,276.0	1,326.0	1,380.0	7,383.6
Federal Funds	81.0	75.1	30.0	30.0	30.0	30.0	276.1
Reimbursable Funds	0.4	0.8	-	-	-	-	1.2
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^A	56.7	24.6	14.1	8.6	8.6	8.4	121.0
WMATA Grants (WMATA) ^{ADE}	237.1	178.7	167.7	166.7	177.9	163.6	1,091.7
Motor Vehicle Administration	23.5	19.1	18.0	22.8	24.3	25.4	133.1
Maryland Aviation Administration ^E	347.9	241.6	126.9	60.5	41.2	50.6	868.7
Maryland Port Administration	88.0	92.1	60.4	46.8	57.1	64.1	408.5
Maryland Transit Administration ^E	302.3	289.1	219.4	137.4	68.3	101.8	1,118.3
State Highway Administration ^C	922.5	797.8	702.2	608.1	499.2	380.0	3,909.8
TOTAL CAPITAL	1,978.0	1,643.0	1,308.7	1,050.9	876.6	793.9	7,651.1
Special Funds	865.1	716.9	590.6	460.0	369.7	424.8	3,427.1
Federal Funds	733.8	633.5	604.5	499.6	418.5	277.6	3,167.5
Other Funds ^G	379.1	292.6	113.6	91.3	88.4	91.5	1,056.5

	CURRENT YEAR <u>2004</u>	BUDGET YEAR <u>2005</u>	Planning Years				SIX - YEAR TOTAL
			<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipality Program ^B	365.7	433.1	492.0	498.0	502.0	506.0	2,796.8
County and Municipality Capital ^C	41.9	32.1	-	-	-	-	74.0
TOTAL DISTRIBUTION OF SHARED REVENUES	407.6	465.2	492.0	498.0	502.0	506.0	2,870.8
Special Funds	370.2	437.6	492.0	498.0	502.0	506.0	2,805.8
Federal Funds	37.4	27.6	-	-	-	-	65.0
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements ^F	143.6	177.7	155.0	132.0	135.0	143.0	886.3
Special Funds	143.6	177.7	155.0	132.0	135.0	143.0	886.3
<u>DEPARTMENT TOTAL</u>	<u>3,680.2</u>	<u>3,465.8</u>	<u>3,213.7</u>	<u>2,986.9</u>	<u>2,869.6</u>	<u>2,852.9</u>	<u>19,069.1</u>
Special Funds	2,448.5	2,436.2	2,465.6	2,366.0	2,332.7	2,453.8	14,502.8
Federal Funds	852.2	736.2	634.5	529.6	448.5	307.6	3,508.6
Other Funds	379.1	292.6	113.6	91.3	88.4	91.5	1,056.5
Reimbursable Funds	0.4	0.8	-	-	-	-	1.2

^A - WMATA capital and operating 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 information purposes.

^C - County and Municipality transfer funds from the Federal government are not included in FY 2006-2009.

^D - Capital program WMATA Grants line includes \$612.6 million in Federal funds received by WMATA directly and are not included in the MDOT budget. FY 2005 includes \$145.5 million.

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

^F - Debt Service for County Bonds are not included in FY 2006-2009.

^G - Funds not received through the Trust Fund. Includes some funds from Maryland 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 2004-FY 2009 CTP/STP.

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008 - 09</u>	
Surface Transportation Program (STP)	126.0	68.0	104.0	122.0	295.0	715.0
National Highway System (NHS)	47.0	30.0	41.0	48.0	128.0	294.0
Interstate Maintenance (IM)	28.0	25.0	25.0	29.0	63.0	170.0
Bridge (BR)	34.0	34.0	42.0	42.0	88.0	240.0
Congestion Mitigation/Air Quality (CMAQ) Enhancements	38.0	60.0	52.0	45.0	103.0	298.0
Appalachian Development (APD)	1.0	3.0	1.0	1.0	2.0	8.0
Statewide Planning & Research (SPR)	13.0	13.0	13.0	13.0	26.0	78.0
National Recreational Trails	1.0	1.0	1.0	1.0	2.0	6.0
Minimum Allocation/Guarantee	25.0	18.0	29.0	27.0	50.0	149.0
Urbanized Area Formula, SEC9	26.4	48.2	48.4	48.5	96.5	268.0
New Starts, Fixed Guideway, Modernization and Bus	70.3	53.5	29.9	32.4	63.4	249.5
Elderly and Persons with Disabilities	1.5	1.5	1.5	1.5	2.9	8.9
Rural Area Formula	1.7	1.8	1.8	2.3	4.7	12.3
Woodrow Wilson Bridge	97.0	59.1	45.9	-	-	202.0
TOTALS	519.9	431.1	458.5	423.7	946.5	2,779.7

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

<u>Systems Preservation Categories</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008 - 09</u>	<u>Total</u>
<u>Agencywide Improvements</u>						
Urbanized Area Formula	-	-	-	2.0	3.4	5.4
<u>Bus System Improvements</u>						
Bus & Bus Facilities	-	-	-	-	-	-
Urbanized Area Formula	0.5	-	0.8	2.8	11.1	15.2
<u>Metrorail Improvements</u>						
Fixed Guidway	0.8	1.0	1.3	0.5	-	3.6
Urbanized Area Formula	0.5	-	-	-	3.6	4.1
<u>Central Corridor Light Rail</u>						
Fixed Guidway	0.5	-	-	-	-	0.5
Urbanized Area Formula	2.1	-	1.5	-	-	3.6
<u>MARC System Improvements</u>						
Fixed Guidway	3.4	2.8	5.0	-	-	11.2
Urbanized Area Formula	-	0.4	-	4.0	4.0	8.4
<u>Information Technology</u>						
Bus & Bus Facilities	1.0	-	-	-	-	1.0
Fixed Guidway	1.0	-	-	-	-	1.0
Urbanized Area Formula	1.0	-	-	-	-	1.0
TOTAL	10.8	4.2	8.6	9.3	22.1	55.0

* 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 2004 - FY 2009 CTP/STIP.

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2004	2005	2006	2007	2008 - 09	
<u>Environmental Projects</u>						
National Highway System	15.0	8.0	8.0	8.0	16.0	55.0
Surface Transportation Program	2.0	2.0	2.0	2.0	5.0	13.0
Enhancement	10.0	15.0	23.0	11.0	22.0	81.0
National Recreational Trails	1.0	1.0	1.0	1.0	2.0	6.0
<u>Safety and Spot Improvements</u>						
National Highway System	2.0	2.0	5.0	5.0	20.0	34.0
Surface Transportation Program	14.0	14.0	24.0	25.0	50.0	127.0
Interstate Maintenance	2.0	2.0	2.0	2.0	9.0	17.0
<u>Resurfacing and Rehabilitation</u>						
National Highway System	18.0	18.0	26.0	33.0	87.0	182.0
Surface Transportation Program	26.0	25.0	38.0	50.0	131.0	270.0
Interstate Maintenance	21.0	21.0	21.0	25.0	50.0	138.0
Minimum Allocation/Guarantee	25.0	18.0	29.0	27.0	50.0	149.0
<u>Bridge Replacement and Rehabilitation</u>						
Bridge Replacement and Rehabilitation	27.0	27.0	35.0	35.0	70.0	194.0
Surface Transportation Program	5.0	5.0	5.0	5.0	14.0	34.0
Interstate Maintenance	2.0	2.0	2.0	2.0	4.0	12.0
<u>Urban Reconstruction/Revitalization</u>						
National Highway System	2.0	2.0	2.0	2.0	5.0	13.0
Surface Transportation Program	2.0	2.0	10.0	10.0	25.0	49.0
<u>Congestion Management</u>						
Surface Transportation Program	20.0	20.0	25.0	30.0	70.0	165.0
Congestion Mitigation/Air Quality	15.0	15.0	15.0	15.0	40.0	100.0
TOTALS	209.0	199.0	273.0	288.0	670.0	1,639.0

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

The following listing estimates system preservation program levels for FY 2004 through FY 2009. Anticipated projects for FY 2004 and FY 2005 within these totals are listed in the project detail section of this document.

	CURRENT YEAR	BUDGET YEAR	Planning Years				<u>SIX-YEAR TOTAL</u>
	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	
<u>The Secretary's Office</u>							
Minor Projects	28.1	11.1	10.2	4.6	4.7	4.5	63.2
<u>Motor Vehicle Administration</u>							
Building Improvements	5.4	8.5	11.4	17.8	18.0	18.3	79.4
<u>Maryland Aviation Administration</u>							
Rehabilitation at BWI	44.3	47.9	48.6	23.7	15.6	24.8	204.9
Rehabilitation at Martin State Airport	3.0	4.0	8.0	7.6	7.6	7.9	38.1
Aviation Grants	3.5	2.5	2.1	2.1	2.1	2.1	14.4
Equipment Acquisition and Repair	3.8	8.9	3.6	3.7	3.8	3.9	27.7
Information Technology Projects	<u>6.7</u>	<u>1.9</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>8.6</u>
TOTAL	61.3	65.2	62.3	37.1	29.1	38.7	293.7
<u>Maryland Port Administration</u>							
Rehabilitation at Various Terminals	35.5	33.3	16.6	12.1	14.8	21.9	134.2
<u>Maryland Transit Administration</u>							
Commuter Rail and Station Improvements	10.8	7.5	11.5	0.7	0.5	14.4	45.4
Bus System Improvements	7.5	8.7	4.3	3.7	3.1	16.0	43.3
Central Corridor Light Rail Line Improvements	19.7	11.3	10.5	3.0	0.8	2.5	47.8
Freight Track Restoration and Construction	2.0	2.4	1.8	-	-	2.0	8.2
Metro Rail System Improvements	11.7	8.0	9.6	2.9	2.0	5.1	39.3

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR
	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>							
Agencywide	12.7	11.6	4.6	4.4	4.2	2.3	39.8
Information Technology Projects	<u>2.6</u>	<u>3.1</u>	<u>1.1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>6.8</u>
TOTAL	67.0	52.6	43.4	14.7	10.6	42.3	230.6
<u>State Highway Administration</u>							
Safety, Congestion Relief and Minor Projects	270.8	242.7	289.1	302.3	254.3	263.7	1,622.9
Capital Facilities	11.1	2.2	2.0	2.2	4.8	8.7	31.0
Reimbursables	32.0	15.0	11.0	11.0	11.0	15.0	95.0
Highway Planning and Research	15.4	13.3	14.3	15.2	20.9	21.6	100.7
State Aid in Lieu of Federal	4.5	4.5	4.5	4.5	4.5	4.5	27.0
Priority Places, Community Safety and Enhancements	29.8	12.4	-	-	-	-	42.2
Noise Barriers	14.4	21.8	8.4	2.7	0.6	0.6	48.5
Enhancement Program	12.4	10.0	10.1	10.3	10.7	10.7	64.2
Access Controls	1.3	1.7	1.7	1.7	1.6	1.5	9.5
Truck Weight	<u>1.6</u>	<u>3.9</u>	<u>1.6</u>	<u>1.3</u>	<u>1.4</u>	<u>1.4</u>	<u>11.2</u>
TOTAL	393.3	327.5	342.7	351.2	309.8	327.7	2,052.2
CTP SYSTEM PRESERVATION PROJECTS	590.6	498.2	486.6	437.5	387.0	453.4	2,853.3

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR
	2004	2005	2006	2007	2008	2009	TOTAL
<u>Maryland Transportation Authority</u>							
Baltimore Harbor Tunnel	8.8	17.0	10.9	6.1	5.4	1.8	50.0
Francis Scott Key Bridge	4.5	20.1	19.6	2.8	7.8	0.3	55.1
William Preston Lane Jr. Memorial Bridge	5.4	8.1	10.8	4.2	1.7	1.3	31.5
Thomas J. Hatem Memorial Bridge	0.8	5.6	13.0	3.1	0.2	0.2	22.9
Harry W. Nice Memorial Bridge	2.9	3.5	2.3	1.1	1.1	1.1	12.0
John F. Kennedy Memorial Highway	15.6	14.3	27.2	13.8	7.7	0.5	79.1
Fort McHenry Tunnel	22.2	24.5	36.7	38.3	28.8	14.5	165.0
Multiple Area Projects	<u>52.1</u>	<u>90.6</u>	<u>87.8</u>	<u>39.0</u>	<u>25.8</u>	<u>26.4</u>	<u>321.7</u>
TOTAL MARYLAND TRANSPORTATION AUTHORITY	112.3	183.7	208.3	108.4	78.5	46.1	737.3

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>Allegheny County</u>		
<u>Construction Program</u>		
1.	MD 36, George's Creek Road -- Secondary	Replace Bridge 1010 over George's Creek.
2.	MD 935, Legislative Road -- Secondary	Replace Bridge 1016 over George's Creek.
<u>Anne Arundel County</u>		
<u>Construction Program</u>		
4.	MD 70, Rowe Boulevard -- Secondary	Bridges over Weems and College Creek.
5.	MD 174, Quarterfield Road -- Secondary	Replace existing 2 lane bridge over I-97.
6.	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	Widen and reconstruct the I-695 bridges over MD 25A, including Joppa Road.
<u>Calvert County</u>		
<u>Construction Program</u>		
2.	MD 506, Sixes Road -- Secondary	Replace Bridge over Battle Creek.
<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.

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>	
3.	MD 84, Baust Church Road -- Secondary	Replace Bridge 6016 over Meadow Branch.
<u>Cecil County</u>		
	<u>Construction Program</u>	
1.	MD 286, Bethel Road -- Secondary	Replace Bridge 7053 over Back Creek.
<u>Dorchester County</u>		
	<u>Construction Program</u>	
1.	MD 16, Taylors Island Road -- Secondary	Replace Bridge 9003 over Parsons Creek.
<u>Frederick County</u>		
	<u>Construction Program</u>	
2.	MD 17, Wolfsville Road -- Secondary	Replace Bridges 10068, 10069 and 10071 over Middle Creek.
<u>Harford County</u>		
	<u>Construction Program</u>	
1.	MD 165, Baldwin Mill Road -- Secondary	Replace Bridge 12045 over West Branch.
<u>Howard County</u>		
	<u>Construction Program</u>	
2.	MD 32, Sykesville Road -- Secondary	MD 32 Bridge over River Road, Patapsco River and CSX Railroad.
4.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad.
<u>Montgomery County</u>		
	<u>Construction Program</u>	
4.	I-495, Capital Beltway -- Interstate	Replace Bridge 15115 over MD 187.

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#

PROGRAM/PROJECT

(PIF) DESCRIPTION

Prince George's County

Construction Program

- | | | |
|----|--|--|
| 2. | I-95/I-495 Woodrow Wilson Bridge Improvement -- Interstate | Joint project with VDOT, DCDPW and FHWA to develop a replacement facility. |
|----|--|--|

Washington County

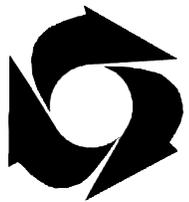
Construction Program

- | | | |
|----|--|--|
| 1. | I-70, Dwight D. Eisenhower Highway -- Interstate | Widen Bridge over Great Tonoloway Creek. |
| 2. | MD 34, Shepherdstown Pike -- Secondary | Replace Bridge 21002 over the Potomac River. |

Wicomico County

Construction Program

- | | | |
|----|---------------------------------|--|
| 1. | US 13; Ocean Highway -- Primary | Replace Bridge 22002 over Leonard Mill Pond. |
|----|---------------------------------|--|



Bicycle & Pedestrian Projects

BICYCLE AND PEDESTRIAN RELATED PROJECTS

STATE HIGHWAY ADMINISTRATION

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

Retrofit Sidewalk Program*

	Distance	Cost
	(Linear Feet)	(\$'s)
Allegany County		
MD 36 - North of Paradise Avenue in Midland	460	\$50,000
MD 51 - Vancouver St. to Blackiston Avenue	300	\$34,000
Anne Arundel County		
MD 677 - Higgins Road to MARC station	500	\$129,000
Baltimore County		
MD 45 - MD 137 to Everett Road	500	\$20,000
MD 43 - at Perry Hall Boulevard	410	\$19,000
Caroline County		
MD 821 - MD 311 to west of MD 311	580	\$41,000
Dorchester County		
MD 392 - Pine Street to Miner Road	1,450	\$20,000
Garrett County		
MD 495 - Corporate Limits of Grantsville to Grant Street	1,056	\$61,000
Harford County		
US 1 - at MD 23 Park & Ride Lot	452	\$8,000
US 1 Bus. - Giles Street to Ewing Street	529	\$8,000
MD 22 - Giles Street to Fulford Avenue	1,000	\$50,000
MD 543 - Frog Leap Way to Lees Wood Road	783	\$21,000
MD 924 - Dallam Avenue to Cressy Road	200	\$15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Retrofit Sidewalk Program (cont'd)	Distance (Linear Feet)	Cost (\$'s)
Montgomery County		
MD 97 - Brookville Road to Longwood Park	1,200	\$190,000
MD 193 - Drumm Avenue to Dennis Avenue	14,000	\$123,000
MD 410 - MD 195 to MD 650 in Tocoma Park	3,000	\$97,000
MD 586 - College View Drive to MD 193	1,000	\$18,000
Prince George's County		
US 1 - Kitts Music Store to MD 193	700	\$56,000
US 1 - Guilford Road to College Avenue	1,700	\$101,000
US 1 - Queensbury Road to MD 410	500	\$18,000
MD 193 - Cherrywood Lane to 62nd Avenue	1,400	\$51,000
MD 193 - MD 295 to Greenway Shopping Center	1,000	\$50,000
MD 197 - South Laurel Drive to MD 295	2,100	\$49,000
MD 208 - Allison Street to Hamilton Street	1,800	\$10,000
MD 208 - Perry Street to US 1	500	\$45,000
MD 208 - CSX bridge to US 1	1,000	\$63,000
MD 210 - I-95 to Arapahoe Drive	2,500	\$46,000
MD 410 - at 23rd. Avenue	500	\$16,000
Queen Anne's County		
MD 300 - at Linden Street	200	\$60,000
Somerset County		
MD 675 - in Princess Anne	1,000	\$100,000
Washington County		
MD 144 - Sheetz Store Lot to Methodist Street	392	\$37,000
US 40 - U of MD Education Center to Bawldwin Building	125	\$11,000
MD 58 - Woodpoint Avenue to Key Circle	555	\$35,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Worcester County		
MD 528 - 26th Street to the Delaware State Line	2,000	\$830,000

Total Retrofit Sidewalk Program	45,392	\$2,482,000
--	---------------	--------------------

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

Neighborhood Conservation Program

These projects include sidewalks, however, the portion attributable to sidewalks cannot be determined.

Allegany County

MD 135 - MD 36 to Westernport

Anne Arundel County

MD 175 - Odenton

MD 677 - MD 175 to Piney Orchard Parkway

Baltimore County

MD 45 - Baltimore City Line to Stevenson Lane

MD 151 - I-695 to Wise Avenue

Calvert County

MD 765 - Town of St. Leonard

Carroll County

MD 75 - Union Bridge

Cecil County

MD 272 - Irishtown Road to Northeast Station

MD 273 - Rising Sun

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Neighborhood Conservation Program (Cont'd)

Kent County

MD 292 - Betterton

MD 445 - Rockhall

Montgomery County

MD 195 - Garland Avenue to MD 193

MD 547 - Garrett Park

Prince George's County

US 1 - Laurel

MD 202 - US 50 to MD 450

MD 450 - New Carrollton

Talbot County

MD 331 - Easton

Washington County

US 40 - Hagerstown

US 40 ALT - MD 68 to MD 67

Streetscapes and Minor Reconstruction

Cost

(\$'s)

Anne Arundel County

Bladen Street - College Creek Park to College Avenue

Carroll County

MD 30 - Beaver Street to Holland Drive

Charles County

MD 6 - LaPlata Streetscape (Phase 1)

Total Streetscapes and Minor Reconstruction

\$810,290

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Transportation Enhancements Program

These projects are funded with 50% Federal transportation enhancement funds and 50% from the local sponsor.

Allegany County

Frostburg Trail - Phase I

Allegheny Highlands Trail - Cumberland to Woodcock Hollow Road

Allegheny Highlands Trail - Eastern and Northern Section

Allegheny Highlands Trail - New Hope trail Head

Allegheny Highlands Trail - New Hope Road Overpass to Mason Dixon Line

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

Gwynns Fall Trail - Phase III

Swan's Wharf

Union Wharf

Howard County

Centennial Acres Pathway

Montgomery County

Rockville Millenium Trail - Phase II

Rockville Millenium Trail - Phase III

Forest Glen Pedestrian Bridge

I-270/MD 28 Bridge

Bethesda Trolley Line bridge over I-495

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Transportation Enhancements Program (Cont'd)

Queen Anne's County
MD 8 Corridor Hiker/Biker Trail

Retrofit Bicycle Program

**Cost
(\$'s)**

Dorchester County
US 50 - Bicycle path from Choptank River bridge to Bucktown Road \$284,000

Frederick County
MD 180 - Teens Barnes Road to Old Holter Road \$114,000

Garrett County
US 219 - Glendale Road to north of Glendale Road \$387,000

Total Retrofit Bicycle Program \$785,000

Primary/Secondary Program

**Distance
(miles)**

Allegany County
MD 36 - Bridge over George's Creek
Shoulder 0.5

MD 935 - Bridge over George's Creek
Shoulder 0.2

Anne Arundel County
MD 2 - MD 214 to Virginia Avenue
Widen curb lanes 2.7
Sidewalk 2.7

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Primary/Secondary Program (cont'd)	Distance (miles)
MD 50/MD 2/MD 450 Interchange Parallel trail	0.5
MD 70 - over Weems and College Creeks Sidewalk	2.0
MD 174/I-97 Interchange Widen curb lanes Sidewalk	1.0 1.0
MD 732 - Bridge over CSX Railroad Sidewalk Shoulder	1.0 1.0
Baltimore County I-695/MD 26 Interchange Widen curb lane Sidewalk	1.0 1.0
I-695/MD 45 Interchange Widen curb lane Sidewalk	1.0 1.0
MD 7 - MD 43 to Campbell Boulevard Widen curb lane Sidewalk	2.0 2.0

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Primary/Secondary Program (cont'd)	Distance (miles)
Baltimore County (cont'd)	
MD 43 Extended	
Widen curb lane	7.2
Parallel trail	3.0
Calvert County	
MD 4/MD 260 Interchange	
Shoulders	1.0
MD 506 - bridge over Battle Creek	
Shoulder	0.5
Caroline County	
MD 404 - Legion Road to Double Hills Road	
Shoulders	1.6
Carroll County	
MD 140 - bridges over MD 27 and MD 97	
Wide curb	1.0
Shoulders	1.0
MD 32 - bridges over River Road and CSX	
Shoulders	2.0
MD 84 - bridge over Meadow Branch	
Shoulders	0.5

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Primary/Secondary Program (cont'd)	Distance (miles)
Cecil County	
MD 286 - bridge over Back Creek	
Shoulders	0.5
Sidewalks	0.5
Dorchester County	
MD 16 - bridge over Parsons Creek	
Shoulders	0.5
Frederick County	
I-70/MD 85/MD 355 Interchange	
Widen curb lanes	1.0
Sidewalks	1.0
MD 80 - Urbana	
Widen curb lanes	4.0
Harford County	
MD 165 - bridge over West Branch	
Shoulders	0.5
Howard County	
US 29 - MD 100 to MD 99	
Shoulders	16.0
MD 32 - bridge over Patapsco River	
Shoulder	1.0

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Primary/Secondary Program (cont'd)	Distance (miles)
Howard County (cont'd)	
MD 216 - I-95 to US 29	
Widen curb lanes	5.6
Sidewalks	5.6
MD 732 - bridge over CSX	
Sidewalks	1.0
Shoulders	1.0
Montgomery County	
I-270/MD 187 Interchange	
Widen curb lanes	1.0
Sidewalks	1.0
I-270/Democracy Blvd. Interchange	
Widen curb lanes	1.0
Sidewalks	1.0
I-270/MD 117 Interchange	
Widen curb lanes	1.0
Sidewalks	1.0
US 29/Randolph Road Interchange	
Widen curb lanes	1.0
Sidewalks	1.0
Parallel Trail	1.0

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Primary/Secondary Program (cont'd)	Distance (miles)
Montgomery County (cont'd)	
US 29/Briggs Chaney Road Interchange	
Widen curb lanes	1.0
Sidewalks	1.0
Parallel trail	1.0
US 29/MD 198/Blackburn Road Interchange	
Widen curb lanes	1.0
Sidewalks	1.0
Parallel Trail	1.0
MD 28 - Riffle Road to MD 219	
Widen curb lanes	6.7
Sidewalks	3.4
Parallel trail	3.4
MD 115 - MD 28 to MD 124	
Widen Curb Lanes	4.0
Sidewalks	4.0
Prince George's County	
I-495/Ritchie Marlboro Interchange	
Widen curb lanes	2.0
Sidewalk	1.0
Parallel trail	1.0
I-95/I-495/Woodroow Wilson Bridge	--
Parallel pedestrian bridge	

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Primary/Secondary Program (cont'd)	Distance (miles)
Prince George's County (cont'd)	
US 50/Columbia Pike Interchange	
Widen curb lanes	1.0
Sidewalks	1.0
MD 212 - US 1 to I-95	
Widen curb lanes	4.0
Sidewalks	4.0
MD 450 - Whitefield Chapel Road to Seabrook Road	
Widen curb lanes	1.9
Sidewalks	1.9
MD 450 - MD 193 to Stoneybrook Drive	
Widen outside lanes	11.6
Sidewalks	5.8
Parallel trail	5.8
MD 193 - University of MD Access Improvement	
Widen curb lanes	3.0
St. Mary's County	
MD 235 - MD 246 to MD 4	
Widen curb lanes	9.4
Sidewalk	9.4

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

Primary/Secondary Program (cont'd)

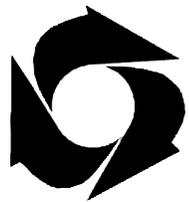
**Distance
(miles)**

Washington County	
MD 34 - bridge over Potomac River	
Sidewalks	1.0
Shoulders	1.0
Wicomico County	
US 13 - bridge over Leonard's Mill Pond	
Shoulders	0.5
Worcester County	
US 113	
Shoulders	17.0
Widen curb lanes	76.1 miles
Shoulders	45.3 miles
Sidewalks	57.3 miles
Parallel trails	16.7 miles
WWB	--

BICYCLE AND PEDESTRIAN RELATED PROJECTS (cont'd)

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

Retrofit Sidewalk Program	\$2,482,000
Neighborhood Conservation Program	\$6,982,820
Streetscapes and Minor Reconstruction	\$810,290
Transportation Enhancements Program	\$20,467,708
Retrofit Bicycle Program	\$785,000
Primary/Secondary Program	\$97,556,144
GRAND TOTAL	\$129,083,962



Regional Aviation Grants

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2004

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

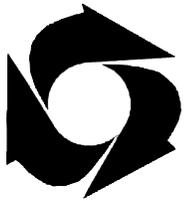
MARYLAND AVIATION ADMINISTRATION

County	Airport	GRANT AMOUNT (000's)			
		Federal	State	Local/Owner	Total
Allegany County	Greater Cumberland Regional Airport	275	15	15	305
Anne Arundel County	Tipton Airport	1,636	91	91	1,818
	Lee Airport	-	91	10	101
Caroline County	Ridgely Airport	-	118	14	132
Carroll County	Carroll County Regional Airport	453	41	41	535
	Clearview Airport	-	76	9	85
Cecil County	Cecil County Airport	-	331	208	539
	New Airport Study	441	25	24	490
Frederick County	Frederick Municipal Airport	1,256	70	70	1,396
Garrett County	Garrett County	816	45	45	906
Harford County	Fallston Airport	-	149	16	165
Queen Anne's County	Kentmorr Airport	-	40	4	44

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2004 (Cont'd)

County	Airport	GRANT AMOUNT (000's)			
		Federal	State	Local/Owner	Total
St. Mary's County	Captain Duke Regional	406	23	23	451
Talbot County	Easton Airport / Newnam Field	1,830	210	231	2,271
Washington County	Hagerstown Regional Airport	6,205	345	344	6,894
Wicomico County	Salisbury - Ocean City	1,175	162	572	1,909

TSD



The Secretary's Office

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

	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	25.3	12.3	2.6	2.7	2.5	2.5	47.9
System Preservation Minor Projects	28.1	11.1	10.2	4.6	4.7	4.5	63.2
<u>Development & Evaluation Program</u>							
	1.9	-	-	-	-	-	1.9
SUBTOTAL	55.3	23.4	12.8	7.3	7.2	7.0	113.0
<u>Capital Salaries, Wages & Other Costs</u>							
	1.4	1.2	1.3	1.3	1.4	1.4	8.0
TOTAL	56.7	24.6	14.1	8.6	8.6	8.4	121.0
Special Funds	37.8	17.2	14.1	8.6	8.6	8.4	94.7
Federal Funds	18.9	7.4	-	-	-	-	26.3



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

PROJECT: Transportation Enhancement Program

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

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.

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 2003 - 08 CTP: The cost increase of \$3.6 million is due to higher expenditures than previously projected for local sponsor projects.

<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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	154,110	89,910	12,400	10,000	10,100	10,300	10,700	10,700	64,200	0
Total	154,110	89,910	12,400	10,000	10,100	10,300	10,700	10,700	64,200	0
Federal-Aid	116,444	68,944	10,000	7,500	7,500	7,500	7,500	7,500	47,500	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
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
CO	2009	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: Underway.

PROJECT: Transportation Emission Reduction Program

DESCRIPTION: The objective of this program is the reduction of traffic congestion and mobile source 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. This program will address these issues by implementing projects that will achieve measurable reductions in mobile source emissions. These reductions are important to the annual air quality conformity analysis 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 2003 - 08 CTP: Cost increased \$28.6 million due to combining the Washington Transportation Emission Reduction Measures (TERMS) with this project.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	61,340	13,330	25,260	12,279	2,628	2,745	2,549	2,549	48,010	0	
Total	61,340	13,330	25,260	12,279	2,628	2,745	2,549	2,549	48,010	0	
Federal-Aid	24,160	0	16,745	7,415	0	0	0	0	24,160	0	

0054, 0055, 0056, 0057, 0058, 0059, 0060, 0061, 0062, 0063, 0064, 0065, 0066, 0067, 0068, 0077, 0084, 0085, 0090, 0091



STATUS: Contract tasks underway.

PROJECT: Statewide Transportation Planning Studies

DESCRIPTION: These funds assist statewide planning efforts addressing Federally mandated TEA-21 requirements, actions required by General Assembly, as well as ad hoc multi-modal systems level planning. Many of these funds are dedicated to required study efforts that include preparation of the Maryland Transportation Plan, the Annual Attainment Report on Transportation System Performance, the Maryland Bicycle and Pedestrian Access Master Plan, Safe Routes to School and the Low Speed Vehicle Task Force. Another area of significant activity under this contract is monitoring studies to meet Federal air quality standards in Maryland.

JUSTIFICATION: This effort supports planning activities required by Federal and State directives, as well as study initiatives to meet statewide systems planning 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 2003 - 08 CTP: Cost decreased \$3.5 million due to task work completed prior to FY 2003.

<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)	TOTAL EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	5,974	4,091	1,883	0	0	0	0	0	1,883	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,974	4,091	1,883	0	0	0	0	0	1,883	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

0007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 4

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2004 and Prior</u>			
<u>The Secretary's Office</u>			
1	Rocky Gap Amphitheater Access Road - Grant to Allegany County (0043)	1,100	Complete
2	Downtown Partnership (0048)	2,300	Complete
3	Capital Program Management System - Phase 1	2,893	Complete
4	Air Quality Analysis (Edwards and Kelcey) (0004)	1,200	Underway
5	Real Estate Advisory Program (0005)	145	Underway
6	Centerpoint Development (0008)	700	Underway
7	Port Land Use (HUD GRANT) (0017)	2,000	Underway
8	Program Management (0019)	276	Underway
9	Network Hardware/Software Replacement Costs (0020)	3,058	Underway
10	Rail Safety Oversight (0032)	518	Underway
11	Federal Intelligent Transportation Systems (ITS) (0033)	125	Underway
12	CVISN (0034)	2,005	Underway
13	Susquehanna Greenways Grant (0037)	13	Underway
14	Sheperds Mill Road - Grant to Carroll County (0039)	3,500	Underway
15	Mainframe Upgrade (0042)	2,700	Underway
16	MAA WCOG Air Passenger Study (0044)	342	Underway
17	Ripken Stadium (0046)	400	Underway
18	Gateway Community Development Corporation (GCDC) (0047)	50	Underway
19	Susquehanna Bridge Pier Inspection (0049)	18	Underway
20	Bike and Pedestrian Trail Southern Maryland (0050)	50	Underway
21	Pathways to School (0051)	206	Underway
22	MEDCO - New MDOT Building (0070)	5,388	Underway
23	Prince Frederick Loop Road Feasibility Study (0072)	400	Underway
24	E-Business (0073)	1,128	Underway
25	Level 3 Buildout (0074)	930	Underway
26	Bloomsbury Square Grant - DGS (0075)	246	Underway
27	Beaver Dam Creek - Trash Boom (0076)	100	Underway
28	Airport Citizens Committee (0078)	737	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

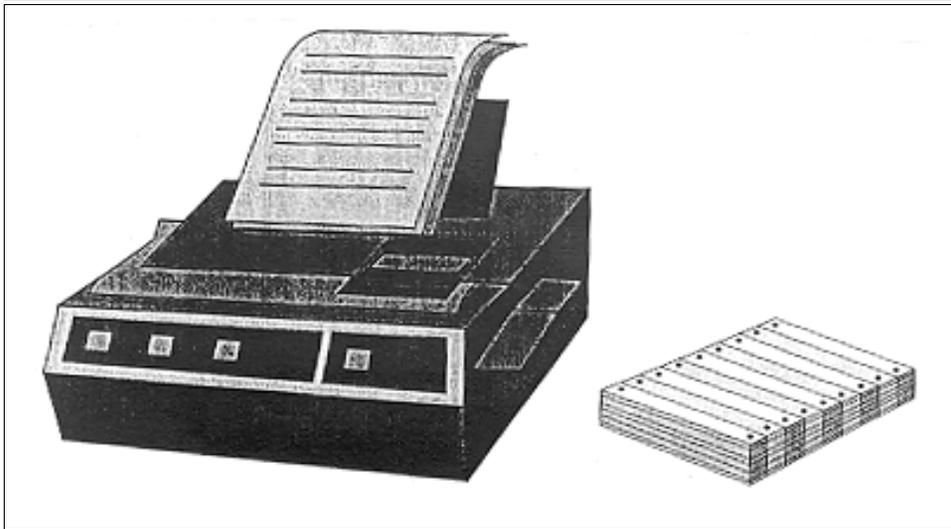
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2004 and Prior (cont'd)</u>			
<u>The Secretary's Office (cont'd)</u>			
29	LaPlata Improvements (0079)	2,300	Underway
30	Maryland Department of Planning (0080)	118	Underway
31	Start Up Funds for MDOT Headquarters Building (0081)	500	Underway
32	Security/Emergency Management (0082)	350	Underway
33	MBE Disparity Study (0083)	1,000	Underway
34	Capital Program Management System Maintenance - Phase II (0086)	980	Underway
35	Capital Program Management System Transition (0089)	340	Underway
36	Consultant Services Contracts (0087)	2,500	Underway
37	Key Highway Road Extension (0030)	5,000	Spring, 2004
<u>FY 2005</u>			
<u>The Secretary's Office</u>			
38	Real Estate Advisory Program (0005)	145	Fall, 2004
39	Program Management (0019)	300	Fall, 2004
40	Network Hardware/Software Replacement Costs (0020)	3,152	Fall, 2004
41	Consultant Services Contracts (0087)	4,000	Fall, 2004
42	Center Plaza (0088)	400	Fall, 2004
43	Miscellaneous Equipment (0095)	1,550	Fall, 2004



Motor Vehicle Administration

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

	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	17.3	9.8	5.7	4.1	5.4	6.2	48.5
System Preservation Minor Projects	5.4	8.5	11.4	17.8	18.0	18.3	79.4
<u>Development & Evaluation Program</u>							
	-	-	-	-	-	-	-
SUBTOTAL	22.7	18.3	17.1	21.9	23.4	24.5	127.9
<u>Capital Salaries, Wages & Other Costs</u>							
	0.8	0.8	0.9	0.9	0.9	0.9	5.2
TOTAL	23.5	19.1	18.0	22.8	24.3	25.4	133.1
Special Funds	23.5	19.1	18.0	22.8	24.3	25.4	133.1
Federal Funds	-	-	-	-	-	-	-



STATUS: Underway.

PROJECT: Document Imaging and Workflow System (DIWS)

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

JUSTIFICATION: Digital imaging provides the capability for interactive records availability, transmission of information to distant sites, multi-user accessible for same record, reduced floor space for paper storage and improved efficiency and productivity. Additional electronic storage is required for the volume of documents being scanned.

SMART GROWTH STATUS:

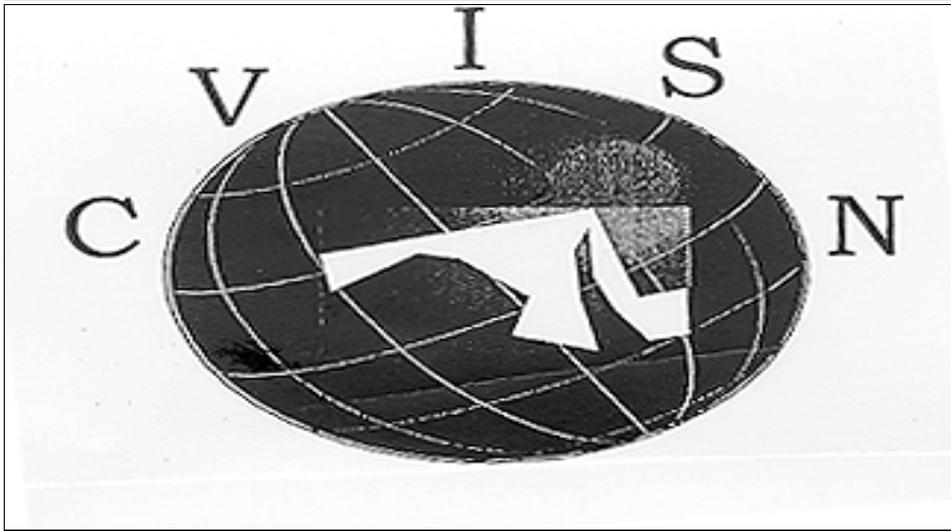
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost increased \$0.6 million due to additional electronic storage capacity required to handle current and future volume of scanned documents.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			YEAR 2004	YEAR 2005	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
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	12,600	10,455	2,145	0	0	0	0	0	2,145	0
Total	13,094	10,949	2,145	0	0	0	0	0	2,145	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Over 85 million pages scanned. Approximately 11 million pages scanned per year.



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 2003 - 08 CTP: Cost reduced \$0.2 million due to revised estimates.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY					
			2004	2005	.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	932	876	56	0	0	0	0	0	56	0
Total	1,084	1,028	56	0	0	0	0	0	56	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Motor Vehicle Administration -- Line 3

CONSTRUCTION PROGRAM



STATUS: Revised schedule. Deferred until FY 2006.

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 and permits.

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:

National Motor Vehicle Title Information System -- Line 7

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost reduced \$20.5 million due to revised estimates and schedules. National Motor Vehicle Title Information System (NVMTIS) was previously part of this project. It now appears on Line 7 as a separate project. The remaining funds for this project have been moved beyond the program period.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		TOTAL	
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	7,165	1,165	0	0	1,000	1,200	1,500	2,300	6,000	0	
Total	7,165	1,165	0	0	1,000	1,200	1,500	2,300	6,000	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: System deployment to branch offices complete in August, 2003.

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 2003 - 08 CTP: Cost increased \$14.2 million due to a contract amendment for driver's license system enhancements to improve customer service, reduce processing time and reduce customer wait time at MVA facilities.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY						
			2004	2005	.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	44,825	26,907	14,495	3,357	66	0	0	0	17,918	0	
Total	49,225	31,307	14,495	3,357	66	0	0	0	17,918	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

USAGE: 1.1 million driver licenses issued annually.



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.

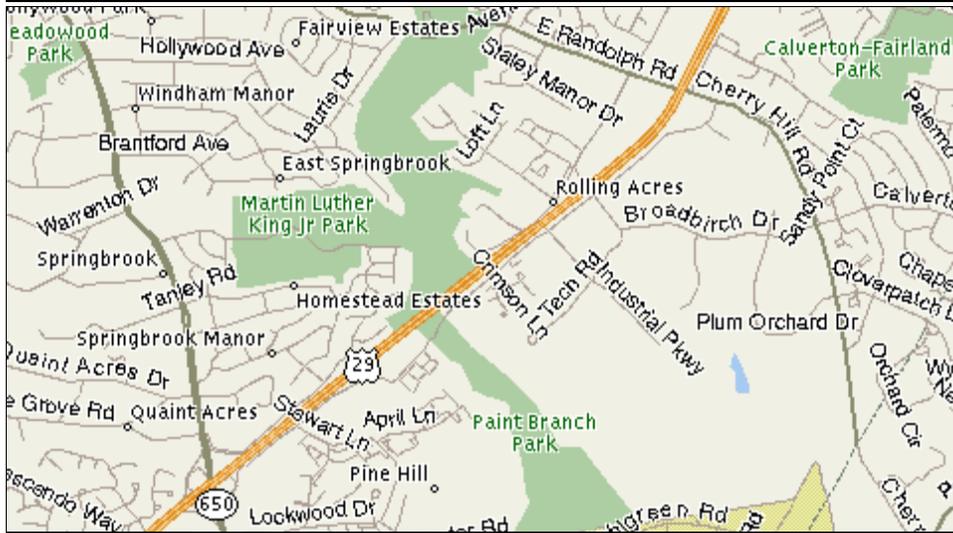
STATUS: Underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost decreased \$0.7 million due to revised estimates and schedules.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2004	20052006.....2007.....			.....2008.....	.....2009.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,983	911	293	271	315	361	410	422	2,072	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,391	3,699	225	1,742	2,450	1,260	500	515	6,692	0
Total	13,374	4,610	518	2,013	2,765	1,621	910	937	8,764	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Motor Vehicle Administration -- Line 6

CONSTRUCTION PROGRAM



STATUS: Montgomery County mandatory review process and design underway.

PROJECT: Montgomery County Branch Office

DESCRIPTION: Design and construction of a new full-service office in Montgomery County located at US29 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.

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 2003 - 08 CTP: Construction schedule revised from FY 2004 to FY 2005 based on the Montgomery County review process and design schedule. Cost estimate increased \$1.8 million based on feasibility study estimates, equipment and start-up costs. Estimated completion is late FY 2005.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	200	21	129	50	0	0	0	0	179	0	
Right-of-way	1	1	0	0	0	0	0	0	0	0	
Construction	4,800	0	0	4,300	500	0	0	0	4,800	0	
Total	5,001	22	129	4,350	500	0	0	0	4,979	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.



STATUS: Preliminary planning with American Association of Motor Vehicle Administrators (AAMVA) underway.

PROJECT: National Motor Vehicle Title Information System (NVMTIS)

DESCRIPTION: This system will allow for the verification of vehicle and title information on a nationwide basis.

JUSTIFICATION: The verification of vehicle and title information with a national database provides security against title fraud, salvage branding, stolen vehicles and odometer fraud.

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:

Electronic Lien Title and Registration System (TARIS2) - Line 3

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The project was previously part of Electronic Lien Title and Registration System (TARIS 2).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,600	0	0	100	1,000	500	0	0	1,600	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	6,800	0	0	0	0	800	3,000	3,000	6,800	0	
Total	8,400	0	0	100	1,000	1,300	3,000	3,000	8,400	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

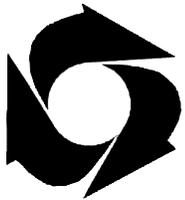
MOTOR VEHICLE ADMINISTRATION - LINE 8

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 and Prior</u>		
	<u>Building Improvements</u>		
1	Loveville Office Construction (0603)	2,105	Complete
2	Glen Burnie and OIR Office Roof Replacements (0617)	1,174	Complete
3	Business License Image & Workflow System Documentation (0624)	82	Complete
4	Glen Burnie Office Fire Protection Sys Rehabilitation (0629)	317	Complete
5	OIR Office Chiller Replacement-Rehabilitation (0630)	725	Complete
6	Glen Burnie Office Interior Improvements (0512)	98	Underway
7	Security Improvements [Various Offices] (0518)	255	Underway
8	OIR Office Renovation Design (0535)	566	Underway
9	Comprehensive Planning, A&E Services (0536)	920	Underway
10	Glen Burnie Branch Office Renovation (0540)	6,239	Underway
11	Telecom Upgrade - Various Projects (0545)	473	Underway
12	Building and Interior Modification (0598)	240	Underway
13	Automated Compulsory Insurance System [ACIS] (0600)	3,696	Underway
14	Waldorf Office Interior Modifications and Site Work (0619)	871	Underway
15	Info MVA System (0627)	500	Underway
16	Branch Office Roof Rehabilitation (0631)	646	Underway
17	Branch Office HVAC Replacement (0632)	710	Underway
18	OIR Office UPS Replacement (0634)	316	Underway
19	Baltimore City Office Renovation (0602)	4,104	Spring, 2004
20	Annapolis Office Interior Modifications and Site Work (0620)	1,181	Spring, 2004
21	Driver Test Study (0635)	250	Spring, 2004
	<u>FY 2005</u>		
	<u>Building Improvements</u>		
22	Statewide Flag Processing Alternatives Study (0639)	250	Summer, 2004
23	Glen Burnie Office Interior Improvements (0512)	104	Fall, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 8 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2005 (cont'd)</u>			
<u>Building Improvements (cont'd)</u>			
24	Security Improvements (0518)	100	Fall, 2004
25	Telecom Upgrade - Various Projects (0545)	650	Fall, 2004
26	Network Equipment Replacement (0638)	383	Fall, 2004
27	Tag Return Alternatives Study (0640)	200	Fall, 2004
28	Building and Interior Modifications (0598)	200	Fall, 2004
29	Miscellaneous Equipment (0741)	552	Fall, 2004



Maryland Aviation Administration

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

	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	279.8	163.6	47.9	15.9	4.4	4.4	516.0
System Preservation Minor Projects	61.3	65.2	62.3	37.1	29.1	38.7	293.7
<u>Development & Evaluation Program</u>	<u>1.0</u>	<u>7.2</u>	<u>10.9</u>	<u>1.5</u>	<u>1.5</u>	<u>1.1</u>	<u>23.2</u>
SUBTOTAL	342.1	236.0	121.1	54.5	35.0	44.2	832.9
<u>Capital Salaries, Wages & Other Costs</u>	<u>5.8</u>	<u>5.6</u>	<u>5.8</u>	<u>6.0</u>	<u>6.2</u>	<u>6.4</u>	<u>35.8</u>
TOTAL	347.9	241.6	126.9	60.5	41.2	50.6	868.7
Special Funds	75.7	70.1	60.7	38.0	31.8	39.0	315.3
Federal Funds	27.9	25.0	28.4	12.8	9.4	11.6	115.1
Other Funding *	244.3	146.5	37.8	9.7	-	-	438.3

* 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: Land acquisition continues. MAA has acquired 249 properties through FY 2003.

PROJECT: Noise Zone Land Acquisition Program

DESCRIPTION: This program promotes compatible land use around Baltimore Washington International Airport (BWI) through the purchase of residential properties offered voluntarily for sale by owners within designated impacted 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

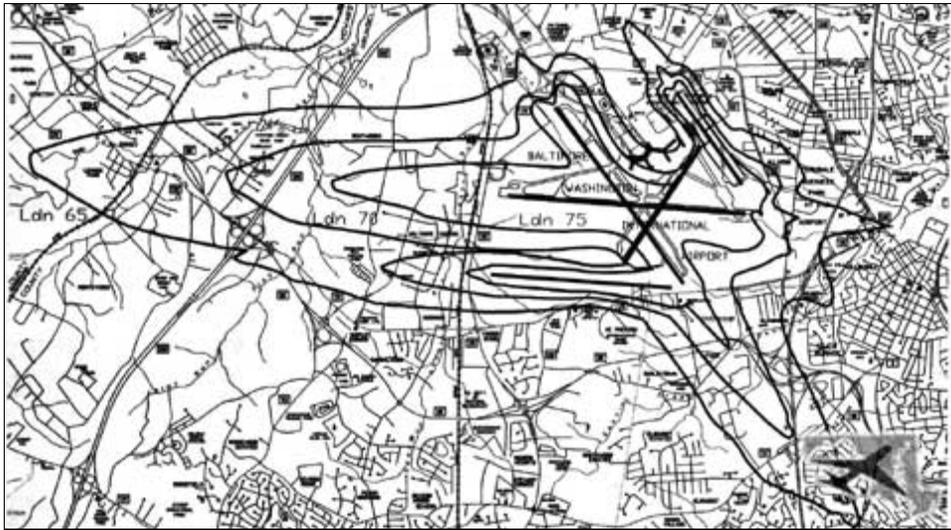
ASSOCIATED IMPROVEMENTS:

Homeowner Assistance Program -- Line 2

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost increase of \$3.1 million due to greater than anticipated response from interested property owners in FY 2004.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	36,726	33,437	2,914	375	0	0	0	0	3,289	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	36,775	33,486	2,914	375	0	0	0	0	3,289	0
Federal-Aid	26,318	23,687	2,331	300	0	0	0	0	2,631	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2004	AIP	2,331
RW	2005	AIP	300



STATUS: MAA has participated in the soundproofing of 553 properties and sales assistance for 113 homes through FY 2003.

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 2003 - 08 CTP: Cost increased \$1.3 million due to the addition of FY 2009 funding.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	431	231	80	120	0	0	0	0	200	0
Right-of-way	29,820	18,300	1,920	1,920	1,920	1,920	1,920	1,920	11,520	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	30,251	18,531	2,000	2,040	1,920	1,920	1,920	1,920	11,720	0
Federal-Aid	19,753	11,372	1,440	1,472	1,364	1,364	1,365	1,376	8,381	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2004	AIP	1,376
RW	2005	AIP	1,376
RW	2006	AIP	4,093
RW	2007	AIP	1,376



STATUS: Acquisitions continuing.

PROJECT: Protective Land Acquisition Program

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

JUSTIFICATION: This multi-year program would provide the opportunity to protect property 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 2003 - 08 CTP: Funding reduced \$11.6 million in six year period due to reallocation of funds to other MAA projects.

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)	TOTAL EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	25,558	12,058	1,000	2,500	2,500	2,500	2,500	2,500	13,500	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	25,558	12,058	1,000	2,500	2,500	2,500	2,500	2,500	13,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction started in FY 2003. Terminal/Concourse A to open in Spring 2005, with reconstruction of portion of Concourse B connector complete in late 2005.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost decrease of \$1.3 million due to finalization of financing.

PROJECT: New Terminal A/B Expansion at BWI Airport

DESCRIPTION: This project provides for the construction of a new 11-gate Terminal/Concourse A and full reconstruction of a portion (4 gates) of Concourse B. 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 fully reconstructed to include expanded hold rooms, concessions, moving sidewalks, other passenger amenities and airline support space.

JUSTIFICATION: Expansion of the Terminal 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:

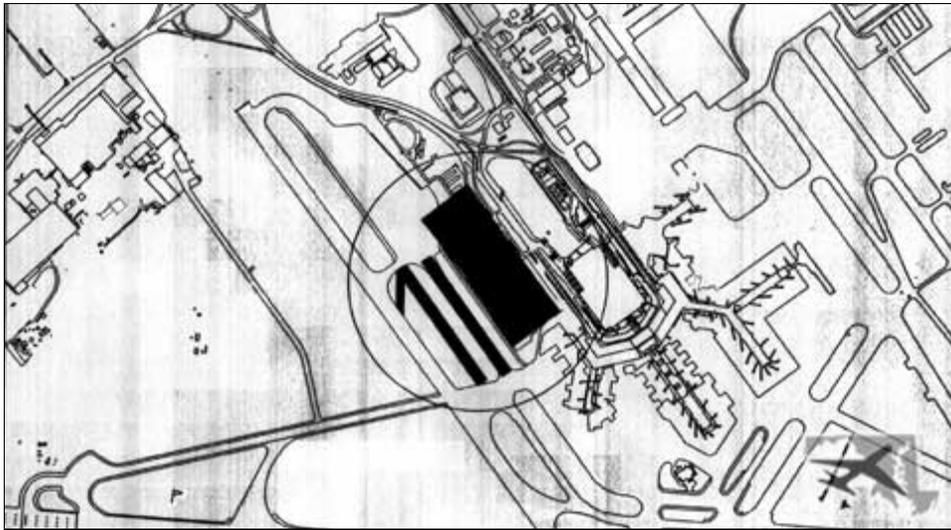
- 15R Parallel Taxiway and Aircraft Parking Ramp -- Line 5
- Central Utility Plant Expansion and Upgrade of Electrical Substations -- Line 10
- Terminal Entrance Roadway Improvements, Phase I -- Line 6
- Terminal Entrance Roadway Improvements, Phase II -- Line 7

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	28,350	22,366	5,984	0	0	0	0	0	5,984	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	190,291	5,248	90,837	88,926	5,280	0	0	0	185,043	0
Total	218,641	27,614	96,821	88,926	5,280	0	0	0	191,027	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 210 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 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 the new Terminal A/B. The new ramp will also accommodate the new Terminal A/B and will be fitted with a gate deicing collection system.

JUSTIFICATION: 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 Terminal A/B 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 Terminal A/B Expansion at BWI -- Line 4

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost decrease of \$1.0 million due to favorable cost changes.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,147	2,070	77	0	0	0	0	0	77	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	58,098	34,594	14,847	8,657	0	0	0	0	23,504	0
Total	60,245	36,664	14,924	8,657	0	0	0	0	23,581	0
Federal-Aid	38,158	17,755	12,611	7,792	0	0	0	0	20,403	0

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

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

This project will be reimbursed from Passenger Facility Charge (PFC).

1117



STATUS: Construction complete. Access / Return Roadways opened in November 2002 and Upper Level Roadway Extension opened in June 2003.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost increased by \$1.8 million due to finalization of new Terminal A/B requirements.

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 the new Terminal A/B. The project also involves construction of a new terminal access/return roadway and configuration of the access roadway traffic markings/signaling.

JUSTIFICATION: To address projected upper level roadway capacity and curbside space requirements at the terminal as well as provide 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- New Terminal A/B Expansion at BWI Airport -- Line 4
- Terminal Entrance Roadway Improvements - Phase II -- Line 7

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,556	4,556	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	52,679	49,573	3,106	0	0	0	0	0	3,106	0
Total	57,235	54,129	3,106	0	0	0	0	0	3,106	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected increase of 50% 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. Skywalk at Concourse D opened in November 2003 with the Concourse B Skywalk to open in Spring 2004. Roadway work to continue in multiple phases through FY 2007.

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 Concourse 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 new public curbside and two new lanes for use by commercial and airport shuttle vehicles. Further, the project includes enhancements to the terminal by replacing the front window 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Terminal Entrance Roadway Improvements, Phase I -- Line 6
 Central Utility Plant Expansion and Upgrade of Electrical Substation -- Line 10

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

<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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,874	8,790	604	480	0	0	0	0	1,084	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	171,403	36,372	56,634	36,207	32,486	9,704	0	0	135,031	0
Total	181,277	45,162	57,238	36,687	32,486	9,704	0	0	136,115	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected increase of 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 a Passenger Facility Charge (PFC) and airport parking revenue.



STATUS: Surface lot complete. Garage construction underway with 3,000 spaces available in November 2002 and 5,500 spaces in November 2003. Upon completion in Winter 2004, there will be a total of 8,400 spaces.

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 helixes, revenue control plaza, elevators, and SmartPark 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: 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost increased by \$2.9 million due to activities associated with the new MDOT property.

<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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	7,236	6,333	903	0	0	0	0	0	903	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	165,347	127,195	38,152	0	0	0	0	0	38,152	0	
Total	172,583	133,528	39,055	0	0	0	0	0	39,055	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

USAGE: Accommodate projected increase of 50% 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: Facility opened December 22, 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 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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
TOTAL										
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,162	6,521	641	0	0	0	0	0	641	0
Right-of-way	5,639	5,639	0	0	0	0	0	0	0	0
Construction	119,001	78,073	40,928	0	0	0	0	0	40,928	0
Total	131,802	90,233	41,569	0	0	0	0	0	41,569	0
Federal-Aid	563	0	563	0	0	0	0	0	563	0

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

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

Other funding is revenue bonds supported by a Customer Facility Charge (CFC).



STATUS: Construction underway. Project completion in Spring 2004.

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 increase load due to increasing facility demand resulting from 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:

Terminal Entrance Roadway Improvements, Phase II -- Line 7
 New Terminal A/B Expansion -- Line 4

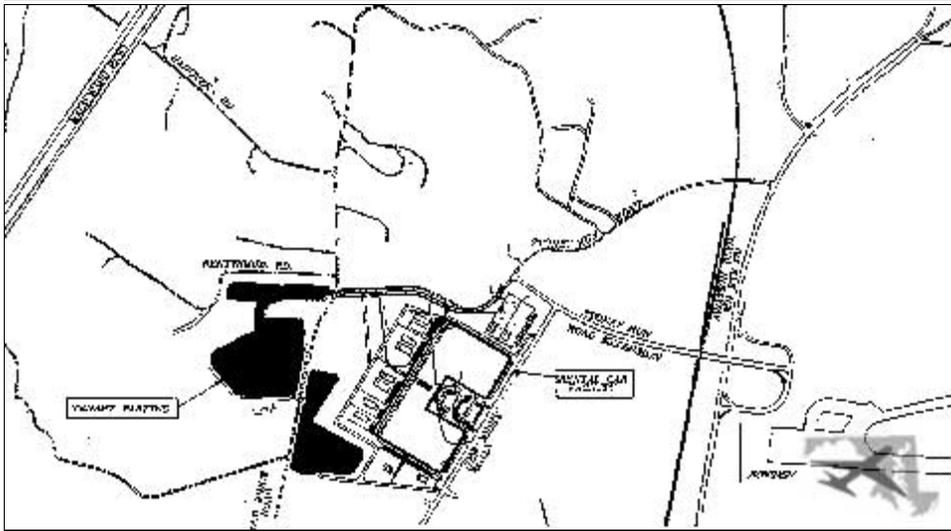
SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
TOTAL											
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,580	1,367	213	0	0	0	0	0	213	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	25,037	9,543	15,494	0	0	0	0	0	15,494	0	
Total	26,617	10,910	15,707	0	0	0	0	0	15,707	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



PROJECT: New Tenant Parking Facility

DESCRIPTION: This project provides for a 3,400 space tenant employee parking facility located off Stoney Run Road, 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.

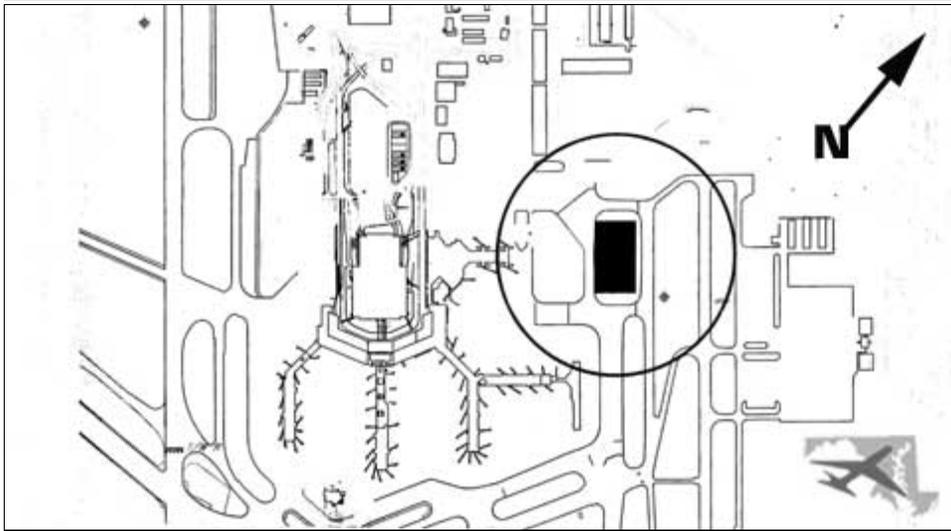
STATUS: Construction complete. Facility opened in September 2002.

SIGNIFICANT CHANGE FROM FY 2003 - 08 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	11,644	0	0	0	0	0	0	0	0	
Total	13,797	13,797	0	0	0	0	0	0	0	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 costs will be recovered thru airport tenant fees.



STATUS: Project complete.

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 for 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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	234	216	18	0	0	0	0	0	18	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,357	2,147	210	0	0	0	0	0	210	0
Total	2,591	2,363	228	0	0	0	0	0	228	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

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



STATUS: Installation underway.

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

DESCRIPTION: This project will provide for the completion of the installation of the SmartPark parking guidance system in the Hourly Parking Garage, immediately in front of the terminal. The electronic system consists 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.

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 systems allow for 100 percent capacity before the facility is closed.

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 2003 - 08 CTP: Construction delayed from FY 2003 to FY 2004 due to procurement issues.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	3,473	0	3,473	0	0	0	0	0	3,473	0
Total	3,473	0	3,473	0	0	0	0	0	3,473	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction underway with completion in Winter 2004.

PROJECT: Comprehensive Roadway Sign System at BWI

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

JUSTIFICATION: The project will provide roadway guide signage 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 when needed. This project will introduce 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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	134	97	37	0	0	0	0	0	0	37	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	4,507	3,310	1,197	0	0	0	0	0	0	1,197	
Total	4,641	3,407	1,234	0	0	0	0	0	0	1,234	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



STATUS: Procurement to begin in FY 2004.

PROJECT: New Bus Fleet For Shuttle Services at BWI Airport

DESCRIPTION: Purchase of 50 low-floor buses, for Airport shuttle bus services to / from public and employee parking facilities, and BWI Rail Station.

JUSTIFICATION: The current shuttle bus fleet is provided by the shuttle bus operations contractor. Maintaining a consistent and reliable fleet is becoming more difficult as the service demands increase. Purchase by the MAA of a new fleet will provide for a uniform and sufficiently sized fleet of energy-efficient vehicles which will improve reliability and reduce operating cost.

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:

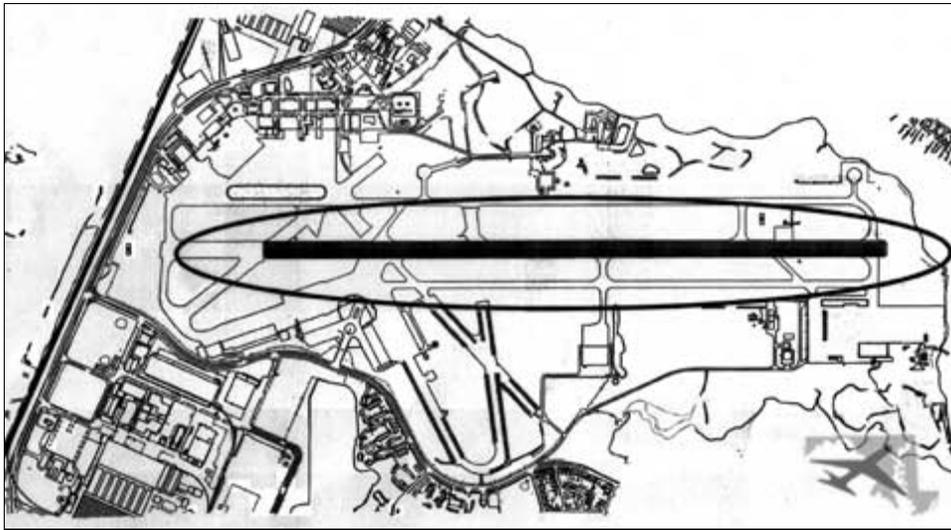
None.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,000	0	0	20,000	0	0	0	0	20,000	0
Total	20,000	0	0	20,000	0	0	0	0	20,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Over 1000 daily trips carrying over 4 million passengers annually.

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



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.

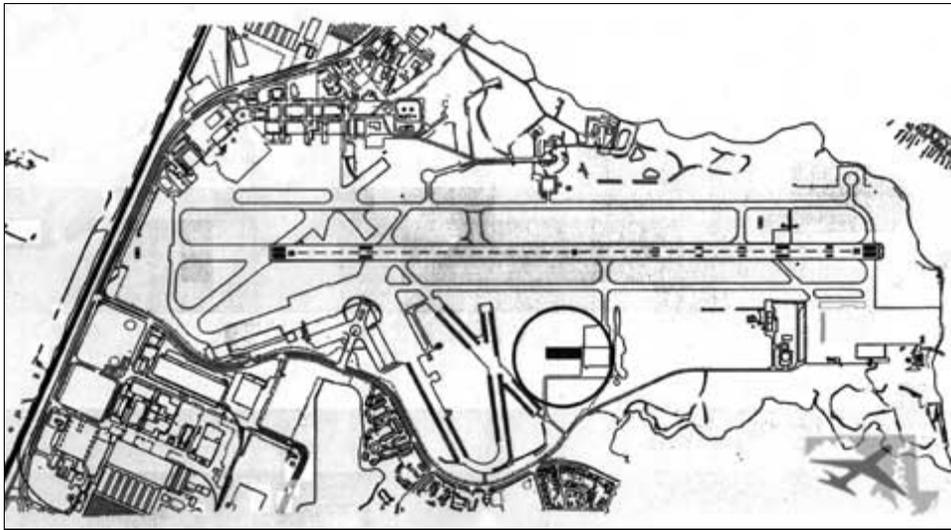
STATUS: Following completion of environmental analysis, design will start in FY 2004..

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Construction delayed to FY 2005 due to resolution of planning and environmental components with Federal Aviation Administration.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	660	160	237	263	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,114	0	0	1,626	5,706	1,782	0	0	9,114	0
Total	9,774	160	237	1,889	5,706	1,782	0	0	9,614	0
Federal-Aid	8,203	0	0	1,464	5,135	1,604	0	0	8,203	0

Project schedule is contingent upon the availability of Federal Funds.

1012



STATUS: Design to begin in FY 2004.

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 would 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:

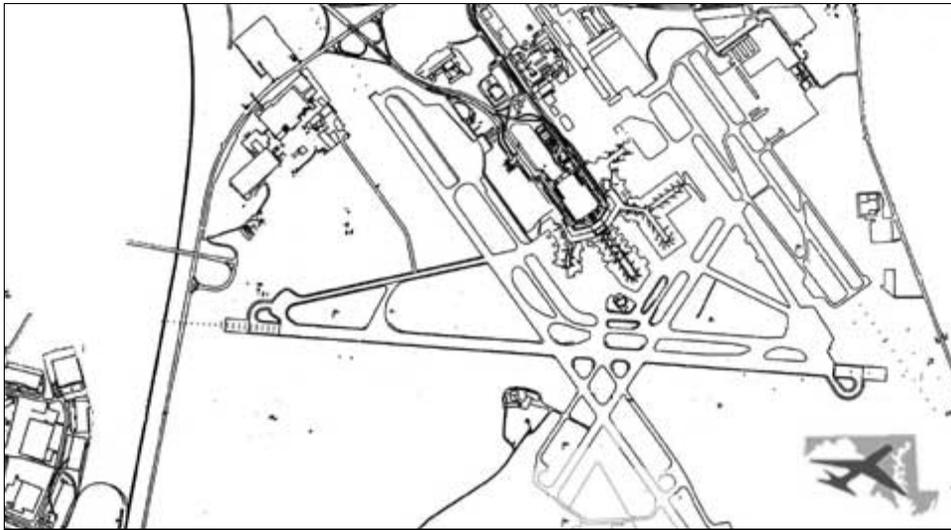
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Construction delayed from FY 2004 to FY 2005 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	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	0	150	450	0	0	0	0	600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,050	0	0	2,031	19	0	0	0	2,050	0
Total	2,650	0	150	2,481	19	0	0	0	2,650	0
Federal-Aid	950	0	0	950	0	0	0	0	950	0



PROJECT: BWI Master Plan and Environmental Studies

DESCRIPTION: Study to identify long-term (20-year) projection, location and extent of BWI facility improvements, as required to meet future aviation demand. Study will require in-depth evaluations of many factors, including future air service, runway and terminal capacities, environmental and community impact considerations.

JUSTIFICATION: The most recent BWI Master Plan was approved in 1987. Most projects envisioned in the 1987 Plan have been constructed. Future planning and programming is needed to maintain BWI's role in the national aviation system, and to accommodate passenger and airline demand well into the future.

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:

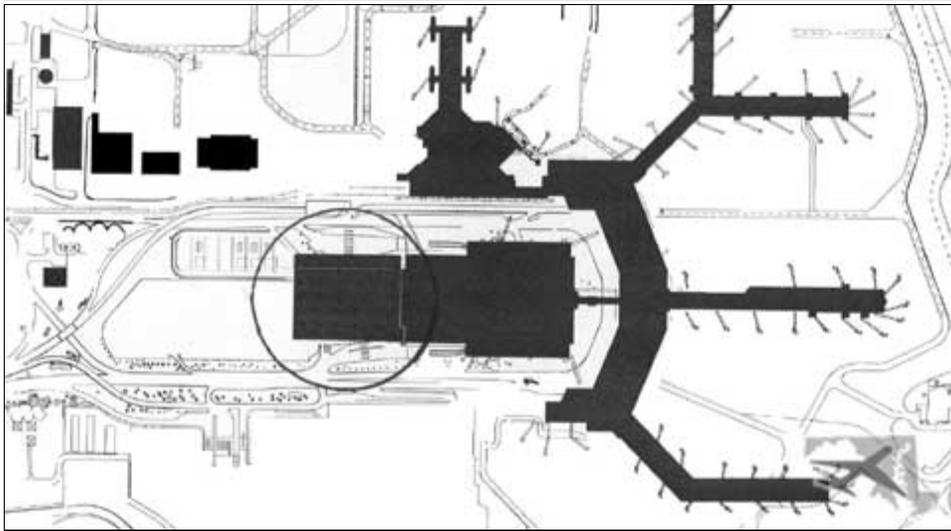
None.

STATUS: Planning studies to start in FY 2005.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Planning start deferred to FY 2005 due to further coordination/approval with Federal Aviation Administration and determination to proceed with expanded scope to examine long-term airport-wide BWI facility development.

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	2004	AIP	1,152
PP	2005	AIP	2,448

<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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	4,451	451	0	500	3,500	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	0	500	3,500	0	0	0	4,000	0
Federal-Aid	3,600	0	0	375	3,225	0	0	0	3,600	0



PROJECT: Hourly Parking Garage Expansion at BWI Airport

DESCRIPTION: This project provides for the preliminary engineering to expand the existing 5,600 space parking garage located in front of the main terminal building with 3,000 additional parking spaces and provisions for other transportation / commercial uses.

JUSTIFICATION: Adequate close-in parking and other transportation / commercial services adjacent to the terminal is critical for meeting business and other traveler's needs.

STATUS: Design to start in FY 2005.

SMART GROWTH STATUS:

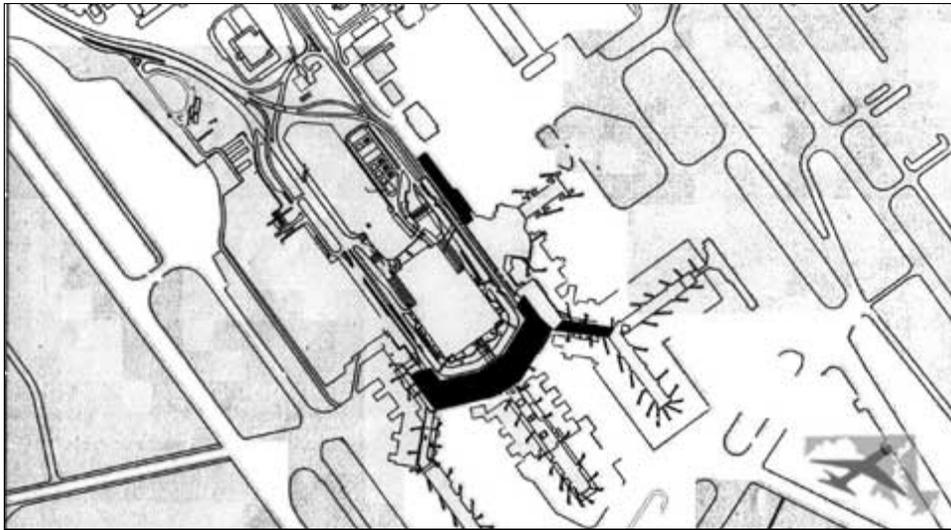
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Design start delayed from FY 2004 to FY 2005 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,300	0	0	1,575	1,725	0	0	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	1,575	1,725	0	0	0	3,300	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Project planning is underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost decrease of \$4.8 million due to reallocation of funds to other MAA projects. In addition, cashflow extended into FY 2009 to better reflect timing of terminal capacity needs.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	11,880	2,515	596	2,704	1,964	1,513	1,513	1,075	9,365	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,880	2,515	596	2,704	1,964	1,513	1,513	1,075	9,365	0
Federal-Aid	2,500	0	596	1,904	0	0	0	0	2,500	0



STATUS: Preliminary planning and environmental analysis to begin in FY 2004.

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 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:

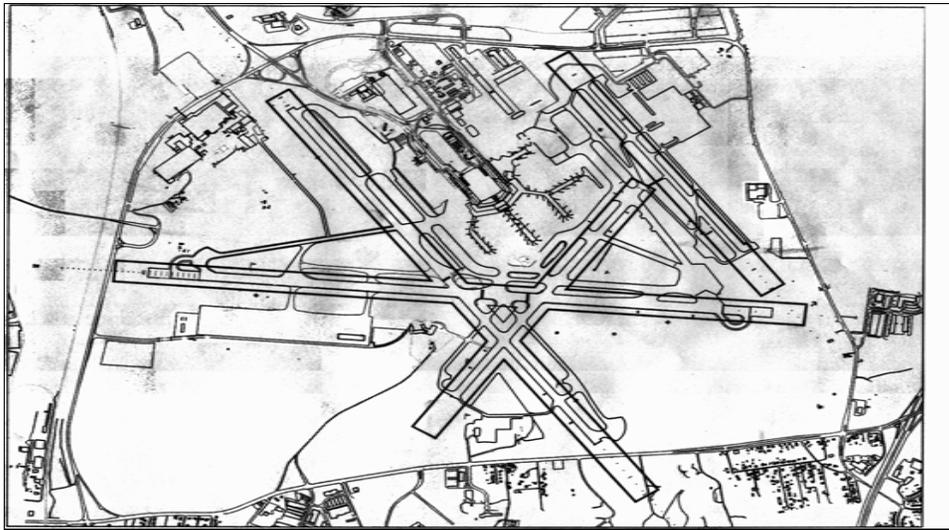
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2003 - 08 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	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	2,000	0	200	805	995	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	200	805	995	0	0	0	2,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Runway Safety Area at BWI

DESCRIPTION: This project provides for the study of improvements to bring the Runway Safety Areas (RSA) at both ends of runways at BWI into compliance with current FAA standards.

JUSTIFICATION: The RSA is intended to provide an extended level of safety at the end of all runways where overruns, veer-offs and undershoots are more likely to occur. To comply with the FAA's requirements, the MAA will evaluate methods to further enhance RSA's at BWI, and provide a safer operating 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:

None.

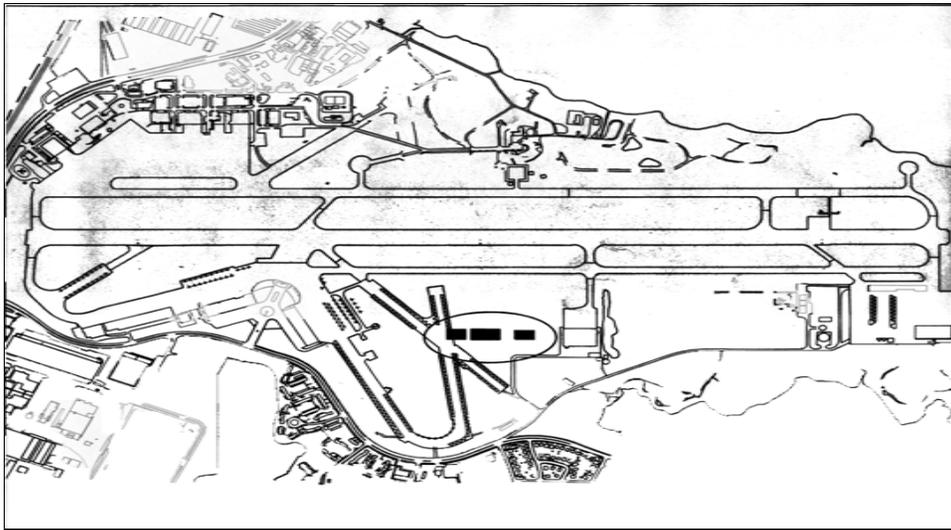
STATUS: Planning study underway as part of system preservation minor projects program. Environmental analysis to begin in FY 2005.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added to the Development and Evaluation Program.

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PE	2004	AIP	3,000

PHASE	TOTAL		CURRENT YEAR		PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	YEAR 2004	BUDGET YEAR 2005	.....2006.....	.....2007.....	.....2008.....	.....2009.....	YEAR TOTAL	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,000	0	0	1,303	2,697	0	0	0	4,000	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	4,000	0	0	1,303	2,697	0	0	0	4,000	0
Federal-Aid	3,000	0	0	978	2,022	0	0	0	3,000	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER



PROJECT: Midfield Complex Aircraft Hangar with Ramp at Martin State Airport

DESCRIPTION: Construction of one 20,000 square foot aircraft hangar at Midfield Complex.

JUSTIFICATION: Currently there are no accommodations at Martin Airport for heated storage for large airplanes. With the expected growth in traffic, including corporate jets, there will not be enough hangar space to meet the demands. It is essential to build a community hangar that will accommodate and provide heated storage for these aircrafts.

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.

STATUS: Design to start in FY 2004.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added to 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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	0	182	273	45	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	182	273	45	0	0	0	500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 24

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 and Prior</u>		
	<u>Baltimore/Washington</u>		
1	Comprehensive Design - AE 99-008 (1057)	643	Complete
2	Reforestation/Vegetation Mitigation (1063)	43	Complete
3	Comprehensive Environmental Consultant Services (1071)	1,397	Complete
4	Domestic Baggage Belt - Fire Code Compliance (1073)	1,917	Complete
5	Main Terminal HVAC Systems Upgrade (1076)	2,175	Complete
6	Airfield Electrical Vault - Equipment Replacement (1078)	1,472	Complete
7	Stainless Steel Column Covers (1080)	1,133	Complete
8	Replacement/Upgrade of Term. Bldg. Electric Rms., Phase II (1141)	2,054	Complete
9	Surface Movement Guidance and Control Sys. (SMGCS) (1148)	3,837	Complete
10	New Tenant Office Space-N. Terminal UL (1159)	1,446	Complete
11	Airfield Lighting Imp. to R/W 10-28 (1177)	5,252	Complete
12	Passenger Lounge/Club Renovation (1193)	799	Complete
13	Pay-on-Foot Expansion (1299)	345	Complete
14	Security Contractors Temporary Relocation at BW (TSA) (1437)	5	Complete
15	Bridge Inspection (SHA Consultant) (1023)	459	Underway
16	Wetland Mitigation (1024)	950	Underway
17	BWI Sewage System Upgrade (1025)	2,974	Underway
18	Baltimore County Sewer Capital Improvements (1028)	2,726	Underway
19	Comprehensive Construction Mgmt & Inspection -AE98-007 (1048)	1,864	Underway
20	Comprehensive Design Services- AE99-005 (1054)	2,725	Underway
21	Comprehensive Design - AE99-006 (1055)	1,730	Underway
22	Comprehensive Design - AE 99-007 (1056)	350	Underway
23	Comprehensive Planning - FY2000 (1067)	6,892	Underway
24	Comprehensive Commercial Facilities Planning (1085)	1,000	Underway
25	Maintenance Complex Rehab (1086)	2,782	Underway
26	Sawmill Creek Watershed Enhancements (1087)	100	Underway
27	Communication Closet Security Modification (1103)	1,698	Underway
28	Landside Structures Program Management (1115)	536	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2004 and Prior (cont'd)</u>			
<u>Baltimore/Washington (cont'd)</u>			
29	Comp. Plan - Runway Safety Areas Study (1123)	348	Underway
30	Terminal Bag Claim & Concourse Ltg Upgrade (1140)	4,036	Underway
31	Elevator Rehab. Program (1152)	954	Underway
32	New Tenant Modifications (1157)	700	Underway
33	MAC Building Renovations (1161)	7,899	Underway
34	Fire Protection Engineer Services (1173)	200	Underway
35	Loading Bridge Replacement (1175)	597	Underway
36	FY2002 Tenant Modifications (1179)	731	Underway
37	Wildlife Management Plan (1181)	435	Underway
38	Environment Consultant -AE02-003 (1183)	2,000	Underway
39	Comprehensive Acoustical Services- SV02-009 (1184)	490	Underway
40	Comprehensive Design Services - AE01-007-010 (1185)	1,517	Underway
41	Comprehensive Planning- AE-01-006/013 (1186)	2,746	Underway
42	Comprehensive Construction Mangement & Inspection Services (1188)	2,940	Underway
43	Long Term Parking Rehabilitation at BWI (1189)	327	Underway
44	Terminal Water Supply Sys Upgrade (1190)	262	Underway
45	Redundant IT Facility/MIS Office Relocation (1222)	1,506	Underway
46	Public Awareness Program (1254)	800	Underway
47	Terminal Bldg Interior Mods/Improvements (1255)	3,780	Underway
48	Comprehensive Paving, 2002 (1257)	2,300	Underway
49	Tenant Mods (1277)	923	Underway
50	Security Initiatives (1298)	1,076	Underway
51	BWI Airport Gate Mgmt. Hardware/Software w/Bi-Directional Integration (1314)	564	Underway
52	Airport Triturator Building Rehab (1317)	714	Underway
53	MAA Airport Technology Master Plan & Strategic Plan (1330)	750	Underway
54	BWI Landscaping (1377)	734	Underway
55	MdTA Police OT-Movement of Traffic (1378)	500	Underway
56	Landside Communication & Security Upgrade, PH II (1380)	390	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2004 and Prior (cont'd)</u>			
<u>Baltimore/Washington (cont'd)</u>			
57	Electrical Substation Feeder (1385)	2,100	Underway
58	Canine Facility at BWI Airport (1386)	741	Underway
59	Airfield Pvmt. Mgmt. System Update BWI/MTN (1389)	325	Underway
60	A/E Consultants for Building Permits (1390)	200	Underway
61	Comprehensive Paving at BWI- FY04 (1392)	2,700	Underway
62	Fire Training Pit Water Treatment System Study (1394)	100	Underway
63	Commercial Facilities Planning Consultant (1416)	1,000	Underway
64	Tenant Modifications -FY04 (1417)	925	Underway
65	Terminal Security Checkpoint Modifications (1434)	3,165	Underway
66	Airfield Security Checkpoints (Sec. Booth) Impvmt. (1435)	263	Underway
67	FY04 Terminal Bldg Interior Mods (1447)	3,496	Underway
68	Construction for CUTE in International Terminal (1524)	2,100	Underway
69	Baggage Security Screening System Upgrades (1540)	3,140	Underway
70	Installation of Cable/Conduit for Airfield Lighting (1180)	305	Spring, 2004
71	FRD Office Space (1285)	334	Spring, 2004
72	Apron Lighting Improvement, Ph.I (1286)	835	Spring, 2004
73	Security Center Relocation (1396)	786	Spring, 2004
74	Lockout/Tagout for Airfield Lighting Regulators (1398)	175	Spring, 2004
75	Forced Main Sewer Line Installation - Parallel Line (D) (1407)	1,090	Spring, 2004
76	Power Gate A Access Improvement (1452)	710	Spring, 2004
77	Airline Relocation (1511)	3,933	Spring, 2004
78	Comp. Architectural Engineering Design Services (1324)	3,300	Summer, 2004
79	Comprehensive Environmental Planning (1460)	1,000	Summer, 2004
80	Comprehensive Environmental Compliance Services (1461)	1,250	Summer, 2004
81	Hourly Parking Garage Renovation (1464)	3,640	Summer, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2004 and Prior (cont'd)</u>			
<u>Equipment</u>			
81	Snow Equipment Replacement - R/W Broom (1199)	407	Complete
82	Snow Equipment Replacement- Snowblower (1200)	372	Complete
83	New 10cy Capacity Front-end Loader w/ 32' Plow (1202)	299	Complete
84	New 4x4 Dump Truck w/ 22' Plow (1) (1203)	220	Complete
85	One Additional Snowblower (1204)	373	Complete
86	Domestic Terminal Public Address System Upgrade (1256)	1,250	Complete
87	Emergency Call Box Replacement (1512)	350	Complete
88	New 4,000 Gallon De-icer Truck (1201)	164	Underway
89	Replace Crash Truck 433 (1333)	600	Underway
90	Snowblower -1989 Idaho Norland Snow Vehicle Replacement (1341)	446	Underway
91	1989 Snow Blast Snow Vehicle Replacement (1343)	445	Underway
92	Replace 1985 Mack De-Icing Truck (1345)	158	Underway
93	Crash Truck 434 - Replacement (1393)	600	Underway
94	Two Additional Snow Plows-FY04 (1399)	470	Underway
95	Additional Front-End Loader FY04 (1400)	642	Underway
96	Additional Liquid Chemical Tanker-FY04 (1401)	188	Underway
97	Street Sweeper Replacement - FY04 (1403)	129	Underway
<u>Information Technology</u>			
98	CUTE for International Terminal Buildout (1244)	2,500	Underway
99	MUFIDS/BIDS Upgrade, Ph I (1335)	2,674	Underway
100	800 Mhz Emergency Digital Trunked Radio System (1334)	3,800	Spring, 2004
<u>Martin State</u>			
101	Purchase of MTN Hangar (1136)	832	Complete
102	Fiber Optic Installation for Security (1357)	350	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2004 and Prior (cont'd)</u>			
<u>Martin State (cont'd)</u>			
103	Electr. Renovation to Hangar Doors 1-6 (1195)	823	Underway
104	Electrical Switch Gear Upgrades (1360)	619	Underway
105	Environmental Assessment (1411)	250	Underway
106	Obstruction Survey and Removal (1508)	400	Underway
107	Comprehensive Paving Phase II (1092)	1,738	Spring, 2004
108	Purchase New T-Hangars (20) (1198)	500	Spring, 2004
109	Rehab of Plumbing Sys. (1365)	624	Spring, 2004
110	Strawberry Point Lighting (1362)	303	Spring, 2004
111	New Aircraft Hangar with Ramp (1425)	500	Spring, 2004
112	HVAC Upgrade-Maint. Shop, Admin. Bldg. & Hangers 4-6 (1432)	1,279	Spring, 2004
<u>Regional Aviation</u>			
113	St. Mary's County Airport (1108)	3,152	Complete
114	Statewide Aviation Grants (AIP-5%) (1105)	750	Underway
115	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Underway
116	Regional Aviation Program (1107)	477	Underway
117	Regional Airport Standardization Program (1227)	125	Underway
118	Cambridge/Dorchester County Airport Grant (1234)	977	Underway
119	State Public/Private Heliport-Vertiport System Plan Study (1235)	500	Underway
120	Hagerstown Regional Airport R/W 9-27 Extension (1462)	722	Underway
<u>FY 2005</u>			
<u>Baltimore/Washington</u>			
121	Maintenance Complex Rehab (1086)	2,017	Summer, 2004
122	Comp. Plan - Runway Safety Areas Study (1123)	173	Summer, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

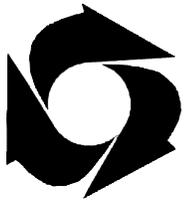
MARYLAND AVIATION ADMINISTRATION - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2005 (cont'd)</u>			
<u>Baltimore/Washington (cont'd)</u>			
123	BWI Aerial Survey & Obstruction Removal (1313)	375	Summer, 2004
124	Terminal Loop Emergency Bypass Road (1387)	700	Summer, 2004
125	Terminal Space Frame Lighting (1436)	768	Summer, 2004
126	IT Systems Design Services (1456)	250	Summer, 2004
127	Comprehensive Airport Facilities Planning (1459)	2,450	Summer, 2004
128	B/C Airfield Ramp Regrading (1510)	5,098	Summer, 2004
129	FY05 Comprehensive Paving (1448)	2,000	Fall, 2004
130	FIDS/BIDS Upgrade, Ph II (1455)	1,270	Fall, 2004
131	Lightning Strike Equipment for Airport Electronics (1458)	373	Fall, 2004
132	Inspection of BWI Parking Garage Structures (1463)	200	Fall, 2004
133	Miscellaneous Equipment	425	Fall, 2004
134	Security CCTV Upgrade (1246)	4,264	Spring, 2005
136	Airfield Ramp Concrete Slabs & Joints Rehab. (1311)	800	Spring, 2005
137	Airfield Pvm. Rehab 2005 (1312)	1,567	Spring, 2005
138	Additional Glycol Collection Tank (1318)	780	Spring, 2005
139	CNG Fueling Station (1431)	1,000	Spring, 2005
140	New Triturator Near Concourse A (1439)	815	Spring, 2005
141	Landside Operations Center (1446)	492	Spring, 2005
142	Sanitary Sewer Main Rehab, Ph II (1453)	2,555	Spring, 2005
143	Fire Training Facility Conversion (1454)	3,900	Spring, 2005
144	FY05 Tenant Modifications (1457)	770	Spring, 2005
145	Airfield Concrete Structure & Drain Replacement (1465)	2,125	Spring, 2005
<u>Equipment</u>			
146	4X4 Dump Trucks w/ 22' plow- 3 Add'l Snow Vehicles (1221)	1,200	Summer, 2004
147	Three Additional Snowblowers (1224)	1,215	Summer, 2004
148	Two Additional Liquid Chemical Trucks- Snow Removal (1230)	376	Summer, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2005 (cont'd)</u>			
<u>Equipment (cont'd)</u>			
149	Additional Solid Chemical Truck- Snow Removal (1231)	180	Summer, 2004
150	Seven Runway Brooms- Snow Removal (1349)	2,800	Summer, 2004
151	One Additional Snow Melter -FY04 (1402)	733	Summer, 2004
152	2000 Gallon Fuel Tanker - Replacement (1440)	126	Fall, 2004
153	Replace 5 Ton Tow Truck (1442)	126	Fall, 2004
154	Galion Grader - Replacement Equipment (1443)	168	Fall, 2004
155	4 x 4 Dump Truck - 6 Additional Snow Vehicles (1444)	1,422	Fall, 2004
156	Three Hydraulic "V" Box Spreader Trucks for Snow (1445)	570	Fall, 2004
<u>Martin State</u>			
157	Fire Hydrant Repl/Connection to Airport Water Supply for Fire Suppression Sys. at MTN (1433)	675	Summer, 2004
<u>Regional Aviation</u>			
158	Statewide Aviation Grants (AIP-5%) (1105)	750	Summer, 2004
159	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Summer, 2004
160	Regional Aviation Program (1107)	225	Summer, 2004
161	Regional Airport Standardization Program (1227)	125	Summer, 2004



Maryland Port Administration

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

	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	40.9	43.5	31.2	24.7	32.1	33.9	206.3
System Preservation Minor Projects	35.5	33.3	16.6	12.1	14.8	21.9	134.2
<u>Development & Evaluation Program</u>	<u>7.6</u>	<u>11.1</u>	<u>8.2</u>	<u>5.5</u>	<u>5.5</u>	<u>3.5</u>	<u>41.4</u>
SUBTOTAL	84.0	87.9	56.0	42.3	52.4	59.3	381.9
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.0</u>	<u>4.2</u>	<u>4.4</u>	<u>4.5</u>	<u>4.7</u>	<u>4.8</u>	<u>26.6</u>
TOTAL	88.0	92.1	60.4	46.8	57.1	64.1	408.5
Special Funds	86.2	88.1	55.8	46.8	57.1	64.1	398.1
Federal Funds	1.8	4.0	4.6	-	-	-	10.4



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

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 of water quality.

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 ensures the safe and efficient operation of approximately 2,000 ships calling on 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 Material Placement and Monitoring -- Line 2
 Dredge Material and Management Program -- Line 9

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost increased by \$6.2 million due to the addition of FY 2009 and minor cashflow adjustments.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003			YEAR 2004	YEAR 2005	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,016	2,715	363	280	508	370	380	400	2,301	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	59,521	35,407	3,833	3,812	4,050	4,119	4,140	4,160	24,114	0	
Total	64,537	38,122	4,196	4,092	4,558	4,489	4,520	4,560	26,415	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

5002, 5003, 5010, 5013



PROJECT: Dredge Material 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. Associated costs are for construction of containment sites, water quality monitoring during placement, and 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, channel maintenance is necessary 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 and Management Program -- Line 9

STATUS: Funds will be allocated as specific placement sites for dredged material are identified. Studies are being conducted to investigate horizontal and lateral expansion of Poplar Island. The dikes at Cox Creek are being raised to 24 feet. MPA is currently obtaining permits to allow operation and maintenance activities at Cox Creek.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost increased \$2.3 million due to the addition of FY 2009 and transfer of funds to the Dredge Material and Management 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	711	391	0	0	0	0	0	320	320	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	218,670	97,869	12,811	16,036	15,178	20,173	27,583	29,020	120,801	0
Total	222,204	101,076	12,818	16,036	15,178	20,173	27,583	29,340	121,128	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5104, 5206, 5207, 5208, 5211, 5214, 5215, 5218, 5221, 5300, 5301, 5302, 5305, 5306, 5307, 5308, 5309



STATUS: Construction phase of Berths 5 and 6 is underway, and should be completed in December 2004.

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

DESCRIPTION: The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1920's. The bulkhead 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 vessel 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. Berth 4 is the next phase.

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 the 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. The MPA Facilities Plan ranks this project with the highest priority.

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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	575	325	107	143	0	0	0	0	250	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,597	5,979	14,000	4,618	0	0	0	0	18,618	0
Total	25,172	6,304	14,107	4,761	0	0	0	0	18,868	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 2005.

PROJECT: Niche Cargo Warehouse Shed 6B - Dundalk Marine Terminal

DESCRIPTION: Warehouse to provide covered storage of niche cargoes at MPA terminals, this versatile facility is to be approximately 108,000 square feet, with 30 foot eaves, 1,200 pounds/square foot 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% 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 2003, MPA terminal's forest products increased 20%. Additional covered storage space is necessary for continued 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:

None.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Construction delayed from FY 2004 to FY 2005 due to postponement of Shed 3B demolition.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			YEAR	YEAR	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	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



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

DESCRIPTION: Construct two sheds near the berth with rail and truck loading access. The large 300,000 square foot warehouse is to have 30 foot eave height and 1,500 pounds/square foot floor load; the 100,000 square foot 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.

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 2003 this commodity grew 20 percent and the 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:

None.

STATUS: Construction of the 300,000 square foot shed is to begin during FY 2004. The 100,000 square foot shed was completed in FY 2004. Site stabilization was completed in FY 2003.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY					
			2004	2005	.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	24,450	9,021	4,302	11,127	0	0	0	0	15,429	0
Total	24,450	9,021	4,302	11,127	0	0	0	0	15,429	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1607, 1609, 1610



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

DESCRIPTION: Construct a 108,000 square foot warehouse with truck and rail loading docks, near Berth 5 at Dundalk Marine Terminal for forest products. This project follows a system preservation minor project, which includes utility relocation and surcharge to stabilize the site.

JUSTIFICATION: Forest products have continued to be a success story at the Port of Baltimore and additional covered storage for wood pulp is in demand. Forest product tonnage grew 20 percent at MPA terminals in FY 2003.

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.

STATUS: The project suffered damage due to high winds during the summer of 2003. There will be a brief pause in construction, but the project is still due to be completed in FY 2004.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	9,800	5,415	3,885	500	0	0	0	0	4,385	0
Total	9,800	5,415	3,885	500	0	0	0	0	4,385	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



STATUS: Dundalk Gate construction will start in FY 2004. The Security Patrol boat is a FY 2005 procurement. The Terminal Security Surveillance system will be complete in FY 2006.

PROJECT: Terminal Security Program

DESCRIPTION: The Terminal Security Program uses state-of-the technologies to secure MPA terminal facilities against unauthorized intrusions. Currently there are six projects included in this program: terminal security access projects at Dundalk and Seagirt Marine Terminals, terminal video surveillance system, additional water craft, terminal perimeter improvements, and cargo / information system.

JUSTIFICATION: Coast Guard Regulations enacted under the Maritime Transportation Security Act of 2002 requires the MPA to develop a security plan for MPA terminals and facilities. These projects are being developed to comply with this act. The Security Program will allow the MPA to enhance its capability to prevent unauthorized intrusions onto its the terminals and facilities.

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:

Truck and Rail Circulation Improvements - Dundalk Marine Terminal -- Line 10

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Program funding increased by \$8.2 million due the receipt of Federal funding provided by the U. S. Department of Transportation Port Security Grant program.

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	Federal	6,433

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	13,108	321	1,748	5,669	5,370	0	0	0	12,787	0
Total	13,108	321	1,748	5,669	5,370	0	0	0	12,787	0
Federal-Aid	10,715	321	1,748	4,017	4,629	0	0	0	10,394	0

1062, 1780, 1781, 1782, 1783, 1784



STATUS: Project will proceed once USACE makes a decision on dredging the canal.

PROJECT: C&D Canal Deepening

DESCRIPTION: Detailed planning by the United States Army Corp of Engineers (USACE) has been deferred until at least FY 2004. The MPA and USACE 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 the 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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY					
			2004	2005	.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,988	1,834	104	50	0	0	0	0	154	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	1,988	1,834	104	50	0	0	0	0	154	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5500, 5501



STATUS: Feasibility studies are underway.

PROJECT: Dredge Material and Management Program

DESCRIPTION: Conduct detailed studies with the United States 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. This Act phases out open water placement of dredge material and establishes a preference for beneficial and innovative uses.

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

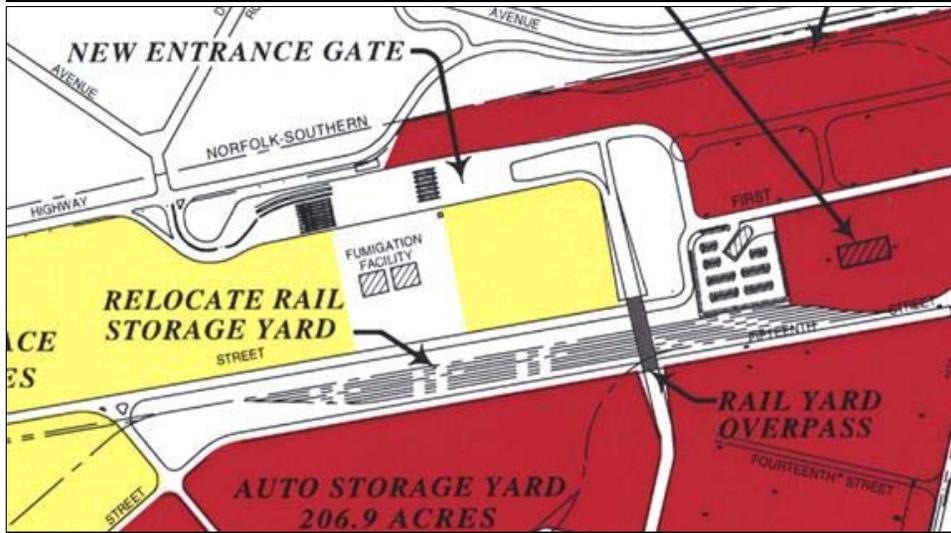
ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost increased by \$18.4 million due to the addition of FY 2009 and the transfer of funding from the Dredge Material Placement and Monitoring Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	46,295	14,005	6,203	9,357	5,230	4,500	4,500	2,500	32,290	0
Engineering	14,434	5,898	1,095	1,546	2,935	970	990	1,000	8,536	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	60,729	19,903	7,298	10,903	8,165	5,470	5,490	3,500	40,826	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5216, 5217, 5219, 5220, 5223, 5224, 5226, 5227, 5228, 5400, 5401, 5402, 5403, 5404, 5405



STATUS: Project is under design.

PROJECT: Truck & Rail Circulation Improvements - Dundalk Marine Terminal

DESCRIPTION: This project will improve truck and rail circulation at Dundalk Marine Terminal. The project has many phases: rail overpass construction, new secure truck entrance gate, relocation of the rail storage yard, provide auto railroad siding in Lot 1800 and demolition of the 6th Street rail yard.

JUSTIFICATION: DMT's truck and rail patterns have evolved and grown over the years and have become outdated, ineffective, 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 RR yards are too short and obstruct circulation and cargo storage. Reducing the number of roads, gates and inefficient rail lines will result in 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 -- Line 7

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Design delayed from FY 2003 to FY 2004 due to refinement of scope.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2006.....	.....2007.....	.....2008.....	.....2009.....			
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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 and Prior</u>		
	<u>All Terminals</u>		
1	Paving Repairs (1703)	785	Complete
2	Underground Storage - Additional (1714)	239	Complete
3	Berth Substructure Repairs All Terminal (1716)	732	Complete
4	Agency Wide Tenant Alteration II (1728)	302	Complete
5	Paving Contract - FY 03 - 05 (1701)	2,800	Underway
6	Underwater Structure Inspection (1722)	200	Underway
7	Marylynn Electrical (1727)	110	Underway
8	Agency Wide Tenant Alteration - III (1731)	250	Underway
9	Crane Exterior Coating Preservation (1732)	401	Underway
10	Agency Wide Tenant Alterations - IV (1736)	201	Underway
11	Agency Wide Tenant Alteration - V (1737)	200	Underway
12	Berth Substructure Repair III (1739)	1,600	Underway
13	All Terminals - Hurricane Isabel Damage (1740)	81	Underway
14	Cargo Handling Equipment - RTG (3003)	8,183	Underway
15	Environmental Best Practices (1738)	350	Spring, 2004
	<u>Dundalk Marine Terminal</u>		
16	Communication Replacement - DMT (1034)	1,089	Complete
17	Demolition of Airport Tower (1035)	382	Complete
18	Dundalk Marine Terminal O&M (1011)	294	Underway
19	Slope Protection Colgate Creek (1023)	418	Underway
20	High Mast Lighting - Phase II DMT (1051)	1,299	Underway
21	Emergency Repair of Berth 7 (1064)	332	Underway
22	POV Gate Improvement - DMT (1075)	250	Underway
23	Demolition - Sheds 3B (1032)	3,900	Spring, 2004
24	POV Gate Improvements - DMT (1066)	38	Spring, 2004
25	Storm Drain Repair - DMT (1068)	500	Spring, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2004 and Prior (cont'd)</u>			
<u>Environmental</u>			
26	Chrome Ore Removal (1102)	1,000	Underway
27	15th St Storm Drain Cleaning (1103)	38	Underway
28	Ground Water Treatment (1104)	1,361	Underway
29	Leachate Management - Hawkins Point (1105)	1,386	Underway
30	Hawkins Point O&M (1707)	445	Underway
<u>Facilities and Equipment</u>			
31	Snow Removal Equipment (3010)	390	Complete
32	Crane Service Equipment Truck (3017)	120	Complete
33	DMT Fenders (3020)	200	Complete
34	Rubber Tire Front End Loaders (3022)	92	Complete
35	Replacement Festons - DMT Cranes (3024)	98	Complete
36	Rehabilitation of Trolley Rails - SMT Cranes (3025)	448	Complete
37	Railroad Crane Inspection and Construction (3106)	175	Complete
38	Vacum Sweeper Truck (3200)	323	Complete
39	Crane Dept Fork Lift (3026)	125	Underway
40	Crane Electrical Rehabilitation - Cranes 7 & 8 (3013)	400	Spring, 2004
41	RTG Spreader Trailers (3023)	150	Spring, 2004
42	Loading Dock Levelers (3027)	203	Spring, 2004
43	RTG Truck and Snow Plow (3028)	60	Spring, 2004
<u>Masonville Auto Terminal</u>			
44	Fairfield Pier Strengthening (1718)	1,947	Complete
45	Fairfield Mooring Dolphin (1720)	664	Complete
46	Kurt Iron Environmental Phase I - Clean-up (1210)	4,396	Underway
47	KIM Diving Services (1744)	70	Spring, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2004 and Prior (cont'd)</u>		
	<u>North Locust Point</u>		
48	Demolition of Grain Pier and Gallery (1808)	1,200	Spring, 2004
	<u>Open-Ended Consulting</u>		
49	Open Ending Consulting - Open Ended (1207)	1,286	Complete
50	Open Ended Consulting - Facility Survey (1212)	97	Complete
51	Open Ended Consultant - Facility Survey (1214)	93	Complete
52	Open Ended Misc Engineeing Services (1218)	930	Complete
53	Open Ended Consulting - Facilities (1219)	1,900	Complete
54	SHA - Open Ended Consulting Contract (1229)	180	Complete
55	Open Ended Engineering Services (1205)	54	Underway
56	Claims Analysis (1213)	99	Underway
57	Portwide Engineering I (1220)	2,915	Underway
58	Portwide Engineering II (1221)	2,000	Underway
59	Portwide Engineering III (1222)	1,000	Underway
60	Portwide Engineering IV (1223)	1,000	Underway
61	Miscellaneous Survey I (1224)	200	Underway
62	Miscellaneous Survey II (1225)	200	Underway
63	Construction Management Inspection (1226)	2,000	Spring, 2004
64	Claims and Schedule Review (1230)	200	Spring, 2004
65	Misc Engineering Services - Small Procurement I (1231)	200	Spring, 2004
66	Misc. Engineering Services - Small Procurement II (1232)	200	Spring, 2004
	<u>Port - Wide</u>		
67	Open Ended Studies - Planning (3112)	805	Underway
68	Cruise Analysis (3118)	129	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2004 and Prior (cont'd)</u>			
<u>Seagirt Marine Terminal</u>			
69	Crane 3 Trolley Rails - SMT (1317)	196	Complete
70	SMT Canopy (1312)	205	Underway
71	Substructure Repair SMT (1318)	3,528	Spring, 2004
<u>South Locust Point</u>			
72	SLP Shed - New Ventilation and Lighting (1604)	972	Complete
73	SLP Berth 9, 10 and 11 (1803)	29	Complete
74	Ft. McHenry Wetlands Engineering (1612)	202	Underway
75	Wetlands Restoration - Ft. Mchenry (1613)	184	Underway
76	Rehabilitation of Storm Water Management Sytem (1614)	50	Spring, 2004
<u>World Trade Center</u>			
77	WTC Capital Improvements (1520)	94	Complete
78	Emergeny Fire System (1525)	3	Complete
79	Fire Pumps and Domestic Water Systems (1509)	1,968	Underway
80	WTC - HVAC (1511)	2,341	Underway
81	Fire/Life Safety Code - Elevator Enhancements (1514)	2,895	Underway
82	Building Security (MPA Project 1521) (1524)	1,323	Underway
83	WTC - Hurricane Isabel Expenditure (1531)	1,527	Underway
84	Tenant Renovation - Meridian WTC (3107)	300	Underway
85	Purchase Pilings - WTC (1530)	15	Spring, 2004
<u>FY 2005</u>			
<u>All Terminals</u>			
86	Comprehensive Facility Inspection (1724)	100	Summer, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

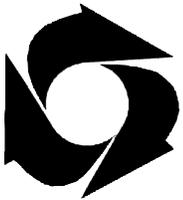
MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 (cont'd)</u>		
	<u>All Terminals (cont'd)</u>		
87	Miscellaneous Equipment (9100)	141	Fall, 2004
	<u>Dundalk Marine Terminal</u>		
88	Dundalk Marine Terminal O&M (1011)	708	Summer, 2004
89	DMT Balance (1063)	637	Summer, 2004
90	Shed 11 and 12 Sprinkler Rehabilitation - DMT (1069)	400	Fall, 2004
91	Shed 11 Foundation Repair - DMT (1072)	650	Fall, 2004
92	Whirley Crane Relocation (1065)	1,875	Spring, 2005
93	Relocation of 96 Inch Storm Drain - DMT (1073)	2,385	Spring, 2005
	<u>Environmental</u>		
94	Chrome Ore Removal (1102)	2,500	Summer, 2004
95	Ground Water Treatment (1104)	3,482	Summer, 2004
96	Hawkins Point O&M (1707)	448	Summer, 2004
	<u>Facilities and Equipment</u>		
97	Railroad Crane Inspection and Construction (3106)	150	Summer, 2004
	<u>Masonville Auto Terminal</u>		
98	Kurt Iron Phase II - Terminal Development (1719)	1,622	Summer, 2004
99	Fairfield Sheet Piling Repair (1741)	1,200	Summer, 2004
100	Fairfield Auto Terminal Improvement (1743)	4,000	Summer, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 (cont'd)</u>		
	<u>North Locust Point</u>		
101	NLP Record Rention Bldg (formerly Shed 4/5 Re-roof) (1806)	20	Spring, 2005
	<u>Open-Ended Consulting</u>		
102	Portwide Engineering and Design (1211)	3,500	Summer, 2004
	<u>Port - Wide</u>		
103	Portwide Property Appraisals (3115)	92	Summer, 2004
	<u>South Locust Point</u>		
104	Environmental Mitigation - SLP (1615)	80	Fall, 2004
	<u>World Trade Center</u>		
105	Tenant Renovation - Meridian WTC (3107)	341	Summer, 2004
106	WTC - Lobby Improvement (1513)	150	Spring, 2005



Maryland Transit Administration

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

	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	223.6	225.7	163.4	116.7	52.8	52.6	834.8
System Preservation Minor Projects	67.0	52.6	43.4	14.7	10.6	42.3	230.6
<u>Development & Evaluation Program</u>							
	6.3	5.2	6.8	-	-	-	18.3
SUBTOTAL	296.9	283.5	213.6	131.4	63.4	94.9	1,083.7
<u>Capital Salaries, Wages & Other Costs</u>							
	5.4	5.6	5.8	6.0	4.9	6.9	34.6
TOTAL	302.3	289.1	219.4	137.4	68.3	101.8	1,118.3
Special Funds *	123.8	156.2	101.4	52.5	18.2	31.6	483.7
Federal Funds	175.9	132.3	117.4	84.3	49.4	69.7	629.0
Other Funding **	2.6	0.6	0.6	0.6	0.7	0.5	5.6

* 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.

MARC

Freight

Light Rail

Baltimore METRO

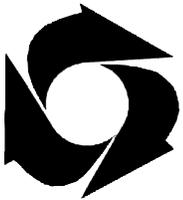
Bus

Multi-Modal

Locally Operated Transit Systems



MTA Construction Program





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 the 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.

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 7

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Remaining tasks scheduled to avoid any disruption to revenue service.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY2006.....2007.....2008.....			.....2009.....
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,340	2,931	409	0	0	0	0	0	409	0
Right-of-way	6,216	6,029	187	0	0	0	0	0	187	0
Construction	45,858	39,145	291	3,453	2,969	0	0	0	6,713	0
Total	56,090	48,781	887	3,453	2,969	0	0	0	7,309	0
Federal-Aid	44,815	38,776	775	2,845	2,419	0	0	0	6,039	0

USAGE: Approximately 300 patrons per day use the MARC Frederick Extension.

OPERATING COST IMPACT: Approximately \$2.4 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.

PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Current funding supports planning, environmental documentation, design and property acquisition of major maintenance, shop, layover, and storage yard facilities.

JUSTIFICATION: Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The mid-day storage facility will reduce interference to 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.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	4,247	4,240	7	0	0	0	0	0	7	0
Engineering	7,202	2,712	100	2,536	800	1,054	0	0	4,490	0
Right-of-way	18,344	7,926	5	7,651	899	1,863	0	0	10,418	0
Construction	23,257	37	0	3,356	10,000	9,864	0	0	23,220	0
Total	53,050	14,915	112	13,543	11,699	12,781	0	0	38,135	0
Federal-Aid	38,983	7,556	94	11,137	9,527	10,669	0	0	31,427	0



STATUS: Improvements are on-going.

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

DESCRIPTION: Project reflects an on-going program of improvements on the Camden, Brunswick and Penn MARC lines to ensure safety and quality of service to riders. Program is carried out through operating agreements with CSX and Amtrak.

JUSTIFICATION: Investments in passenger rail corridor infrastructure improvements are necessary to enable MARC to continue quality 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 2003 - 08 CTP: Project was previously carried under System Preservation/Minor Projects section of the CTP.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,838	1,383	455	0	0	0	0	0	455	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,748	10,791	18,230	19,367	11,360	0	0	0	48,957	0
Total	61,586	12,174	18,685	19,367	11,360	0	0	0	49,412	0
Federal-Aid	49,266	9,737	14,950	15,492	9,087	0	0	0	39,529	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	MRC-FG	1,319



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 Bi-County Transitway Station and hiker/biker 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:
Bi-County Transitway Study -- Line 33

STATUS: Phase I Construction for station relocation 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, with final design and construction to be completed in conjunction with a joint developer through WMATA.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
TOTAL										
Planning	1,026	997	29	0	0	0	0	0	29	0
Engineering	4,418	2,176	1,000	1,242	0	0	0	0	2,242	0
Right-of-way	2,094	594	0	1,500	0	0	0	0	1,500	0
Construction	34,278	5,999	378	2,469	10,000	15,432	0	0	28,279	0
Total	41,816	9,766	1,407	5,211	10,000	15,432	0	0	32,050	0
Federal-Aid	27,570	7,673	1,128	3,469	6,016	9,284	0	0	19,897	0



STATUS: Construction of surface parking (Phase I) is to be completed during current fiscal year. Final 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost increased \$6.5 million due to addition of Phase II construction 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	294	292	2	0	0	0	0	0	2	0
Engineering	992	482	510	0	0	0	0	0	510	0
Right-of-way	1,318	1,318	0	0	0	0	0	0	0	0
Construction	12,212	1,365	1,256	2,118	3,000	4,473	0	0	10,847	0
Total	14,816	3,457	1,768	2,118	3,000	4,473	0	0	11,359	0
Federal-Aid	10,784	1,695	1,424	1,693	2,398	3,574	0	0	9,089	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2005	S9-MRC	3,111
CO	2006	S9-MRC	2,110

USAGE: A daily average of 1,000 patrons used the Halethorpe MARC Station in FY 2003.



STATUS: Engineering underway, construction to begin in FY 2006.

PROJECT: Odenton MARC Station Parking Expansion

DESCRIPTION: Expansion of parking facilities at Odenton Station on the MARC Penn Line. Project includes site selection, preparation of environmental documents, preliminary design and development of short-term solutions to overflow parking. Funding will also include land acquisition, engineering and construction of a 700 to 750-space surface parking lot with pedestrian access under MD 175 to the station platform, as well as a feasibility study of structured parking (either garage or parking deck) for 2,500 spaces on MTA-owned property.

JUSTIFICATION: Existing parking is insufficient to meet the increasing ridership demand.

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 2003 - 08 CTP: Cost increased \$3.5 million due to the addition of right-of-way and construction. Project was formerly a System Preservation/Minor Project.

<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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	475	355	120	0	0	0	0	0	120	0
Engineering	193	6	100	15	0	72	0	0	187	0
Right-of-way	1,630	15	1,615	0	0	0	0	0	1,615	0
Construction	3,500	0	0	572	1,278	1,650	0	0	3,500	0
Total	5,798	376	1,835	587	1,278	1,722	0	0	5,422	0
Federal-Aid	4,638	295	1,471	12	1,481	1,379	0	0	4,343	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	MRC-FG	1,100
CO	2005	S9-MRC	1,204
CO	2006	S9-MRC	1,574

USAGE: A daily average of 1,800 patrons per day used the Odenton MARC Station in FY 2003.



STATUS: Engineering underway. Construction to begin during FY 2005.

PROJECT: Point of Rocks MARC Station Parking Expansion

DESCRIPTION: Construct approximately 230 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MARC Frederick Extension -- Line 1

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost increase of \$.5 million for right-of-way acquisition.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	662	610	52	0	0	0	0	0	52	0
Engineering	172	96	76	0	0	0	0	0	76	0
Right-of-way	802	2	800	0	0	0	0	0	800	0
Construction	2,240	0	0	1,120	1,120	0	0	0	2,240	0
Total	3,876	708	928	1,120	1,120	0	0	0	3,168	0
Federal-Aid	3,087	564	741	891	891	0	0	0	2,523	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2006	S9-MRC	482



PROJECT: Freight Bridge Rehabilitation

DESCRIPTION: Funding for the rehabilitation of MTA-owned freight bridges throughout the State. 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.

STATUS: Current inspection work completed. Design work being initiated and will continue through FY 2005.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cash flows adjusted to reflect on-going engineering and construction.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY						
			2004	2005	.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	337	337	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,397	4,387	923	428	450	450	291	468	3,010	0	
Total	7,734	4,724	923	428	450	450	291	468	3,010	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



STATUS: The operating railroads, under the project management of SHA, will address several priority crossings to the extent funding is available in FY 2004.

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State. Funding is provided for crossings to be identified on a priority basis. Priority crossings that need to be addressed include MD 313 at Barclay in Queen Anne's County, MD 318 at Federalsburg in Caroline County, and 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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	447	450	450	450	450	485	446	2,731	0
Total	3,178	447	450	450	450	450	485	446	2,731	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction underway. Kloman Street Bridge structure complete.

PROJECT: Light Rail Double Track

DESCRIPTION: Project will add a second track to the existing single track sections between the 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- Light Rail Cab Code Signal Systems -- Line 11
- Light Rail Safety Upgrades -- Line 13
- Light Rail Control -- Line 14

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: State cost increased \$17.7 million due to reduction of Federal share from 80% to 60%.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	7,819	7,819	0	0	0	0	0	0	0	0
Engineering	14,835	14,628	207	0	0	0	0	0	207	0
Right-of-way	1,087	487	600	0	0	0	0	0	600	0
Construction	129,923	22,920	46,338	32,714	19,422	8,529	0	0	107,003	0
Total	153,664	45,854	47,145	32,714	19,422	8,529	0	0	107,810	0
Federal-Aid	105,203	34,421	39,667	25,556	5,559	0	0	0	70,782	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S3-NS-LR	40,000
CO	2005	S3-NS-LR	23,078



STATUS: Construction underway.

PROJECT: Light Rail Cab Code Signal Systems

DESCRIPTION: Design, furnish and install a cab code signal system with automatic train protection (ATP) for Light Rail wayside and vehicle equipment. This project will provide a much safer and efficient means to control train separation and stopping.

JUSTIFICATION: Overall system safety is dependent upon the signal system. Having a single system for the entire line will provide consistency and increased 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 10
- Light Rail Cromwell Maintenance and Layover Facility, Phase II -- Line 12
- Light Rail Control -- Line 14

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Increase in total estimated cost due to Light Rail Double Track project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	424	382	42	0	0	0	0	0	42	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,231	1,683	4,000	3,596	3,538	414	0	0	11,548	0
Total	13,655	2,065	4,042	3,596	3,538	414	0	0	11,590	0
Federal-Aid	2,267	666	0	0	1,601	0	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: Facility is in operation, and the project is in final close-out stages.

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 10
 Light Rail Cab Code Signal Systems -- Line 11

SIGNIFICANT CHANGE FROM FY 2003 - 08 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,411	1,318	93	0	0	0	0	0	93	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,152	27,088	424	640	0	0	0	0	1,064	0
Total	29,563	28,406	517	640	0	0	0	0	1,157	0
Federal-Aid	22,241	21,972	240	29	0	0	0	0	269	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MTA	240



STATUS: Construction 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 10

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: State cost increased \$2.3 million due to change in Federal funding assumption.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY					
			2004	2005	.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	87	513	0	0	0	0	0	513	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,024	923	2,376	1,157	568	0	0	0	4,101	0
Total	5,624	1,010	2,889	1,157	568	0	0	0	4,614	0
Federal-Aid	346	319	27	0	0	0	0	0	27	0



STATUS: Final 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:

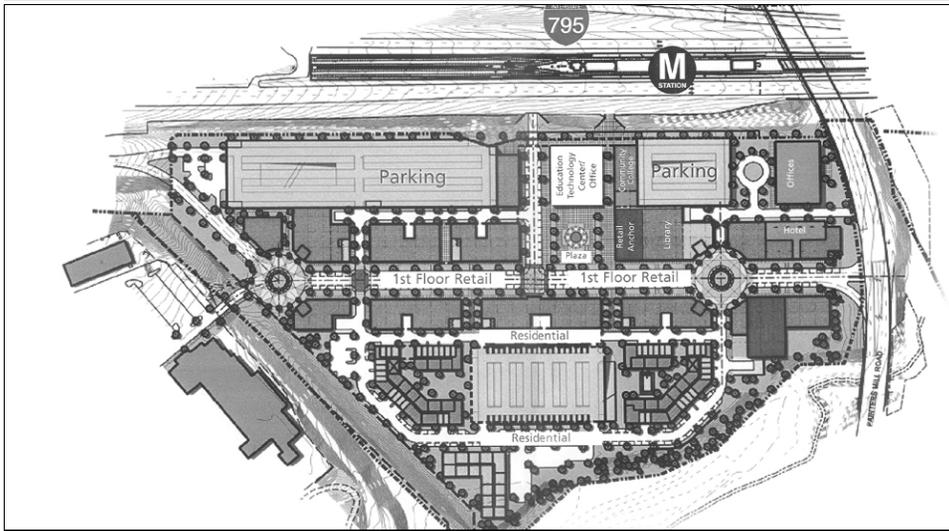
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- Light Rail Double Track -- Line 10
- Light Rail Cab Code Signal Systems -- Line 11

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	8,051	7,621	430	0	0	0	0	0	430	0
Total	8,904	8,474	430	0	0	0	0	0	430	0
Federal-Aid	5,880	5,467	413	0	0	0	0	0	413	0



PROJECT: Owings Mills Joint Development

DESCRIPTION: Master plan and site infrastructure for joint development on the existing 46-acre surface parking lot at Owings Mills Metro Station. Site infrastructure includes a replacement parking structure and utilities.

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

STATUS: The Master Development Agreement is being negotiated, conceptual designs for the garage and infrastructure are underway, and a ground lease has been executed.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Legal issues are being resolved regarding land ownership, therefore Construction phase delayed until (FY 2005).

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	826	242	584	0	0	0	0	0	584	0
Engineering	1,200	400	500	300	0	0	0	0	800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,400	43	0	11,308	2,049	0	0	0	13,357	0
Total	15,426	685	1,084	11,608	2,049	0	0	0	14,741	0
Federal-Aid	0	12	-12	0	0	0	0	0	-12	0

In addition to the above funding, Baltimore County is contributing \$13.1 million for the parking structure and infrastructure capital costs, and \$16.7 million for a County Library/Community College building.

0057



STATUS: Escalator work is proceeding.

PROJECT: Metro Escalator Rehabilitation

DESCRIPTION: Eighty one (81) escalators 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, thus require rehabilitation for continued reliability. New escalators are being upgraded to comply with code mandated safety features.

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:

Agencywide Elevator Rehabilitation -- Line 17

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost decreased \$3.1 million to reflect adjustment in actual construction requirements.

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)	CURRENT YEAR EXPEND THRU 2003	CURRENT YEAR BUDGET 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,235	1,240	-5	0	0	0	0	0	-5	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	49,974	24,499	8,806	7,232	6,120	3,317	0	0	25,475	0
Total	51,209	25,739	8,801	7,232	6,120	3,317	0	0	25,470	0
Federal-Aid	35,920	20,136	7,255	905	4,896	2,728	0	0	15,784	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MTA	3,429
CO	2004	S3-FG	3,078
CO	2005	S3-FG	445
CO	2006	S9-MTA	4,896
CO	2007	S3-FG	1,986
CO	2007	S9-MTA	742



STATUS: Construction underway and is approximately 50% complete.

PROJECT: Agencywide Elevator Rehabilitation

DESCRIPTION: Upgrade thirty three (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 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, and other safety code changes.

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:

Metro Escalator Rehabilitation -- Line 16

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cash flows adjusted 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	428	420	8	0	0	0	0	0	8	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,822	4,225	2,492	1,105	0	0	0	0	3,597	0
Total	8,250	4,645	2,500	1,105	0	0	0	0	3,605	0
Federal-Aid	6,600	3,391	2,243	966	0	0	0	0	3,209	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S3-FG	550



STATUS: Rail Yard is under construction. Facilities Maintenance Building is scheduled to begin construction in current fiscal year.

PROJECT: Metro Operations Facilities

DESCRIPTION: Construction of a new Maintenance-of-Way (MOW) facility at the Old Court Metro Station. Project will include one two-story building with spur track and equipment for high-rail vehicle maintenance and two single-story buildings for storage of seasonal vehicles and equipment. The Wabash Rail Yard is to be rehabilitated through replacement of existing timber railroad ties with concrete ties and will also include installation of third-rail heaters within the yard.

JUSTIFICATION: The Metro Facilities Maintenance Department is currently operating from a number of open air sites and substandard facilities. Centralizing the location will improve productivity, efficiency and safety. The Wabash Rail Yard is over 20 years old and aging timber railroad ties have created unsafe conditions for operating trains in the Yard area. The absence of third-rail heating devices makes operating trains in heavy snow and icing conditions difficult. Major rehabilitation is required for the entire yard.

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 2003 - 08 CTP: Cost increased \$15.8 million due to combining Northwest Rail Yard rehabilitation with Facilities Maintenance Building. Rail Yard was previously a System Preservation/Minor Project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	237	236	1	0	0	0	0	0	1	0
Engineering	3,508	2,908	600	0	0	0	0	0	600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,071	703	13,656	6,522	4,190	0	0	0	24,368	0
Total	28,816	3,847	14,257	6,522	4,190	0	0	0	24,969	0
Federal-Aid	6,622	2,070	4,257	295	0	0	0	0	4,552	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MTA	2,507



STATUS: Twenty overhauled railcars have been returned to MTA. An additional 14 railcars are currently in the contractor's possession undergoing overhaul.

PROJECT: Metro Railcar Mid-Life Overhaul

DESCRIPTION: Structural and systems overhaul of 100 Metro railcars. Project provides for the upgrading and installation of new selected vehicle systems (propulsion logic, passenger seating, flooring, audible and visual announcement system, new video surveillance system). Remaining electrical, pneumatic, and mechanical systems (door, brake, heating and air conditioning, wheel trucks, communications and electrical systems) are overhauled in-kind.

JUSTIFICATION: The Metro railcars are over 20 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 obsolete.

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

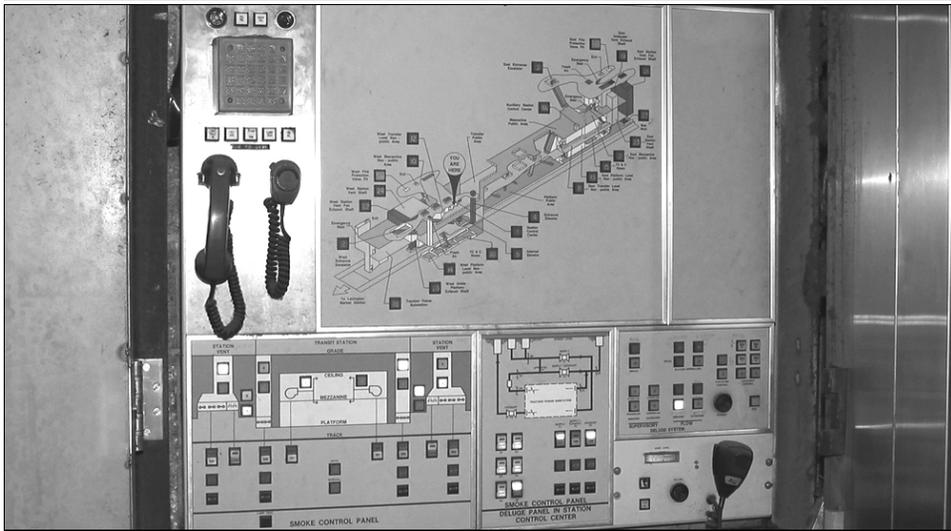
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2003 - 08 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	23,723	18,074	25,000	19,126	9,891	0	0	72,091	0
Total	95,918	23,827	18,074	25,000	19,126	9,891	0	0	72,091	0
Federal-Aid	69,040	18,706	14,460	15,016	15,301	5,557	0	0	50,334	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S3-FG	2,559
CO	2005	S9-MTA	908
CO	2005	S3-FG	7,142
CO	2006	S9-MTA	8,944
CO	2006	S3-FG	7,398
CO	2007	S3-FG	2,823
CO	2007	S9-MTA	1,693



STATUS: Specifications are being developed for the electrical and mechanical components of the fire and security management system, construction on the tunnel lighting and fire protection standpipes is underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Portions of this project were in the System Preservation/Minor Projects program. Approximately \$53 million has been added for construction.

PROJECT: Metro Fire and Security Management Systems

DESCRIPTION: Replacement of the Supervisory Control and Data Acquisition (SCADA) equipment. This includes fire and security equipment and traction power monitoring and control equipment necessary for safe operation of the Metro system. Also, the project will replace the obsolete electrical wiring, conduits, and sensors for the Metro fire and security protection systems with state-of-the-art technologies. Lighting in the Metro tunnels and the fire protection standpipes are being replaced under this project as well.

JUSTIFICATION: The present systems are in deteriorated condition, are obsolete and are not easily expandable to accommodate new Homeland Security initiatives.

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:		<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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	201	201	0	0	0	0	0	0	0	0
Engineering	1,638	586	677	375	0	0	0	0	1,052	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	66,909	701	6,795	6,585	3,293	11,135	19,200	19,200	66,208	0
Total	68,748	1,488	7,472	6,960	3,293	11,135	19,200	19,200	67,260	0
Federal-Aid	43,731	1,078	1,032	769	2,500	8,908	14,500	14,944	42,653	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S3-FG	600
CO	2005	S3-FG	769
CO	2006	S9-MTA	2,000
CO	2006	S3-FG	500
CO	2007	S9-MTA	13,675
CO	2008	S9-MTA	9,234
CO	2008	S3-FG	499
CO	2009	S9-MTA	14,944



STATUS: First 100 buses have been placed in service.

PROJECT: Bus Procurement

DESCRIPTION: Purchase 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 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 22
 Replacement of Fare Collection Equipment -- 24

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cash flow reflects purchase of 125 buses during FY 2005, 105 buses during FY 2006, and 105 buses in FY 2007. Cost decreased \$16 million due to a reduction of 40 vehicles based upon revised fleet replacement 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	197	196	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	191,524	59,471	32,937	29,572	16,000	22,052	14,557	16,935	132,053	0
Total	191,721	59,667	32,938	29,572	16,000	22,052	14,557	16,935	132,054	0
Federal-Aid	140,187	45,603	25,548	13,344	12,800	17,698	11,646	13,548	94,584	0

0299, 0464, 0465, 0508, 0509, 0518, 0714

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MTA	5,032
CO	2004	S3-BUS, CMAQ	8,007
CO	2005	S3-BUS, CMAQ	5,451
CO	2006	S9-MTA	8,376
CO	2006	S3-BUS, CMAQ	4,390
CO	2007	S3-BUS, CMAQ	4,246
CO	2007	S9-MTA	13,599
CO	2008	S9-MTA	14,611
CO	2008	S3-BUS, CMAQ	6,218
CO	2009	S3-BUS, CMAQ	4,218



STATUS: Project scheduled to be completed during current fiscal year.

PROJECT: Transit Vehicle Automated Stop Announcement

DESCRIPTION: Retrofit 266 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 21

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	50	45	5	0	0	0	0	0	5	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,476	1,947	529	0	0	0	0	0	529	0
Total	2,526	1,992	534	0	0	0	0	0	534	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Seventeen buses have been delivered to replace existing buses that are in the program to be retired.

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 replacements for aging vehicles and improve reliability.

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 2003 - 08 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 COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	4,207	1,637	2,570	0	0	0	0	0	2,570	0	
Total	4,207	1,637	2,570	0	0	0	0	0	2,570	0	
Federal-Aid	1,008	1,008	0	0	0	0	0	0	0	0	



STATUS: Bus farebox post-factory acceptance testing underway. Rail ticket vending machines and Metro fare gates are in pre-factory acceptance testing. Regional clearinghouse underway.

PROJECT: Replacement of Fare Collection Equipment

DESCRIPTION: Replace existing fare collection equipment on core Baltimore Metro, Light Rail, MARC, Commuter Bus and Locally Operated Transit Systems with automatic fare collection equipment with Smart Card option. Includes establishment of a financial clearinghouse to process transactions among participating agencies and users. Fareboxes will record pertinent ridership and 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 option will provide seamless transportation among the transit providers in the Baltimore and Washington regions. The new fareboxes will replace obsolete equipment that is experiencing poor reliability with a recent design that will use 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 21

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost decrease of \$1.0 million due to reduction in Federal funding assumption.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	82,140	21,645	16,891	24,638	14,969	3,997	0	0	60,495	0
Total	82,462	21,967	16,891	24,638	14,969	3,997	0	0	60,495	0
Federal-Aid	24,914	3,857	8,225	7,511	5,321	0	0	0	21,057	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MRC	3,761
CO	2005	S9-MRC	1,137
CO	2006	S9-MTA	5,321



STATUS: Construction is planned for late FY 2004.

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; add three frequencies to the radio system; replace tunnel antenna 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 2003 - 08 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY2006.....2007.....2008.....			.....2009.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	526	523	3	0	0	0	0	0	3	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,042	4,238	277	3,450	1,750	1,327	0	0	6,804	0
Total	11,568	4,761	280	3,450	1,750	1,327	0	0	6,807	0
Federal-Aid	6,786	3,789	224	249	1,400	1,124	0	0	2,997	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MTA	316
CO	2006	S9-MTA	1,400
CO	2007	S9-MTA	1,124



STATUS: FY 2003 grant funds awarded include: Streetscaping, pedestrian access improvements to transit stops, and pedestrian bridges.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost decreased \$7.5 million to reflect ongoing commitments only.

PROJECT: Priority Places, Community Safety and Enhancement Projects

DESCRIPTION: This is the MTA element of the Statewide Neighborhood Conservation Program. Funding to meet existing commitments 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 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.

<u>POTENTIAL FUNDING SOURCE:</u>										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY					
			2004	2005	.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	147	43	104	0	0	0	0	0	104	0
Right-of-way	41	0	41	0	0	0	0	0	41	0
Construction	13,940	6,563	1,731	1,470	2,000	2,033	143	0	7,377	0
Total	14,128	6,606	1,876	1,470	2,000	2,033	143	0	7,522	0
Federal-Aid	832	0	832	0	0	0	0	0	832	0



STATUS: This is a yearly funding program. Funding for FY 2005 through FY 2009 is shown as a statewide total.

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 rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery, and Prince George's counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools.

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 2004 and Prior -- Line 44

SIGNIFICANT CHANGE FROM FY 2003 - 08 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	13,916	6,778	1,350	1,860	900	1,080	1,020	928	7,138	0
Right-of-way	702	0	0	702	0	0	0	0	702	0
Construction	114,838	35,823	13,834	14,999	15,757	11,831	11,105	8,491	76,017	2,998
Total	129,456	42,601	15,184	17,561	16,657	12,911	12,125	9,419	83,857	2,998
Federal-Aid	99,646	31,725	11,498	11,687	10,897	11,941	11,160	8,474	65,657	2,264

0024, 0028, 0039, 0041, 0044, 0045, 0144, 0145, 0148, 0211, 0214, 0215, 0217, 0218, 0818, 0826, 0828, 0869, 0877, 0878, 0885, 1025, 1061

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	L-S3MPG, L-S18	4,850
CO	2004	L-S3, CMAQ, L-S9	4,150
CO	2005	L-S3MPG, L-S18	5,047
CO	2005	L-S3, CMAQ, L-S9	5,262
CO	2006	L-S3MPG, L-S18	4,489
CO	2006	L-S3, CMAQ, L-S9	4,450
CO	2007	L-S3MPG, L-S18	5,529
CO	2007	L-S3, CMAQ, L-S9	5,650



STATUS: This is an annual funding program. A more detailed list of FY 2004 Non-Profit Agencies receiving vehicles is provided in Line 44 in the System Preservation/Minor Projects section. Funding for FY 2005 through FY 2009 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 2004 and Prior -- Line 44

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost increased \$2.2 million due to the addition of FY 2009.

<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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,601	6,378	1,554	2,207	2,385	2,207	2,427	2,450	13,230	993
Total	20,601	6,378	1,554	2,207	2,385	2,207	2,427	2,450	13,230	993
Federal-Aid	16,479	5,355	1,243	1,766	1,900	1,766	1,942	1,960	10,577	547

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	L-S16	1,539
CO	2005	L-S16	1,475
CO	2006	L-S16	1,473
CO	2007	L-S16	1,468
CO	2008	L-S16	1,461
CO	2009	L-S16	1,428



STATUS: The FY 2004 grant for the County's capital bus replacement 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 approximately 10 buses for replacement of existing Ride On vehicles. Sound system annunciators that communicate next stop information and interactive kiosks are programmed for FY 2006.

JUSTIFICATION: These investments will make Ride On a more convenient and user-friendly system, while improving passenger access to a Metrorail 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 2003 - 08 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	34,569	12,619	3,906	4,240	5,240	2,836	2,740	2,988	21,950	0
Total	34,569	12,619	3,906	4,240	5,240	2,836	2,740	2,988	21,950	0
Federal-Aid	4,132	0	932	1,200	2,000	0	0	0	4,132	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MRC	880
CO	2005	S9-MRC	320
CO	2006	S9-MRC	2,000



STATUS: The FY 2004 grant for the County's capital bus program is currently under development.

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Annual funding for approximately 5 buses per year to replace existing vehicles in the County's "The Bus" fleet.

JUSTIFICATION: Buses will replace existing fleet 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:

None.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost decreased \$4.1 million due to completion of "The Bus" service expansion.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	5,386	1,648	591	610	630	650	600	657	3,738	0
Total	5,386	1,648	591	610	630	650	600	657	3,738	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Delivery of 25 coaches complete. Another 25 coaches expected in current fiscal year.

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 (ADA).

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 2003 - 08 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)	TOTAL EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	10,262	9,738	2,000	0	0	0	0	11,738	0
Total	22,000	10,262	9,738	2,000	0	0	0	0	11,738	0
Federal-Aid	17,600	8,192	7,805	1,603	0	0	0	0	9,408	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MRC	1,554

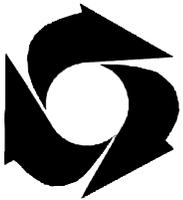
MARC

Light Rail

Baltimore METRO

Bus

Multi-Modal



MTA Development & Evaluation Projects



STATUS: Negotiations for right of entry agreement and property acquisition anticipated to commence during current fiscal year.

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:

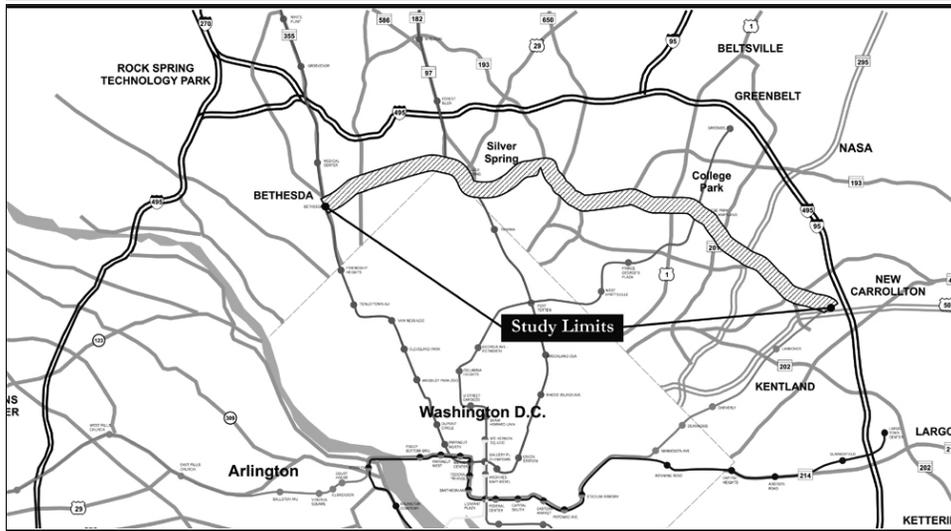
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost decreased \$5.0 million for the construction phase until completion of right-of-way negotiations. Moved from Construction to Minor Project Program.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	541	402	0	139	0	0	0	0	139	0	
Engineering	550	417	133	0	0	0	0	0	133	0	
Right-of-way	1,000	27	973	0	0	0	0	0	973	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,091	846	1,106	139	0	0	0	0	1,245	0	
Federal-Aid	455	455	0	0	0	0	0	0	0	0	



PROJECT: Bi-County Transitway Study

DESCRIPTION: Study of a 14-mile transitway between New Carrollton and Bethesda Metrorail Stations. This includes Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final Environmental Impact Statement.

JUSTIFICATION: This transit line would serve a highly congested corridor in Prince George's and Montgomery Counties, connecting the Metrorail Red, Green and Orange lines to key employment, residential and institutional destinations.

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:

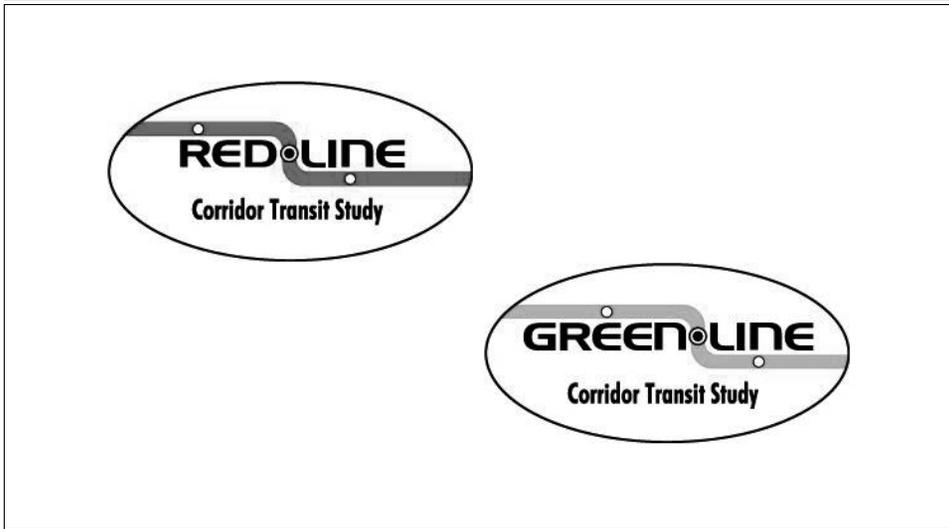
Silver Spring Transit Center and MARC Station Relocation -- Line 4

STATUS: The Alternatives Analysis and DEIS phase is being reinitiated for the entire 14-mile corridor. Public Scoping meetings were held along the corridor in September 2003. The Scoping Report and Purpose and Need are currently being finalized.

SIGNIFICANT CHANGE FROM FY 2003 - 08 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY	SIX YEAR TOTAL	BALANCE TO COMPLETE			
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	18,845	10,067	2,000	2,301	4,477	0	0	0	8,778	0
Engineering	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	10,067	2,000	2,301	4,477	0	0	0	8,778	0
Federal-Aid	12,054	4,398	1,600	2,000	4,056	0	0	0	7,656	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MRC	3,108
CO	2005	S9-MRC	1,332



PROJECT: Baltimore Region Transit Plan

DESCRIPTION: This study will identify and analyze several potential corridors that would expand the Baltimore transit system. It includes conducting corridor and mode 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 and the Green Line from Johns Hopkins Hospital Medical Campus to Morgan State University.

JUSTIFICATION: To connect east and west communities in Baltimore City and Baltimore County with quality rapid transit service, provide better connectivity to existing transit service, support and improve transportation accessibility to existing and future transit-oriented economic development, and help address traffic congestion and regional air quality 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:

None.

STATUS: Public Scoping meetings completed during FY 2003. Alternatives analysis underway. Preparation of Draft Environmental Impact Statement (DEIS) to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost increased \$5.0 million for planning activities for the DEIS.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY2006....2007....2008....			.....2009....
Planning	8,844	2,243	2,000	2,387	2,214	0	0	0	6,601	0
Engineering	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	8,844	2,243	2,000	2,387	2,214	0	0	0	6,601	0
Federal-Aid	2,248	1,626	622	0	0	0	0	0	622	0



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:

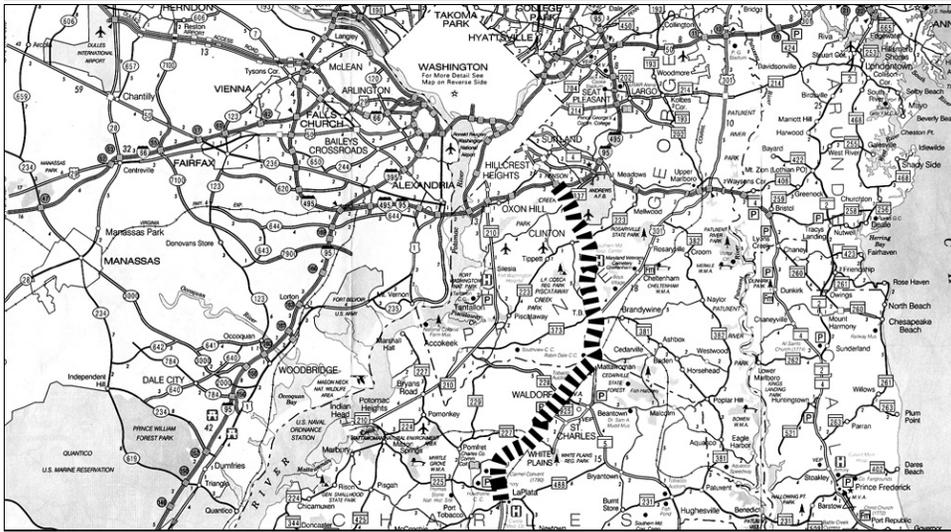
None.

STATUS: Draft Environmental Impact Statement (DEIS) completed.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2004	20052006.....2007.....			.....2008.....	.....2009.....
Planning	15,584	14,134	1,450	0	0	0	0	0	1,450	0
Engineering	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	15,584	14,134	1,450	0	0	0	0	0	1,450	0
Federal-Aid	10,874	9,424	1,450	0	0	0	0	0	1,450	0

Fiscal year 2004 contains a \$400k local contribution in the state share.
0483, 0484



STATUS: Transit Service Staging Plan underway. Studies of new commuter bus park and ride lots underway.

PROJECT: Southern Maryland Mass Transportation Analysis

DESCRIPTION: Planning for preferred alternatives for mass transit improvements including 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. Project includes funding for feasibility studies and conceptual engineering for five 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
- TSO - Intermodal Projects Implementation Program

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Cost decreased \$1.3 million due to LaPlata Park and Ride Lot now showing as a System Preservation/Minor Project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	2,504	1,467	643	248	146	0	0	0	1,037	0	
Engineering	504	5	245	254	0	0	0	0	499	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	3,008	1,472	888	502	146	0	0	0	1,536	0	
Federal-Aid	1,753	1,098	426	198	31	0	0	0	655	0	

0201, 1035, 1036, 1037, 1038, 1039, 1041



PROJECT: I-270 Corridor Cities Transitway (CCT)

DESCRIPTION: Transit portion of a multi-modal corridor study to consider transit and highway improvements in the I-270/US 15 corridor in Montgomery and Frederick Counties from Shady Grove Metro Station to I-70. The Corridor Cities Transitway (CCT) would be either a light rail transit (LRT) or bus rapid transit (BRT) line along a 14-mile corridor from Rockville through Quince Orchard, Gaithersburg, and Germantown to Clarksburg. Another option under study is "premium bus" service along proposed I-270 High Occupancy Vehicle (HOV)/managed lanes.

JUSTIFICATION: The purpose and need for the project is to help relieve congestion and improve safety due to existing and projected growth within the I-270/US 15 Corridor. The CCT would also enhance mobility by serving existing and future transit-oriented land uses in the corridor.

STATUS: Draft Environmental Impact Statement (DEIS) and Location/Design Public Hearings completed during FY 2002. Preparation of Final Environmental Impact Statement (FEIS) to begin during current fiscal year. Agency concurrence on a selected highway/transit alternative is scheduled during budget fiscal 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:

- 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

SIGNIFICANT CHANGE FROM FY 2003 - 08 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	

The estimated cost is for the entire project in Montgomery and Frederick Counties and is carried in the SHA program. Project information is shown here for information purposes only.

MARC

Freight

Light Rail

Baltimore METRO

Bus

Agency Wide

Locally Operated Transit Systems



MTA Minor Projects



SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 38

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>MARC IMPROVEMENTS -- FY 2004 AND PRIOR</u>			
1	Rockville Station Improvements (0006)	2,453	Complete
2	Crosswalk Improvements (0102)	526	Complete
3	College Park Station Improvements (0182)	153	Complete
4	Connection Track at Brunswick (0419)	60	Complete
5	MARC Coach Bicycle Retrofit D & E (1007)	12	Complete
6	MARC GP-40 Locomotive Overhaul(14) D&E (1053)	250	Complete
7	MARC AEM-7 Electric Locomotive Evaluation (4) D&E (1055)	35	Complete
8	MARC ADA Compliance (1065)	150	Complete
9	MARC Master Plan and Needs Study (0136, 0585)	1,217	Underway
10	MARC II Vehicle Overhaul (0181)	1,125	Underway
11	MARC Miscellaneous Station Improvements and Rehab (0199, 0634)	1,753	Underway
12	Design Passenger Warning System at 9 CSX Stations (0420)	1,845	Underway
13	Public Address System Replacement (0430)	1,041	Underway
14	ADA Equipment (0684)	302	Underway
15	Union Station High Level Platform D&E (0834)	125	Underway
16	MARC Parking Lot Improvements (1006)	1,199	Underway
17	MARC Edgewood Station Improvements (1059)	1,100	Underway
18	MARC Roof Rehabilitation (1066)	258	Underway
19	Martin Airport Station Parking Expansion (1087)	1,500	Underway
20	Laurel Station Northbound Platform Replacement (1098)	750	Spring, 2004
<u>MARC IMPROVEMENTS -- FY 2005</u>			
21	MARC Parking Lot Improvements (1006)	827	Fall, 2004
22	MARC Rolling Stock Maint. Tracking & Record Keep'g System (1052)	550	Fall, 2004
23	MARC II Vehicle Mid-Life Overhaul (28) D&E (1054)	250	Fall, 2004
24	MARC II Vehicle Overhaul (0181)	3,106	Fall, 2004
25	MARC Miscellaneous Station Improvements and Rehab (0199, 0634)	1,300	Fall, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 39

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LIGHT RAIL IMPROVEMENTS -- FY 2004 AND PRIOR</u>			
1	Power and Signal Improvements (0058)	2,626	Complete
2	System Preservation Studies (0219, 0858)	61	Complete
3	Ice Scraper Pantographs (0245)	611	Complete
4	Light Rail Drainage Improvements (0449)	23	Complete
5	Vehicle Roof Repair (0570)	124	Complete
6	Vehicle Fault Reporting (0582)	40	Complete
7	Vehicles and Equipment (0861)	197	Complete
8	Front and Rear Cameras (1011)	560	Complete
9	Bridge Rehabilitation and Preservation (0005, 0248, 0857, 1049)	1,314	Underway
10	Light Rail Vehicle Overhaul (0116)	2,548	Underway
11	Catenary Improvements (0247)	331	Underway
12	Upgrade and Replace Electrical Connectors (0249)	400	Underway
13	Substation Installation (0341)	3,108	Underway
14	Conversion of Yard Switches (0451)	358	Underway
15	Rail Purchase and Installation (0660, 0797)	276	Underway
16	Localized Event Recording (0581, 0790, 0854, 1015)	2,274	Underway
17	Cold Spring Station Parking (0707)	1,106	Underway
18	Drainage Improvements (0856)	800	Underway
19	Safety Improvements (0860, 0870, 1024)	2,404	Underway
20	Falls Road Parking Expansion D & E (0871)	472	Underway
21	Operational Track Upgrades (1013)	6,470	Underway
22	UPS Signal Backup Power Replacement (1016)	3,474	Underway
23	Grade Crossing Repair/Rehabilitation (1048)	1,750	Underway
24	Abandonment of Freight Line Service on Light Rail (1100)	242	Underway
<u>LIGHT RAIL IMPROVEMENTS -- FY 2005</u>			
25	Light Rail Vehicle Overhaul (0116)	1,048	Summer, 2004
26	Rail Purchase and Installation (0660, 0797)	216	Summer, 2004
27	Localized Event Recording (0854)	609	Summer, 2004

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>LIGHT RAIL IMPROVEMENTS -- FY 2005 (cont'd)</u>			
28	UPS Signal Backup Power Replacement (1016)	2,012	Summer, 2004
29	Communications Upgrades (1015)	1,481	Summer, 2004
30	Operational Track Upgrades (1013)	3,036	Summer, 2004
31	Vehicle Lift (1097)	100	Summer, 2004
32	Fiber Backbone Backup (0581)	90	Summer, 2004
33	Light Rail/Freight Rail Abandonment	428	Summer, 2004
34	Facilities and Station Rehab/Improvements (0005)	456	Summer, 2004
35	Cold Spring Station Parking (0707)	139	Fall, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 40

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>METRO IMPROVEMENTS -- FY 2004 AND PRIOR</u>			
1	Tunnel Structural Repairs (0227, 0529)	4,070	Complete
2	Railcar Lift (0281)	355	Complete
3	Upgrade Voice Annunciation Panel (0312)	245	Complete
4	Mainline & Yard Rehab/Improvements (0368, 0370)	1,395	Complete
5	TPSS Switchgear Overhaul (0753)	2,293	Complete
6	Station Direction/Wayfinding Signage Improvements (0843)	292	Complete
7	Locomotive Replacement (1031)	1,389	Complete
8	Third Rail Insulators (1032)	302	Complete
9	Track Maintenance Program D & E (1033)	116	Complete
10	On-going Railcar Overhaul and Train Control Programs (0091, 0730, 0840)	1,240	Underway
11	Miscellaneous System Preservation Improvements (0179, 0194, 0868, 1009)	3,217	Underway
12	Bridge & Elevated Structures Rehab. Fund (0239)	927	Underway
13	Station and Rail Shop Equipment Improvements (0328, 0838, 0841)	1,723	Underway
14	Storm Drain Pump Rehabilitation - Phase II (0501)	834	Underway
15	Cable Evaluation and Replacement (0839)	879	Underway
16	Direct Fixation Rail Fastener Replacement (0455)	850	Spring, 2004
17	Electrical Substation Improvements (0474)	856	Spring, 2004
18	Wabash Space Allocation D & E (1034)	300	Spring, 2004
19	Wayside and Emergency Telephones (1093)	200	Spring, 2004
<u>METRO IMPROVEMENTS -- FY 2005</u>			
20	Bridge & Elevated Structures Rehab. Fund (0239)	1,000	Summer, 2004
21	Train Control Elements Program (0840)	350	Summer, 2004
22	Railcar Ongoing Overhaul Program (0091)	395	Fall, 2004
23	Miscellaneous Track and System Preservation Improvements (0179, 0194, 0868)	2,620	Fall, 2004
24	Direct Fixation Fastener Replacement (0455)	100	Fall, 2004
25	Electrical Substation Improvements (0474)	1,100	Fall, 2004
26	Storm Drain Pump Rehab - Phase II (0501)	912	Fall, 2004
27	Rail Shop Equipment Overhaul/Replacement (0838)	300	Fall, 2004

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
	<p><u>METRO IMPROVEMENTS -- FY 2005 (cont'd)</u></p>		
28	Cable Assessment/Evaluation Replacement (0829)	1,000	Fall, 2004
29	Wayside and Station Emergency Telephones	200	Fall, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>BUS SYSTEM IMPROVEMENTS -- FY 2004 AND PRIOR</u>			
1	Main Shop Modernization (0562)	234	Complete
2	Fork Lift Replacement (0575)	406	Complete
3	Bus Engine Upgrade - EPA (0716)	350	Complete
4	Bus Hoist Replacement (0774)	5	Complete
5	Bus Needs Study (0853)	251	Complete
6	Hybrid Electric Neighborhood Shuttles D&E (1026)	5	Complete
7	Systemwide Improvements and Rehabilitation (0193, 0547, 0781, 0783, 0845, 0849)	1,044	Underway
8	Bus Maintenance Support Improvement Fund (0554)	1,555	Underway
9	Kirk/Eastern HVAC Improvements (0567)	83	Underway
10	Bus Northeast Division D&E (0705)	1,200	Underway
11	Bus Wheelchair Restraint System Retrofit/9700 Series (1057)	550	Underway
12	Bus Facilities Rehab - Kirk & Eastern (1076)	3,000	Underway
13	Next Bus Stop Signs (1077)	1,708	Underway
14	Bus Schedule Review (1099)	2,000	Spring, 2004
<u>BUS SYSTEM IMPROVEMENTS -- FY 2005</u>			
15	Systemwide Improvements and Rehabilitation (0193, 0547, 0783, 0849)	2,074	Fall, 2004
16	Bus Maintenance Support Improvement Fund (0554)	1,541	Fall, 2004
17	Bus Automatic Vehicle Monitoring System (1071)	850	Fall, 2004
18	Bus Master Plan (1072)	400	Fall, 2004
19	Bus Lifts (1096)	361	Fall, 2004
20	Bus 1300 Bush Street Rehab (0845)	1,268	Summer, 2004
21	Bush Maintenance Facility Exhaust Fans (1073)	600	Summer, 2004
22	Bus Simulators (1027)	588	Summer, 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>AGENCYWIDE IMPROVEMENTS -- FY 2004 AND PRIOR</u>			
1	Transit Police Office Space D&E (0222)	1,493	Complete
2	Real Estate Development Services Contract (0323)	130	Complete
3	Rail Station Access 2000 (0391)	575	Complete
4	Parking Lot Lighting Study (0519)	275	Complete
5	Community Transit Hubs (0555)	253	Complete
6	MDOT Youth Corp Program (0824)	298	Complete
7	Washington Blvd Roof Repair (1021)	1,696	Complete
8	Safety Improvements (1045)	189	Complete
9	Washington Blvd. Short Term Parking D&E (1050)	130	Complete
10	Miscellaneous Parking Studies and Improvements (0177)	259	Underway
11	Paid Parking Evaluation (1080)	200	Underway
12	Standard Specifications and Details (0184, 0221, 0470, 0608, 0752)	916	Underway
13	ADA Compliance (0266)	2,950	Underway
14	Washington Blvd/Bush Division Facilities Improvements (0300, 0830, 0844, 1020, 1022)	2,138	Underway
15	Power and Signal Improvements (0341)	294	Underway
16	Mondawmin Transit Center (0447)	1,468	Underway
17	Rail Station and Rail Station Access Improvements (0461)	83	Underway
18	Telephone Communications Systems (0493)	2,105	Underway
19	Miscellaneous Planning Studies (0510, 1060)	2,100	Underway
20	Trapeze Equipment & Software Upgrade (0513)	312	Underway
21	Transit Station Development Incentive Program (0559)	456	Underway
22	Third Trunked Radio Site (0812)	2,615	Underway
23	Owner-Controlled Insurance Program (0832)	1,250	Underway
24	Strategic Planning and MCTP Implementation (1047)	750	Underway
25	Automatic Passenger Counter Demo (1051)	125	Underway
26	Safety & Infrastructure Improvements (1070)	1,000	Underway
27	La Plata Park and Ride D&E (1040)	4,370	Spring, 2004
28	Homeland Security Improvements (1101)	1,200	Spring, 2004

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>AGENCYWIDE IMPROVEMENTS -- FY 2005</u>			
29	Rail Station and Rail Station Access Improvements (0461)	108	Summer, 2004
30	Transit Station Development Incentive Program (0559)	786	Summer, 2004
31	Repave Parking Lots; Bus Loops; and Park 'n Ride Lots (0177)	200	Summer, 2004
32	Corrosion Control Services (0184, 0608, 0752)	822	Summer, 2004
33	Washington Blvd./Bush Division Facilities Improvements (0300, 0844)	454	Summer, 2004
34	Miscellaneous Planning Studies (0510)	350	Summer, 2004
35	Owner Controlled Insurance Program (0832)	1,250	Summer, 2004
36	Strategic Planning (1047)	1,975	Summer, 2004
37	Miscellaneous Equipment (9001)	1,070	Fall, 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FREIGHT IMPROVEMENTS -- FY 2004 AND PRIOR</u>			
1	Freight Transloading Facility in Hurlock (0875)	55	Complete
2	Freight Capital Improvement Program (0590)	1,074	Underway
3	Freight Line Stabilization and Improvement Program (0876)	300	Underway
4	Maryland & Delaware RR Surface Rehabilitation (0879)	436	Underway
5	Freight Rail Safety Study (1056)	250	Underway
<u>FREIGHT IMPROVEMENTS -- FY 2005</u>			
6	Freight Capital Improvement Program (0590)	1,750	Fall, 2004
7	Freight Line Stabilization and Improvement Program (0876)	300	Fall, 2004
8	Maryland and Delaware RR Surface Rehabilitation (0879)	339	Fall, 2004

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2004 AND PRIOR</u>			
<u>ALLEGANY COUNTY</u>			
1	Vehicles - Small Buses/Support Vehicles	198	Underway
2	Vehicles to Non-Profit Organizations - Allegany Co Human Resource Dev. Comm., UCP of Central MD-Allegany Co.	95	Underway
<u>ANNE ARUNDEL COUNTY</u>			
3	Ridesharing	125	Underway
<u>CITY OF ANNAPOLIS</u>			
4	Equipment	90	Underway
5	Preventive Maintenance	89	Underway
6	Vehicles - Buses and Vehicle Rehabilitation	259	Underway
7	Vehicles to Non-Profit Organization - UCP of Southern MD	50	FY 2004
<u>BALTIMORE COUNTY</u>			
8	Ridesharing (Program operated by BMC - for Baltimore & Carroll Counties)	110	Underway
9	Vehicles to Non-Profit Organizations - Dulaney Station, The Shelter Foundation	90	Underway
<u>CALVERT COUNTY</u>			
10	Ridesharing	5	Underway
11	Equipment	65	FY 2004
12	Facility-Administration/Maintenance	332	FY 2004
<u>CAROLINE COUNTY</u>			
13	See Kent County		
<u>CARROLL COUNTY</u>			
14	Ridesharing (Program Operated by BMC - See Baltimore County)		Underway
15	Vehicles - Small Buses	140	Underway
16	Vehicles to Non-Profit Organizations - Senior Overland Services Inc.	50	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 44 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2004 AND PRIOR (cont'd)</u>			
<u>CECIL COUNTY</u>			
17	Vehicles - Small Bus	50	Underway
18	Vehicles to Non-Profit Organizations - Chesapeake Care Resources	55	Underway
19	Equipment	20	FY 2004
<u>CHARLES COUNTY</u>			
20	Equipment	10	Underway
21	Ridesharing (See St. Mary's County)		Underway
22	Vehicles to Non-Profit Organizations - Spring Dell Center	75	Underway
<u>DORCHESTER COUNTY</u>			
23	Vehicles to Non-Profit Organizations - Dorchester Co Commission on Aging, Delmarva Community Services	150	Underway
24	Vehicles - Small Buses	155	FY 2004
<u>FREDERICK COUNTY</u>			
25	Equipment	75	Underway
26	Preventive Maintenance	160	Underway
27	Ridesharing	80	Underway
28	Vehicles - 30 Ft. and Small Buses	2,427	Underway
29	Vehicles to Non-Profit Organizations - Daybreak Adult Day Services, Way Station	100	Underway
<u>GARRETT COUNTY</u>			
30	Vehicles - Small Buses	125	Underway
31	Equipment	20	FY 2004
32	Vehicles to Non-Profit Organization - Appalachian Parent Association	50	FY 2004

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 44 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2004 AND PRIOR (cont'd)</u>			
<u>HARFORD COUNTY</u>			
33	Equipment	45	Underway
34	Facility - Administration/Maintenance	50	Underway
35	Preventive Maintenance	67	Underway
36	Ridesharing	60	Underway
37	Vehicles - Small Buses	355	Underway
38	Vehicles to Non-Profit Organizations - ARC of Northern Chesapeake	45	Underway
<u>HOWARD COUNTY</u>			
39	Equipment	65	Underway
40	Preventive Maintenance	110	Underway
41	Ridesharing	85	Underway
42	Vehicles - 35 Ft. & Small Buses	430	Underway
43	Vehicles to Non-Profit Organizations - URTA	50	Underway
44	Central MD Transit and Operations Maintenance Facility	350	FY 2004
<u>KENT COUNTY</u>			
45	Vehicles - Small Buses	190	Underway
<u>MONTGOMERY COUNTY</u>			
46	Bus Replacement	2,741	Underway
47	Farebox Readers	1,165	Underway
48	Ridesharing	240	Underway
49	Vehicles - 35 Ft. Buses	2,765	Underway
50	Vehicles to Non-Profit Organizations - ARC of Montgomery County, CHI Center, Jewish Council for the Aging	160	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 44 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2004 AND PRIOR (cont'd)</u>			
<u>PRINCE GEORGE'S COUNTY</u>			
51	Bus Replacement	591	Underway
52	Ridesharing	175	Underway
53	Vehicles - 32 Ft. Buses	529	Underway
54	Vehicles to Non-Profit Organizations - ARC of Prince George's County, Baptist Sr. Adult Ministries, Rehabilitation Opportunities, Melwood Training Center	169	Underway
<u>QUEEN ANNE'S COUNTY</u>			
55	Facility - Maintenance Bay Addition	518	Underway
56	Vehicles - Small Buses	210	Underway
<u>ST. MARY'S COUNTY</u>			
57	Ridesharing (Program operated by Tri-County Council for Calvert, Charles & St. Mary's Counties)	70	Underway
58	Facility - Bus Canopy	267	FY 2004
59	Vehicles - Small Buses	100	FY 2004
<u>SOMERSET COUNTY</u>			
60	Vehicles to Non-Profit Organizations - Somerset Co. Commission on Aging, Somerset Community Services	100	Underway
61	Equipment	35	FY 2004
<u>TALBOT COUNTY</u>			
62	See Kent County		
<u>WASHINGTON COUNTY</u>			
63	Equipment	90	Underway
64	Vehicles - Small Bus	124	Underway
65	Vehicles to Non-Profit Organizations - Turning Point	50	Underway
66	Facility - Rehab	15	FY 2004

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 44 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2004 AND PRIOR (cont'd)</u>			
<u>WICOMICO COUNTY</u>			
67	Vehicles - Small Buses (Tri-County Council Lower Eastern Shore)	120	Underway
68	Vehicles to Non-Profit Organizations - Go-Getters, Dove Point	140	Underway
<u>WORCESTER COUNTY</u>			
69	Vehicles - Small Buses	298	Underway
70	Vehicles to Non-Profit Organizations - Worcester County Commission on Aging	50	Underway
<u>TOWN OF OCEAN CITY</u>			
71	Equipment	62	Underway
72	Facility Rehabilitation	31	Underway
73	Vehicles - 40 Ft. and 32 Ft. Transit Buses	1,140	Underway
74	North Ocean City Transit Facility	812	FY 2004
<u>BALTIMORE CITY</u>			
75	Ridesharing	50	FY 2003
76	Vehicles to Non-Profit Organizations - St. Ann Adult Day Care, Action in Maturity	100	FY 2004



Washington Metropolitan Area Transit

**WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	237.1	178.7	167.7	166.7	177.9	163.6	1,091.7
Special Funds	95.0	16.4	75.7	68.2	74.2	55.8	385.3
Federal Funds	9.9	16.8	16.8	17.5	16.0	16.8	93.8
Federal Funds - WMATA *	83.9	190.4	75.2	81.0	87.7	91.0	609.2
Federal/Addison Road Metrorail *	48.3	(44.9)	-	-	-	-	3.4

* These federal funds are received by WMATA directly and are not included in the MDOT budget.



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 2005 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
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- Metrorail Debt Service Payments -- Line 3
- Metrorail Equipment Rehabilitation and Replacement -- Line 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 2003 - 08 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.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	2,474,320	2,460,987	10,133	3,200	0	0	0	0	13,333	0	
Total	2,474,320	2,460,987	10,133	3,200	0	0	0	0	13,333	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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

Funds shown include federal funds received directly by WMATA. Maryland's share of the rail construction program is determined by regional formula.



STATUS: The federal full funding grant agreement (FFGA) was approved in December, 2000. The two primary contracts for line and station construction have been awarded. Significant construction activity will occur in FY 2004, with a target revenue operation date of December 2004.

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 Boulevard 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 estimates 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 is the final rail segment extension to the Capital Beltway.

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 2003 - 08 CTP: Funding for this project was 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- state funds will be advanced to WMATA in FY 2004 then repaid late in the same year.

<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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	291,016	113,328	29,526	0	0	0	0	142,854	0
Total	433,870	291,016	113,328	29,526	0	0	0	0	142,854	0
Federal-Aid	7,430	7,430	0	0	0	0	0	0	0	0

Construction contingent upon the availability of federal and general funds.
8001



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.

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

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

		POTENTIAL FUNDING SOURCE:									
		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY2006.....2007.....2008.....		2009.....
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	541,099	9,741	9,741	9,741	9,741	9,741	9,741	58,446	42,342	
Total	641,887	541,099	9,741	9,741	9,741	9,741	9,741	9,741	58,446	42,342	
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0	

Federal Funds are received directly by WMATA.
8002



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 2003 - 08 CTP: Federal funds received by WMATA directly are now being shown as 'Other' funding. WMATA has revisited its federal funding assumptions. Cost increased \$96.7 million due to the addition of FY 2009.

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 30 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
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- Metrorail Construction - Line 1
- Metrorail Debt Service Payments - Line 3

<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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	898,565	344,602	68,381	80,020	97,477	99,490	101,815	106,780	553,963	0	
Total	898,565	344,602	68,381	80,020	97,477	99,490	101,815	106,780	553,963	0	
Federal-Aid	87,650	9,097	7,392	14,280	14,280	14,851	13,470	14,280	78,553	0	

In the six year program, a total of \$362.9 million in Federal funds are received directly by WMATA. There are \$78.6 million in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.

8003, 8004



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).

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The total cost shown includes federal funds received directly by WMATA which are shown as 'Other' funds. WMATA has revisited its federal funding assumptions. Cost increased \$24.0 million due to the addition of FY 2009 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	320,540	181,430	23,110	23,200	23,200	23,200	23,200	23,200	139,110	0	
Total	320,540	181,430	23,110	23,200	23,200	23,200	23,200	23,200	139,110	0	
Federal-Aid	45,216	29,928	2,488	2,560	2,560	2,560	2,560	2,560	15,288	0	

In the six year program, a total of \$96.0 million in federal funds are receive directly by WMATA. There are \$15.3 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 reaches 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 2003 - 08 CTP: Cost increased \$2.1 million due to the addition of FY 2009.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003			FOR PLANNING PURPOSES ONLY2006.....2007.....2008.....			.....2009.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,926	5,154	1,854	1,908	1,962	2,016	2,016	2,016	11,772	0
Total	16,926	5,154	1,854	1,908	1,962	2,016	2,016	2,016	11,772	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. Design and engineering for these cars is near completion and car delivery will begin in the near future.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Projected expenditures have been reprogrammed to reflect the adjusted WMATA program schedules for both rail car and bus procurement. Cost increased \$87.2 million do to the tranfer of funds from the Infrastructure Renewal Program in anticipation of additional enhancement needs and the addition of FY 2009

PROJECT: WMATA System Access Plan

DESCRIPTION: One portion of this program covers Maryland's share of 48 new rail cars that are being purchased with local regional funds only (no federal assistance). Remaining funds are being held for the possible purchase of an additional 50 to 120 rail cars (2 separate options) and the related rail support equipment that will be required to begin 8 car train operations.

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.

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 COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	188,074	15,849	10,520	31,117	35,332	32,220	41,136	21,900	172,225	0	
Total	188,074	15,849	10,520	31,117	35,332	32,220	41,136	21,900	172,225	0	
Federal-Aid	2,380	2,380	0	0	0	0	0	0	0	0	

Includes funds received by WMATA directly..
8011, 8012, 8013, 8014, 8015

SHA



State Highway Administration

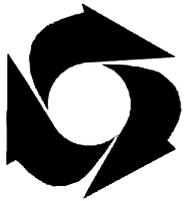
**STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	447.4	385.3	323.4	241.9	183.1	44.4	1,625.5
Safety, Congestion Relief and System Preservation	393.3	327.5	342.7	351.2	309.8	327.7	2,052.2
<u>Development & Evaluation Program</u>	<u>81.8</u>	<u>85.0</u>	<u>36.1</u>	<u>15.0</u>	<u>6.3</u>	<u>7.9</u>	<u>232.1</u>
TOTAL	922.5	797.8	702.2	608.1	499.2	380.0	3,909.8
Special Funds	423.1	349.8	264.9	223.1	155.5	200.5	1,616.9
Federal Funds	499.4	448.0	437.3	385.0	343.7	179.5	2,292.9

STATE HIGHWAY ADMINISTRATION TABLE OF CONTENTS

**SHA Statewide
Allegany County
Anne Arundel County
Baltimore County
Baltimore City
Calvert County
Caroline County
Carroll County
Cecil County
Charles County
Dorchester County
Frederick County
Garrett County
Harford County
Howard County
Kent County
Montgomery County
Prince George's County
Queen Anne's County
St. Mary's County
Somerset County
Talbot County
Washington County
Wicomico County
Worcester County**

SHA



SHA Statewide



PROJECT: Coordinated Highway Action Response Team (CHART)

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

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1760	1600	1260	840	2520	CMAQ
RW	0	0	0	0	0	----
CO	9580	5200	5440	4760	8580	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 2003 - 08 CTP: Added \$10.4 million for further traffic management system projects. The additional funds are from adding fiscal year 2009 and new federal discretionary funds received through the Federal 2003 Transportation Appropriation Bill.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	28,796	19,296	2,100	1,900	1,500	1,000	1,500	1,500	9,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	167,674	126,074	11,400	6,200	6,500	5,700	5,100	6,700	41,600	0
Total	196,470	145,370	13,500	8,100	8,000	6,700	6,600	8,200	51,100	0
Federal-Aid	165,344	122,504	11,340	6,800	6,700	5,600	5,500	6,900	42,840	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: Priority Places, Community Safety and Enhancement Projects

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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. This sheet represents a summary of the NCP. Individual projects are shown in the SHA's System Preservation Program.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$3.5 million is due to unfavorable bid prices.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	25,938	25,938	0	0	0	0	0	0	0	0
Right-of-way	3,744	3,744	0	0	0	0	0	0	0	0
Construction	146,430	104,230	29,800	12,400	0	0	0	0	42,200	0
Total	176,112	133,912	29,800	12,400	0	0	0	0	42,200	0
Federal-Aid	44,914	39,414	4,900	600	0	0	0	0	5,500	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

A complete list of projects is shown in the front of this CTP.



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						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER	
	PROJECT CASH FLOW											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,286	2,806	280	200	0	0	0	0	0	480	0	0
Right-of-way	254	174	40	40	0	0	0	0	0	80	0	0
Construction	23,543	19,303	2,480	1,760	0	0	0	0	0	4,240	0	0
Total	27,083	22,283	2,800	2,000	0	0	0	0	0	4,800	0	0
Federal-Aid	707	707	0	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 () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A

A complete list of projects is shown in the front of this CTP.



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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	19743	0	0	0	0	NHS

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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	32,551	24,044	4,986	1,258	567	496	600	600	8,507	
Right-of-way	360	330	10	10	10	0	0	0	30	
Construction	271,488	231,525	9,404	20,532	7,823	2,204	0	0	39,963	
Total	304,399	255,899	14,400	21,800	8,400	2,700	600	600	48,500	
Federal-Aid	201,824	174,124	5,200	14,500	6,100	1,700	100	100	27,700	

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, 2003
		<u>Fiscal Year 2003 Completions</u>		
		<u>C.H.A.R.T. Projects</u>		
1		C.H.A.R.T. Statewide System Integration	8,897	Completed
		<u>Pilot Program</u>		
2		C.H.A.R.T. Statewide Communications Network	20,762	Completed
		<u>Enhancements</u>		
		<u>Archaeological Planning & Research</u>		
3		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	Completed
		<u>Fiscal Years 2004 and 2005</u>		
		<u>C.H.A.R.T. Projects</u>		
4		C.H.A.R.T. - I 97 and US 50 (Phase 2); advanced traffic management system additions	1,285	Underway
5		C.H.A.R.T. - I 695 and I 97 (Phase 2); advanced traffic management system additions	1,266	Underway
		<u>Enhancements</u>		
		<u>Archaeological Planning & Research</u>		
6		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
7		Maryland's Historic Highway Bridges - Publication of a book, CD, and Web information on Maryland's historic bridges.	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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Archaeological Planning & Research (cont'd)</u>				
8		National Road National Register Nomination - Documentation of National Road properties and sites.	56	Underway
<u>Landscaping/Scenic Beautification/Mitigation</u>				
9		Aesthetic Retrofits - Landscaping of SHA stormwater management facilities in highly visible areas and to increase diversity while minimizing thermal impacts.	436	Underway
<u>Pedestrian and Bicycle Safety and Educational Activities</u>				
10		Smart Moves - A pedestrian safety campaign throughout Maryland promoting awareness through the new Street Smarts, Smart Moves campaign.	550	Underway
<u>Environmental Mitigation</u>				
11		Environmental Stewardship Initiative - Reforestation - Improvements to 250 acres of SHA property at 32 statewide sites.	125	FY 2004
12		Fish Passages 5 - Construct retrofit fish passages on the Jones Falls under Ruxton Road at Falls Road in Baltimore County.	200	FY 2005
13		Functional Enhancement of Stormwater Management Facilities - Improvement of stormwater management facilities in Howard (27 sites) and Montgomery (17 sites) Counties.	883	FY 2004
14		Urban Storm Water Retrofit Pilot Program - Retrofit, monitoring and sampling of Low Impact Development (LID) practices within different urban arenas.	268	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

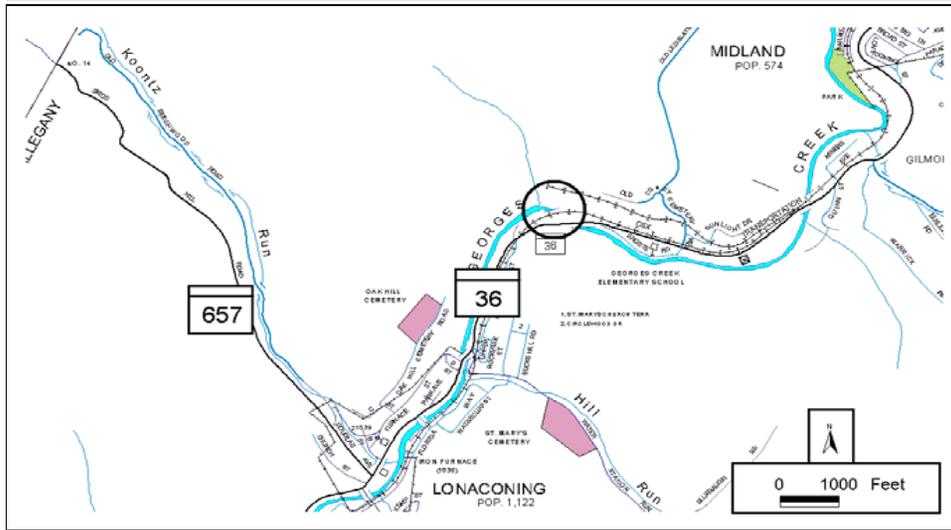
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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, 2003
		<u>Fiscal Years 2004 and 2005 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Environmental Mitigation (cont'd)</u>		
16		Wetlands Restoration Program - Replacement of tidal and non-tidal wetlands throughout Maryland.	500	Underway
		<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.	531	Underway
19		Keep Maryland Beautiful III - Continuation of Keep Maryland Beautiful and Anti-Litter Initiatives.	322	Underway
		<u>Miscellaneous</u>		
20		Miscellaneous Equipment	784	FY 2005



Allegany



PROJECT: MD 36, George's Creek Road

DESCRIPTION: Replace Bridge 0101300 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2422	0	0	0	0	BR

STATUS: Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Moved from System Preservation Program to Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
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	218	0	50	61	61	46	0	0	218	0
Construction	3,317	0	223	1,955	1,139	0	0	0	3,317	0
Total	3,535	0	273	2,016	1,200	46	0	0	3,535	0
Federal-Aid	2,595	0	202	1,476	881	36	0	0	2,595	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

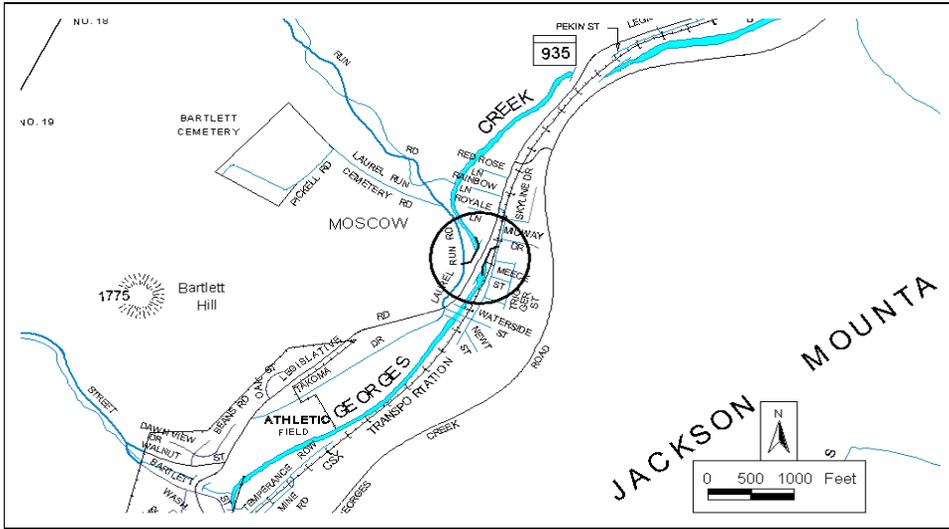
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 8,450

PROJECTED (2025) - 13,100

OPERATING COST IMPACT N/A



PROJECT: MD 935, Legislative Road

DESCRIPTION: Replace Bridge 0101600 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	46	46	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	1,153	492	661	0	0	0	0	0	661	0	0
Total	1,199	538	661	0	0	0	0	0	661	0	0
Federal-Aid	918	390	528	0	0	0	0	0	528	0	0

FUNCTION :

STATE - Minor Collector

FEDERAL - Minor Collector

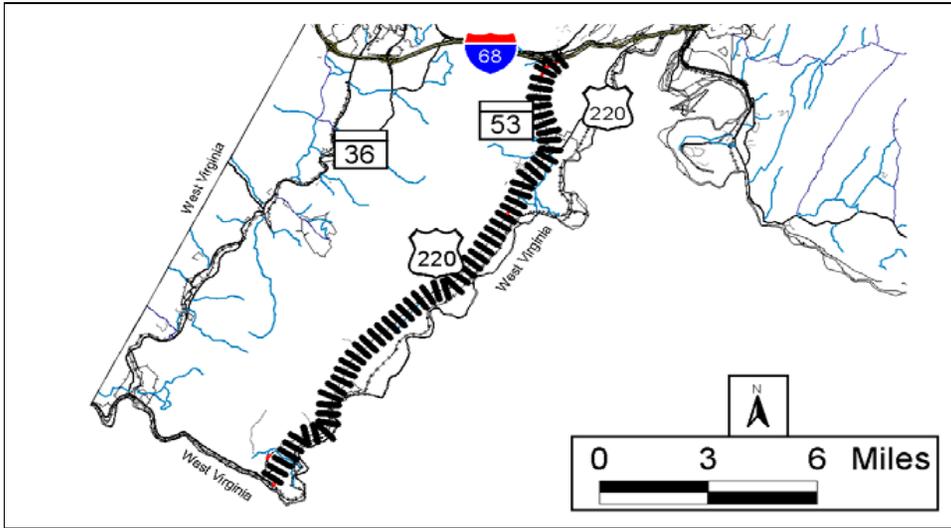
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 3,200

PROJECTED (2025) - 4,600

OPERATING COST IMPACT N/A



PROJECT: US 220 , McMullen Highway

DESCRIPTION: I-68 Interchange to West Virginia State Line, via MD 53 (15.0 miles). This represents Maryland's portion of a larger study from I-68 to Corridor H in West Virginia.

JUSTIFICATION: Improvements along the US 220 South corridor would enhance accessibility and benefit economic development in the Appalachian region.

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, I-68 to Pennsylvania State Line (Garrett County - Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Project Planning to begin during current fiscal year. An additional \$1.4 million is needed to complete Planning. The cost shown is SHA share only. West Virginia is the lead in performing this study.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added to the Development and Evaluation Program. Added \$0.5 million to Project Planning from the Federal 2003 Transportation Appropriations bill. Recommendation from the Western Maryland North-South Corridor Study.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
Planning	621	0	200	221	200	0	0	0	0	0	621	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	621	0	200	221	200	0	0	0	0	0	621	0
Federal-Aid	484	0	156	172	156	0	0	0	0	0	484	0

FUNCTION :

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 7,300 - 17,300

PROJECTED (2025) - 11,300 - 24,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 36	Georges Creek Road; MD 935 (milepoint 4.07) to 370 feet south of Seldom Seen Road; patch and overlay	795	Completed
2	I 68	National Freeway; Midlothian Road to High Germany Road; resurface bridge approaches	318	Completed
3	I 68	National Freeway; Rocky Gap Road Bridge to Street Road Bridge; resurface	3,030	Completed
<u>Safety/Spot Improvement</u>				
4	US 40 ALT	National Pike; at 0.55 mile east of MD 36; drainage improvement	240	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
5		Canal Place - Trestle Walk - Phase 2 - Extension of Canal Street Promenade, Trestle Walk, and other improvements in the Station Square Area in the City of Cumberland.	1,000	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
6	US 40 ALT	National Pike; 0.47 mile east of Red Hill Road to MD 658; resurface	953	Under construction
7	MD 51	Industrial Boulevard; Third Street to Pennsylvania Avenue in Cumberland; reconstruct roadway	2,174	FY 2005
8	I 68	National Freeway; Kelly Boulevard Bridge to Evitts Creek Bridge; resurface	2,923	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
9	MD 135	Pratt Street; Garrett County Line to the west corporate limits of Westernport; resurface (Note: Project is dependent upon agreement with Town.)(Cost shown represent SHA share.)	1,341	FY 2005
10	MD 638	Parkersburg Road; MD 743 to MD 36; resurface	1,459	FY 2005
11	MD 658	Vocke Road; MD 53 to MD 49 (includes MD 53 - Winchester Road; US 40 Alternate to MD 658); resurface	1,459	FY 2005
<u>Safety/Spot Improvement</u>				
12	US 220	McMullen Highway; 0.29 mile north of Milnor Avenue; drainage improvement	687	FY 2004
<u>Neighborhood Conservation</u>				
13	MD 36	Mt. Savage Road; Jealous Row 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	MD 135	Church Street; MD 36 to eastern limits of Westernport; urban street reconstruct	3,386	Completed
16	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	
<u>Traffic Management</u>				
17	I 68	National Freeway; at various locations; modify signing	14	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

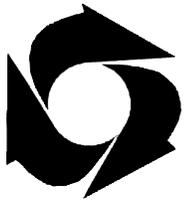
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Sidewalks</u>				
18	MD 36	Georges Creek Road; From 0.9 mile north of Paradise Avenue in Midland; retrofit sidewalks along northbound roadway - 460 linear feet	50	FY 2004
19	MD 51	Industrial Boulevard; Vancouver Street to Blackiston Avenue in Cumberland; retrofit sidewalks along northbound roadway - 300 linear feet	34	FY 2004
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
20		Frostburg Trail - Phase I - Construction of a 0.38 mile connection from the Frostburg Depot to the Allegheny Highlands Trail at New Hope.	184	Completed
<u>Historic Preservation</u>				
21		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 Canal rewatering project.	1,000	FY 2005
<u>Landscaping/Scenic Beautification/Mitigation</u>				
22		Allegheny & Garrett County Welcome Signs - Construction of 4 monumental welcome signs, one each on westbound I 68 and eastbound I 68 at both the Allegheny and Garrett County Lines.	25	FY 2004
<u>Preservation of Abandoned Railway Corridors</u>				
23		Allegheny Highlands Trail - Section 1 - Construction of 9.35 miles from Cumberland to Woodcock Hollow Road.	181	FY 2005
24		Allegheny Highlands Trail - Sections 2 and 3 - [Section 2] Construction of Woodcock Hollow Rest Stop and 300-foot trail connection. [Section 3] Construction of 5.83 miles from Woodcock Hollow Road to New Hope Road overpass in Frostburg.	2,084	FY 2004

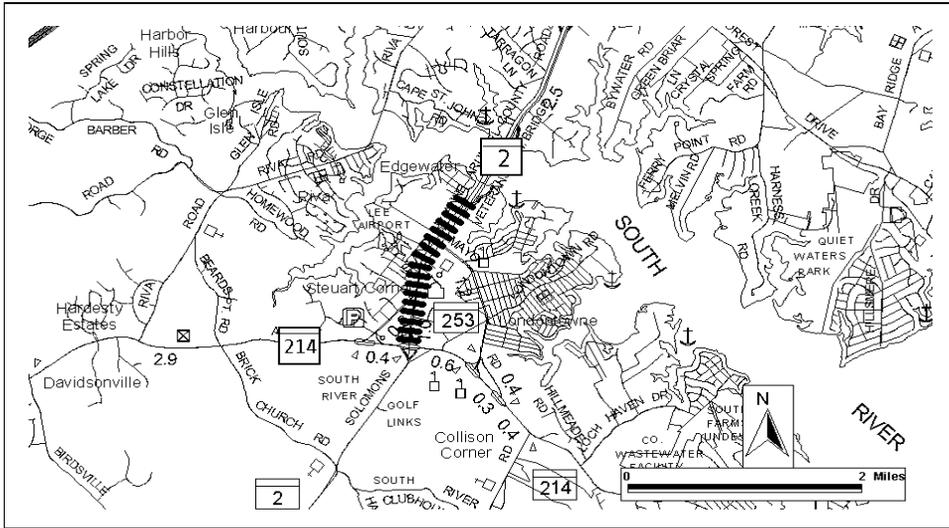
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Preservation of Abandoned Railway Corridors (cont'd)</u>				
25		Allegheny Highlands Trail - Section 4 - New Hope Trail Head - Construction of trail head and 480-foot connection to Frostburg Trail.	159	Completed
26		Allegheny Highlands Trail - Section 5 - Construction of 5.20 miles from New Hope Road overpass in Frostburg to Mason-Dixon Line.	276	FY 2004



Anne Arundel



PROJECT: MD 2, Solomons Island Road

DESCRIPTION: Upgraded existing MD 2 to a 4 - 6 lane highway from MD 214 to south of Virginia Avenue (1.35 miles). Sidewalks are included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This improvement completed 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: The cost increase of \$3.2 million is due to the replacement of unsuitable material and major repairs to the force main.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	1,410	1,410	0	0	0	0	0	0	0	0	0
Engineering	1,021	1,021	0	0	0	0	0	0	0	0	0
Right-of-way	11,013	10,963	50	0	0	0	0	0	0	50	0
Construction	17,093	13,630	3,463	0	0	0	0	0	0	3,463	0
Total	30,537	27,024	3,513	0	0	0	0	0	0	3,513	0
Federal-Aid	22,245	20,395	1,850	0	0	0	0	0	0	1,850	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

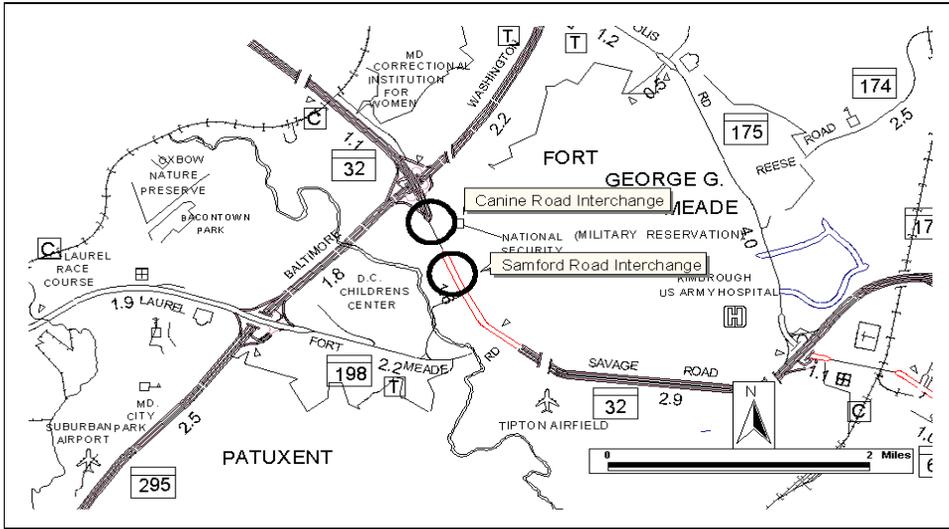
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 51,850

PROJECTED (2025) - 82,900

OPERATING COST IMPACT \$3,000 per year



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct interchanges at Canine and Samford Roads.

JUSTIFICATION: This project will upgrade two existing intersections to interchanges at entrances to the National Security Agency, thereby reducing congestion and improving safety along this section of MD 32.

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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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: Interchange at Samford Road is open to service. Construction underway for interchange at Canine Road.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost decrease of \$1.9 million is due to a third party reimbursement.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,469	1,469	0	0	0	0	0	0	0	0	0
Right-of-way	906	231	675	0	0	0	0	0	0	675	0
Construction	21,428	14,707	4,381	2,340	0	0	0	0	0	6,721	0
Total	23,803	16,407	5,056	2,340	0	0	0	0	0	7,396	0
Federal-Aid	19,164	13,214	4,071	1,879	0	0	0	0	0	5,950	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

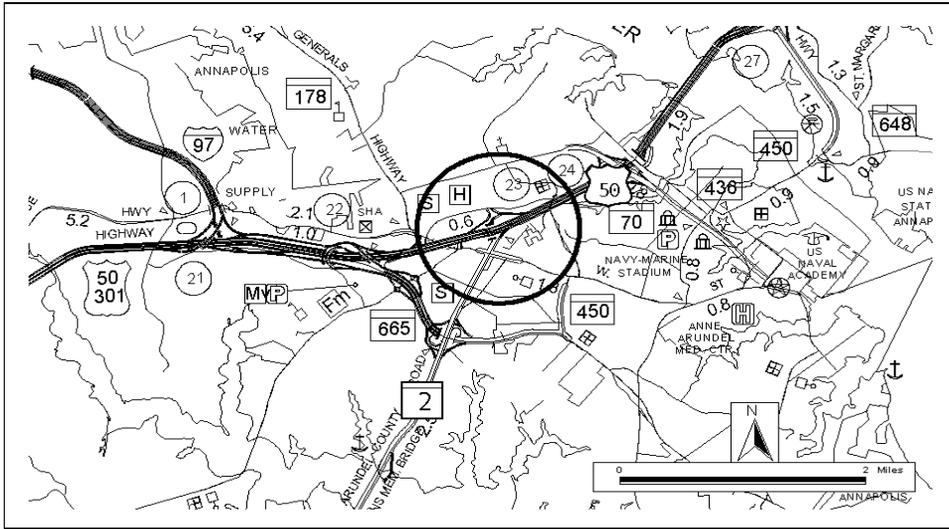
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 46,700

PROJECTED (2025) - 76,800

OPERATING COST IMPACT \$7,000 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					YEAR 2006			YEAR 2007	YEAR 2008	YEAR 2009
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,897	1,897	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,049	195	854	0	0	0	0	0	0	0	0	0	854
Construction	5,271	528	2,697	2,046	0	0	0	0	0	0	0	0	4,743
Total	8,217	2,620	3,551	2,046	0	0	0	0	0	0	0	0	5,597
Federal-Aid	5,590	596	3,123	1,871	0	0	0	0	0	0	0	0	4,994

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

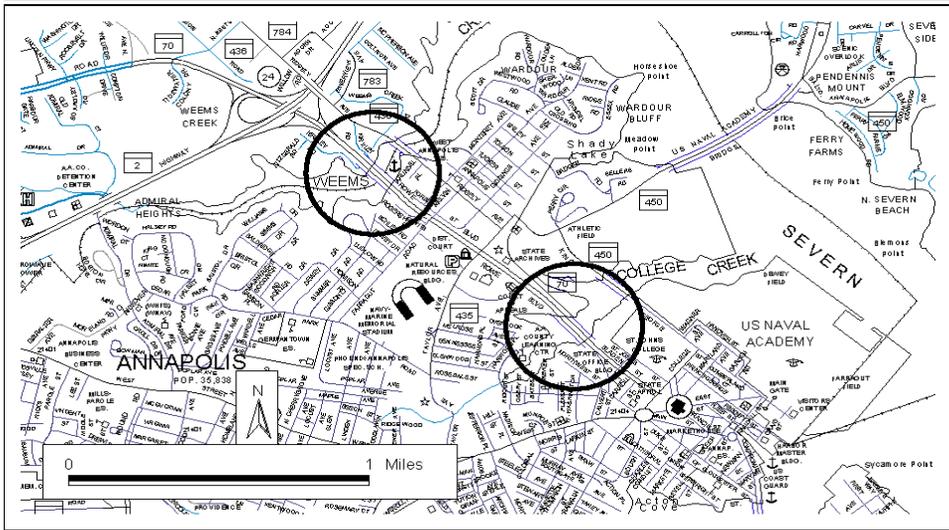
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 130,100

PROJECTED (2025) - 202,000

OPERATING COST IMPACT \$8,000 per year



PROJECT: MD 70, Rowe Boulevard

DESCRIPTION: Bridge 0204200 over Weems Creek will be replaced and widened, including a sidewalk on the east side for pedestrians and a wide median to make it compatible with the existing roadway median on either side. Bridge 0204300 over College Creek will be rehabilitated, including sidewalks on both sides of the bridge. Sidewalks will be added on the east side of MD 70 from North Bestgate Road to the Farragut Road/Melvin Avenue intersection.

JUSTIFICATION: The existing bridges are in a deteriorated condition and in need of replacement/rehabilitation.

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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	15738	0	0	0	0	STP

STATUS: Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,855	1,455	400	0	0	0	0	0	0	400	0
Right-of-way	211	0	160	51	0	0	0	0	0	211	0
Construction	20,177	0	1,341	6,416	8,026	4,394	0	0	0	20,177	0
Total	22,243	1,455	1,901	6,467	8,026	4,394	0	0	0	20,788	0
Federal-Aid	15,903	0	1,171	5,044	6,260	3,427	0	0	0	15,903	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

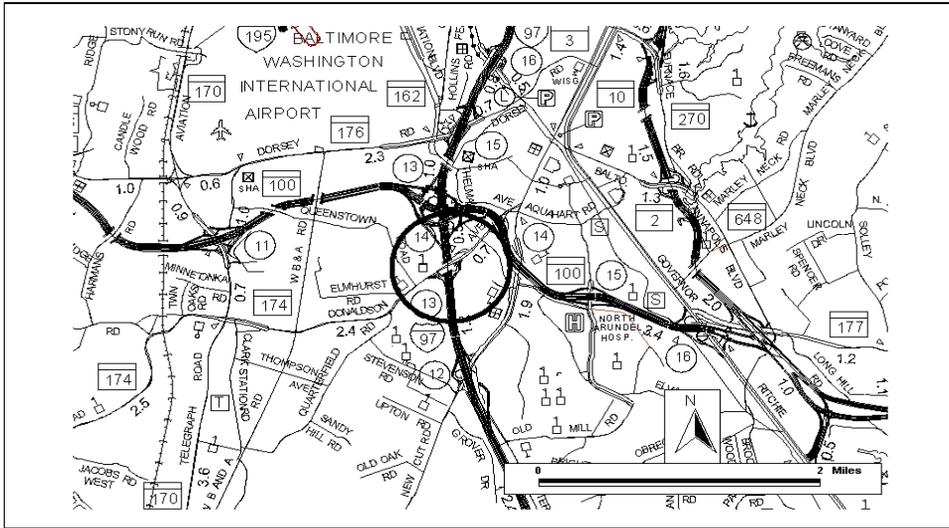
STATE SYSTEM: System

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 41,000

PROJECTED (2025) - 52,500

OPERATING COST IMPACT N/A



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:

- 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,124	1,123	1	0	0	0	0	0	0	1	0
Right-of-way	2,499	1,860	164	475	0	0	0	0	0	639	0
Construction	9,059	2,243	5,333	1,483	0	0	0	0	0	6,816	0
Total	12,682	5,226	5,498	1,958	0	0	0	0	0	7,456	0
Federal-Aid	2,624	2,237	16	371	0	0	0	0	0	387	0

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

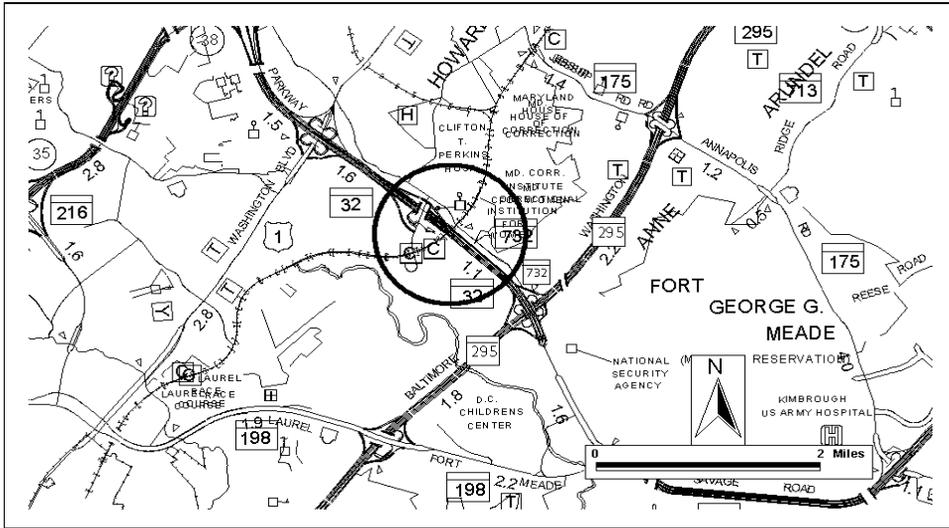
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 23,700

PROJECTED (2025) - 43,000

OPERATING COST IMPACT \$10,000 per year



PROJECT: MD 732, Guilford Road

DESCRIPTION: Replace Bridge 1302900 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. SHA, Anne Arundel County and Howard County are sharing the cost of construction. Cost shown is SHA share only. Project to be advertised by Howard County.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Construction delayed from FY03 to FY04 due to a delay in the acquisition of needed Right-of-way.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	188	56	132	0	0	0	0	0	0	132	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	930	0	930	0	0	0	0	0	0	930	0
Total	1,118	56	1,062	0	0	0	0	0	0	1,062	0
Federal-Aid	147	44	103	0	0	0	0	0	0	103	0

FUNCTION :

STATE - Local

FEDERAL - Local

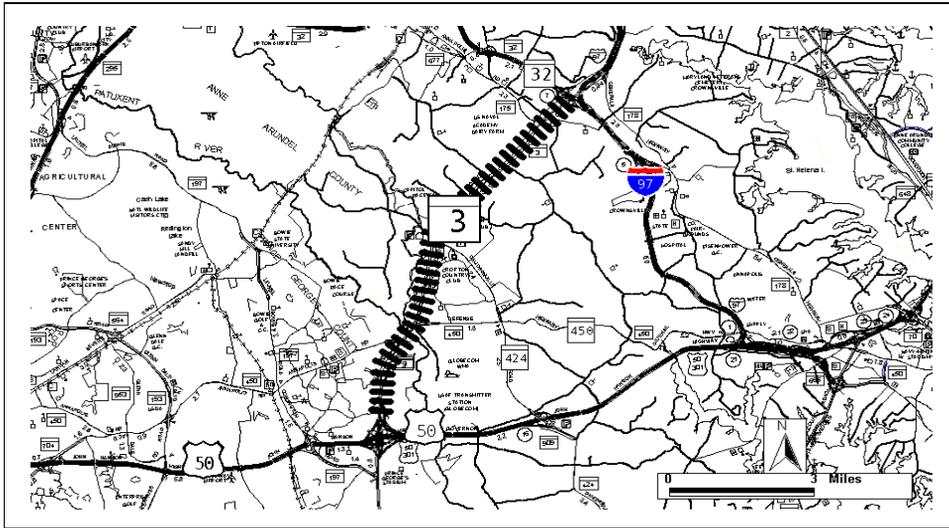
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 13,000

PROJECTED (2025) - 31,000

OPERATING COST IMPACT N/A



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Prince George's County - Line 22)
 US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 23)
 MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	2,532	1,196	976	360	0	0	0	0	0	1,336	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	2,532	1,196	976	360	0	0	0	0	0	1,336	0
Federal-Aid	1,772	837	683	252	0	0	0	0	0	935	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 67,100

PROJECTED (2025) - 105,400

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, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 3	Crain Highway; Ramp from MD 3 southbound to MD 32 westbound and Ramp from MD 3 northbound to MD 32 westbound; mill and resurface	43	Completed
2	US 50	Blue Star Memorial Highway; at Sandy Point; mill and resurface	25	Completed
3	MD 170	Telegraph Road; at Laurel Road; mill and resurface	9	Completed
4	I 195	Metropolitan Boulevard; MD 170 to end of SHA maintenance; mill and resurface	113	Completed
5	MD 295	Baltimore Washington Parkway; Ramps at MD 100; mill and resurface	217	Completed
6	MD 794	Southern Maryland Boulevard; MD 4 to MD 408; mill and resurface	282	Completed
<u>Safety/Spot Improvement</u>				
7	MD 4	Southern Maryland Boulevard; Northbound at MD 258; intersection improvement	35	Completed
8	MD 713	Ridge Road; at Arundel Mills; construct concrete curb	23	Completed
<u>Traffic Management</u>				
9	MD 177	Mountain Road; at Ventnor Road; install hazard identification beacon	33	Completed
10	MD 177	Mountain Road; at Lake Shore Drive; modify traffic signal	10	Completed
<u>Environmental Preservation</u>				
11	MD 2	Governor Ritchie Highway; Earleigh Heights Road to MD 100; landscape	107	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, 2003
<u>Fiscal Year 2003 Completions (cont'd)</u>				
<u>Environmental Preservation (cont'd)</u>				
12	MD 32	At MD 170 interchange; reforestation	172	Completed
13	MD 198	Laurel - Fort Meade Road; Prince George's County Line to MD 295; landscape	87	Completed
<u>Sidewalks</u>				
14	MD 677	Odenton Road; Higgins Drive to MARC Station in Odenton; retrofit sidewalks	129	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
15	MD 2	Governor Ritchie Highway; MD 100 to 5th Avenue; resurface	1,718	FY 2004
16	MD 2	Governor Ritchie Highway; 5th Avenue to MD 270; resurface	1,830	Under construction
17	MD 32	I 97 to Airfield Road; resurface	3,300	Completed
18	US 50	John Hanson Highway; Prince George's County Line to Admiral Drive; safety and resurface	1,286	Under construction
19	US 50	Blue Star Memorial Highway; MD 2 to MD 179; resurface	2,187	Completed
20	MD 174	Reece Road; MD 170 to New Disney Road; resurface	219	FY 2004
21	MD 175	Annapolis Road; Railroad Bridge 2048 to Reece Road; resurface	1,871	Under construction
22	MD 255	Owensville Road; MD 2 to Tent House Court; resurface	400	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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
23	MD 295	Baltimore Washington Parkway; MD 175 to MD 100; resurface southbound roadway	480	FY 2005
24	MD 424	Davidsonville Road; MD 214 to MD 450; resurface	1,240	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
25	MD 100	Bridge 2106 on Catherine Avenue over MD 100; bridge widening/rehabilitation including adjacent ramp and intersection improvements	1,483	Under construction
26	MD 295	Baltimore Washington Parkway; Bridges 0201801 and 0201802 over Amtrak and Stoney Run; bridge rehabilitation	1,366	Under construction
27	I 695	Baltimore Beltway; Bridges 0209205 and 0209206 over MD 170, light rail and Holly Creek; bridge rehabilitation	1,037	Completed
<u>Safety/Spot Improvement</u>				
28		Various locations along I 695, MD 695 and I 95 in Anne Arundel, Baltimore and Howard Counties; guard rail	327	Completed
29	MD 32	At MD 175; interchange modifications (Note: The cost shown represents SHA share of project cost.)	300	FY 2004
30	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
31	MD 450	Defense Highway; MD 424 to Broad Creek; drainage improvement	596	Under construction
32	MD 468	Shadyside Road; Snug Harbor Road to MD 255 (Phase II); safety improvements	5,423	FY 2005

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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
33	I 695	Baltimore Beltway; Inner Loop - at ramp to MD 295 North; mill and resurface ramp to correct superelevation	646	FY 2004
34	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
<u>Neighborhood Conservation</u>				
35	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	
36	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	
37	MD 175	Annapolis Road; at MD 677 in Odenton; intersection improvements	1,327	Completed
38	MD 256	Deale Churchton Road; MD 258 to Rockhold Creek in Deale; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	125	
39	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10 in Glen Burnie; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	650	
40	MD 677	Odenton Road; MD 175 to Piney Orchard Parkway; streetscape	572	Completed
<u>Streetscapes and Minor Reconstruction</u>				
41		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost.)	486	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

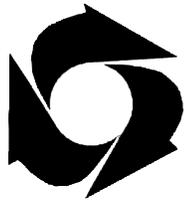
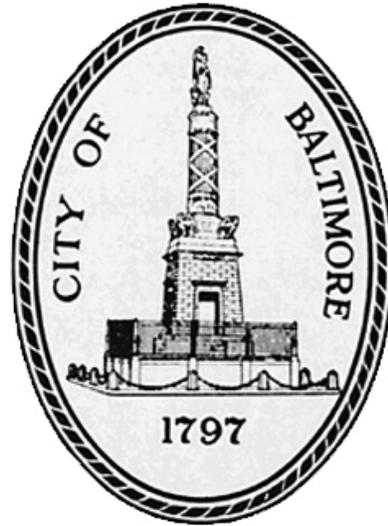
STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Noise Barriers</u>				
42	US 50/301	John Hanson Highway; Ridgely Avenue to west of the Severn River Bridge; noise barrier (Lindamoor/Riverview Avenue)	3,044	Completed
<u>Traffic Management</u>				
43	MD 32	Various locations; variable message sign pads	211	Completed
<u>Environmental Preservation</u>				
44	MD 665	Aris T. Allen Boulevard; Vineyard Road to Chinquapin Round Road; landscape	66	Under construction
<u>Intersection Capacity Improvements</u>				
45	MD 170	Aviation Boulevard; at Stoney Run Road; widen and resurface (Note: Project funded by the Maryland Aviation Administration.)	0	Completed
46	MD 177	Mountain Road; at Edwin Raynor Boulevard; construct additional left turn lane eastbound, mill and resurface intersection	488	Completed
47	MD 214	Central Avenue; at MD 424; widen southbound MD 424 to provide separate turn lanes (Funded for preliminary engineering only)	15	PE Underway
48	MD 435	Taylor Avenue; at MD 70 (Rowe Boulevard); geometric improvements	1,266	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
49		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction.	500	FY 2005

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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Pedestrian/Bicycle Facilities (cont'd)</u>				
50		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	Completed
<u>Preservation of Abandoned Railway Corridors</u>				
51		WB&A Trail - (West County Trail) - Construction of a 2.7 mile trail from the Odenton MARC Station to Strawberry Lake Way.	843	Completed
<u>Environmental Mitigation</u>				
52		Navy-Marine Corps Memorial Stadium Mitigation Project - Construction of bio-retention ponds at the Brigade Entrance, Northeast and Cedar Park bio-retention facilities.	591	Underway
53		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 2005
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
54		London Town Visitor's Center & Museum - Construct a Visitors Center and Museum at Historic London Town and Gardens in Edgewater.	2,647	FY 2004



Baltimore City

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

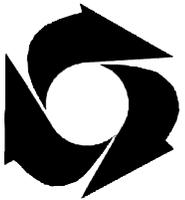
STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
		<u>Fiscal Year 2003 Completions</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
1		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	Completed
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
2		US 40 West Landscaping - Landscaping and pedestrian pathway along US 40 from Monroe Street to Poppleton Street.	165	Completed
		<u>Fiscal Years 2004 and 2005</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
3		Baltimore Promenade - Fells Landing - Construction of 1400 foot segment of the Baltimore Waterfront Promenade and bulkhead at 1625 Thames Street.	3,250	Completed
4		Baltimore Promenade - Frederick Douglass/Isaac Myers Park - Construction of a segment of the Baltimore Waterfront Promenade.	1,049	FY 2004
5		Baltimore Promenade - Swan's Wharf - Construction of 700 foot segment of the Baltimore Waterfront Promenade and bulkhead at 951 Fells Street.	1,250	Underway
6		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
7		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 2004

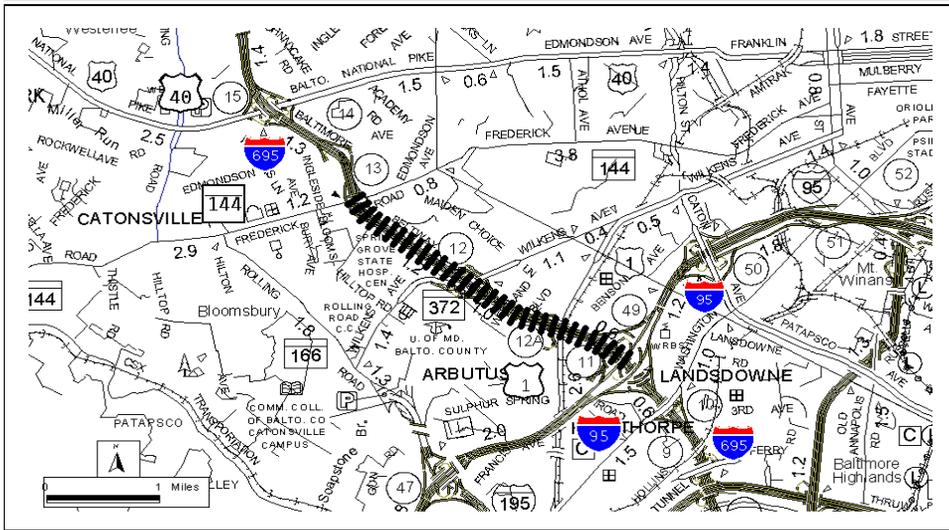
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
8		<p align="center"><u>Fiscal Years 2004 and 2005 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Rehabilitation/Operation of Historic Transportation Structures</u></p> <p>B&O Railroad Museum - Car Shop II - Restoration and renovation of the Baltimore and Ohio Railroad Passenger Car Works building walls and windows.</p>	1,000	FY 2004



Baltimore



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Construct an additional southbound lane (Outer Loop) on I-695 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:

- 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 26 (Line 2)
- I-695, Noise Barriers (System Preservation Program - Line 12)
- I-695, I-95 to MD 122 (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,493	3,493	0	0	0	0	0	0	0	0	0
Right-of-way	6,919	2,889	1,933	2,097	0	0	0	0	0	4,030	0
Construction	56,791	34,131	14,065	8,595	0	0	0	0	0	22,660	0
Total	67,203	40,513	15,998	10,692	0	0	0	0	0	26,690	0
Federal-Aid	57,452	34,865	13,476	9,111	0	0	0	0	0	22,587	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Interstate

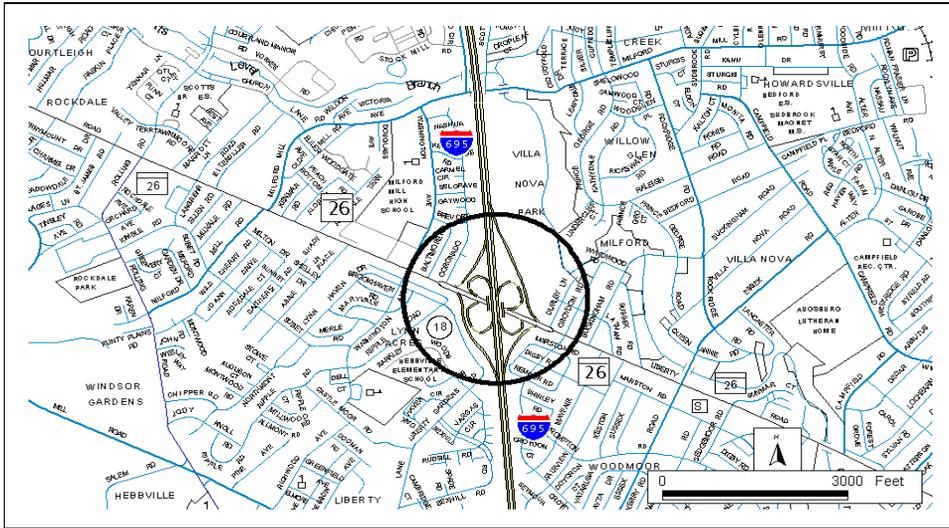
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 177,800

PROJECTED (2025) - 247,300

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, I-95 to MD 122 (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. Baltimore County funding widening of Washington Avenue on the north side of MD 26. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	925	925	0	0	0	0	0	0	0	0	0
Right-of-way	102	64	29	9	0	0	0	0	0	38	0
Construction	4,120	1,817	1,598	705	0	0	0	0	2,303	0	0
Total	5,147	2,806	1,627	714	0	0	0	0	2,341	0	0
Federal-Aid	4,316	2,195	1,466	655	0	0	0	0	2,121	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

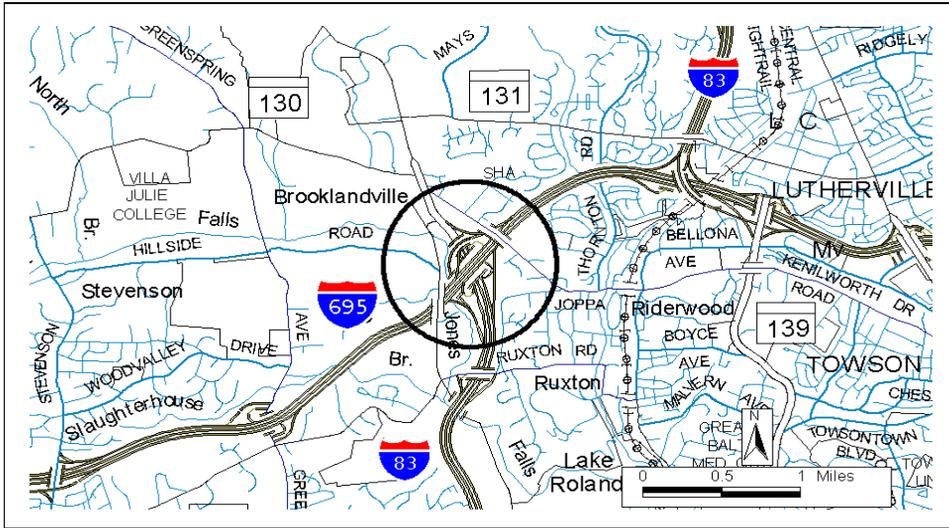
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 188,300 (I-695)
50,400 (MD 26)

PROJECTED (2025) - 254,500 (I-695)
63,800 (MD 26)

OPERATING COST IMPACT \$1,000 per year



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Widen and reconstruct the I-695 bridges over MD 25A and Joppa Road, including deck replacement on the Inner Loop bridge over Thornton 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 ramp bridge to southbound 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 45 (Line 4)
- I-695, Noise Barriers (System Preservation Program - Line 12)
- I-695, I-83 (JFX) to I-95 (Line 8)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$2.1 million is due to an unfavorable bid price.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,512	1,508	4	0	0	0	0	0	0	4	0
Right-of-way	219	0	219	0	0	0	0	0	0	219	0
Construction	19,808	4	6,829	10,507	2,468	0	0	0	0	19,804	0
Total	21,539	1,512	7,052	10,507	2,468	0	0	0	0	20,027	0
Federal-Aid	18,211	1,059	6,040	8,999	2,113	0	0	0	0	17,152	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

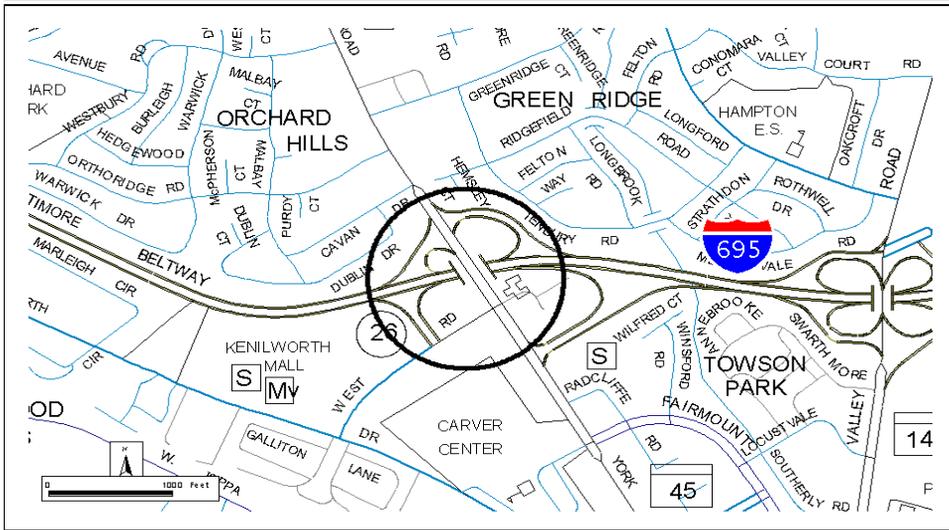
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 185,000

PROJECTED (2025) - 243,000

OPERATING COST IMPACT N/A



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:

- 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 25A (Line 3)
- I-695, Noise Barriers (System Preservation Program - Line 12)
- I-695, I-83 (JFX) to I-95 (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: The cost decrease of \$1.3 million is due to a favorable bid price.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	2006	2007	2008	2009			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	942	935	7	0	0	0	0	0	0	7	0
Right-of-way	611	266	184	140	21	0	0	0	0	345	0
Construction	14,657	51	4,389	7,941	2,276	0	0	0	0	14,606	0
Total	16,210	1,252	4,580	8,081	2,297	0	0	0	0	14,958	0
Federal-Aid	14,003	873	3,987	7,117	2,026	0	0	0	0	13,130	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

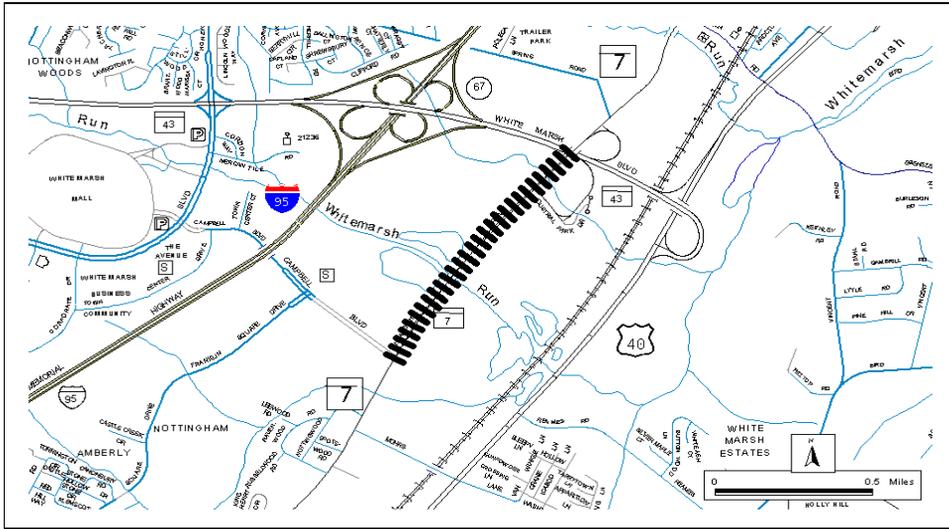
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 159,200 (I-695)
55,500 (MD 45)

PROJECTED (2025) - 209,000 (I-695)
74,650 (MD 45)

OPERATING COST IMPACT N/A



PROJECT: MD 7, Philadelphia Road

DESCRIPTION: Widened MD 7 from MD 43 to Campbell Boulevard. Sidewalks are included where appropriate. Wide outside lanes and/or shoulders are provided to accommodate bicycles (0.91 miles).

JUSTIFICATION: This project provided the additional capacity needed to service planned business and industrial development in the White Marsh 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 43 Extended, US 40 to MD 150 (Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: The cost increase of \$1.5 million is due to the need for additional excavation and replacement of subgrade material.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		TOTAL ESTIMATED COST (\$000)	CURRENT YEAR THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					
						.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning			0	0	0	0	0	0	0	0	0	0
Engineering			1,185	1,185	0	0	0	0	0	0	0	0
Right-of-way			1,458	1,415	43	0	0	0	0	0	43	0
Construction			10,385	10,358	27	0	0	0	0	0	27	0
Total			13,028	12,958	70	0	0	0	0	0	70	0
Federal-Aid			10,022	9,967	55	0	0	0	0	0	55	0

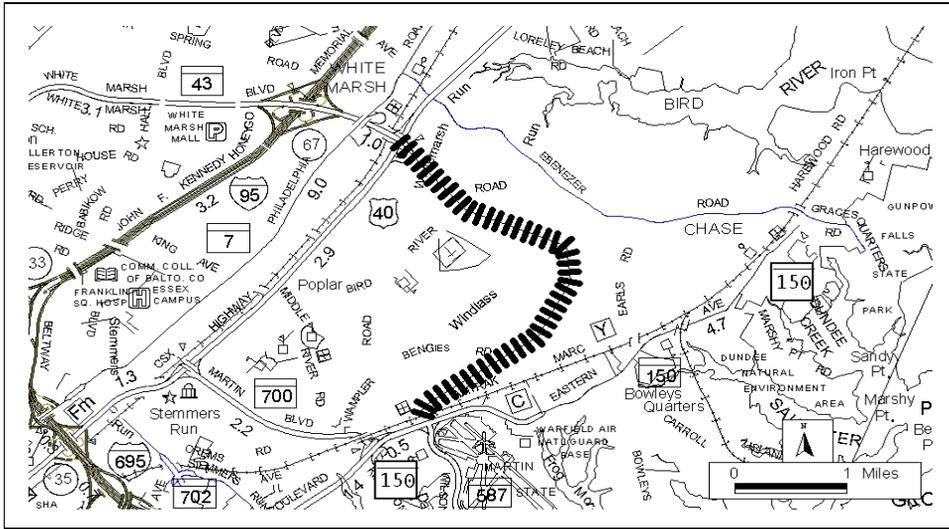
FUNCTION :

- STATE - Major Collector
- FEDERAL - Urban Minor Arterial
- STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2002) - 14,700
- PROJECTED (2025) - 26,200

OPERATING COST IMPACT \$4,840 per year



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 (3.60 miles).

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:

- 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 7, MD 43 to Campbell Blvd. (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 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 2003 - 08 CTP: The cost decrease of \$9.7 million is due to a favorable bid price.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					
					2006	2007	2008			2009
Planning	1,406	1,406	0	0	0	0	0	0	0	
Engineering	1,872	1,817	55	0	0	0	0	0	55	
Right-of-way	7,147	0	6,503	644	0	0	0	0	7,147	
Construction	40,639	185	6,185	10,868	11,315	12,086	0	0	40,454	
Total	51,064	3,408	12,743	11,512	11,315	12,086	0	0	47,656	
Federal-Aid	37,178	143	9,903	8,954	8,789	9,389	0	0	37,035	

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Urban Principal Arterial

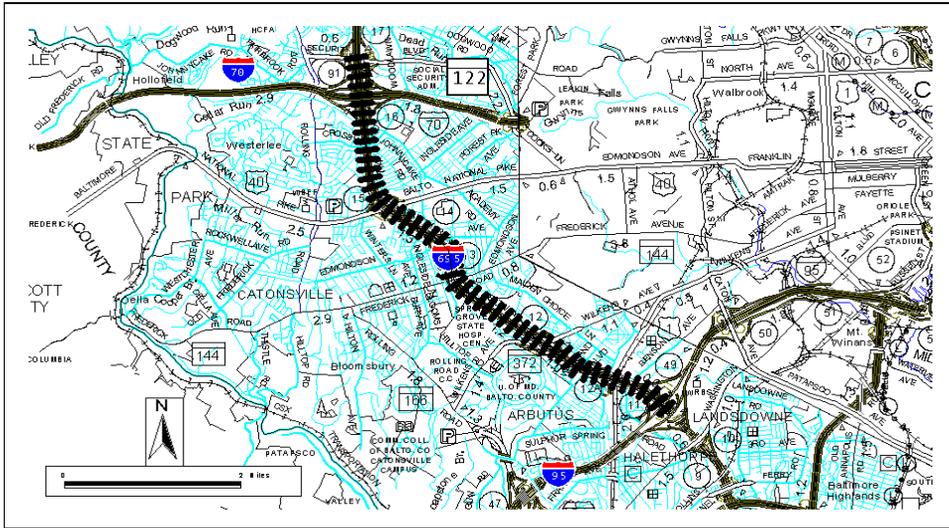
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 13,100 (Ebenezer Road)

PROJECTED (2025) - 66,300

OPERATING COST IMPACT \$18,000 per year



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)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Engineering underway. An additional \$39.8 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										PROJECT CASH FLOW	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
Planning	1,426	1,426	0	0	0	0	0	0	0	0	0	0
Engineering	11,815	7,888	2,140	1,087	700	0	0	0	0	0	3,927	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	13,241	9,314	2,140	1,087	700	0	0	0	0	0	3,927	0
Federal-Aid	7,733	5,360	1,183	700	490	0	0	0	0	0	2,373	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

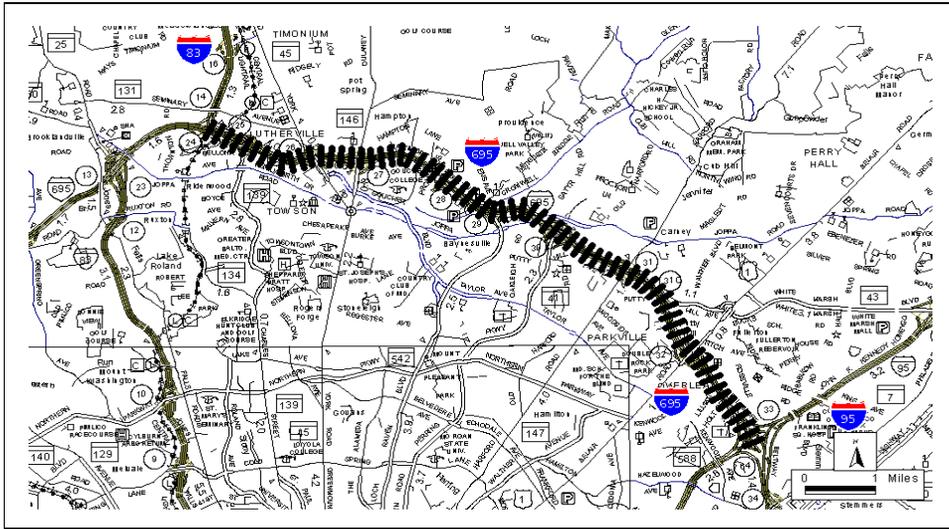
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 178,000

PROJECTED (2025) - 253,000

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 25A (Line 3)
- I-695, at MD 45 (Line 4)
- I-695, Noise Barriers (System Preservation Program - Line 12)

STATUS: Engineering to begin during the current fiscal year for the design of the Old Harford Road bridge over I-695. An additional \$38.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$1.2 million to Engineering for the design of the Old Harford Road bridge over I-695.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					
					2006	2007	2008			2009
Planning	1,515	1,515	0	0	0	0	0	0	0	
Engineering	12,023	10,823	600	600	0	0	0	0	1,200	
Right-of-way	16	16	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	13,554	12,354	600	600	0	0	0	0	1,200	
Federal-Aid	8,650	8,650	0	0	0	0	0	0	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

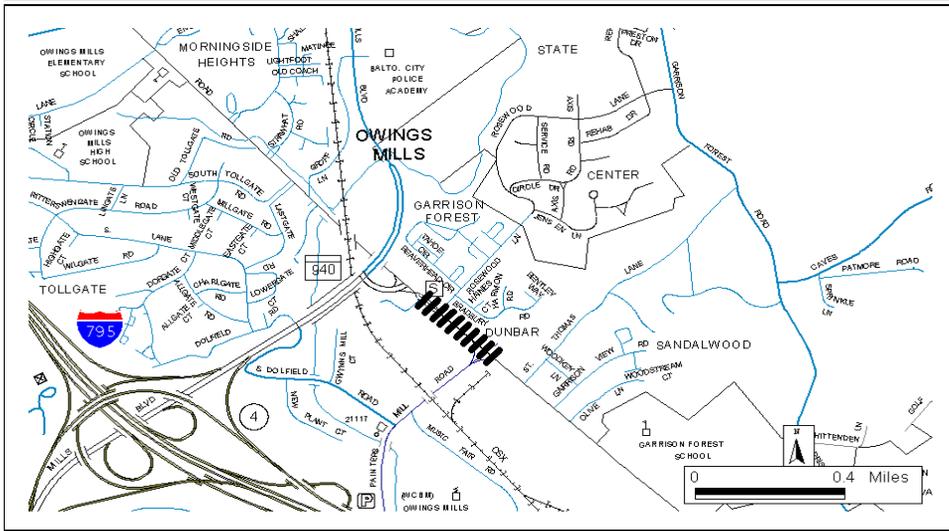
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 189,000

PROJECTED (2025) - 257,300

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 proposed 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:

- 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,362	220	580	464	98	0	0	0	0	1,142	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	1,362	220	580	464	98	0	0	0	0	1,142	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

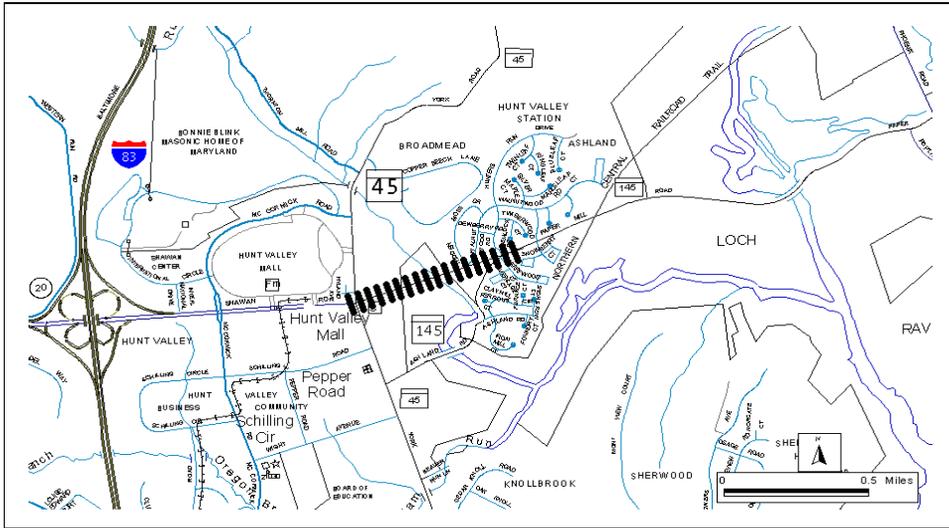
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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 12)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 reevaluation complete.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					
					.....2006.....	.....2007.....	.....2008.....			.....2009.....
Planning	1,049	994	30	25	0	0	0	0	55	0
Engineering	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	994	30	25	0	0	0	0	55	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

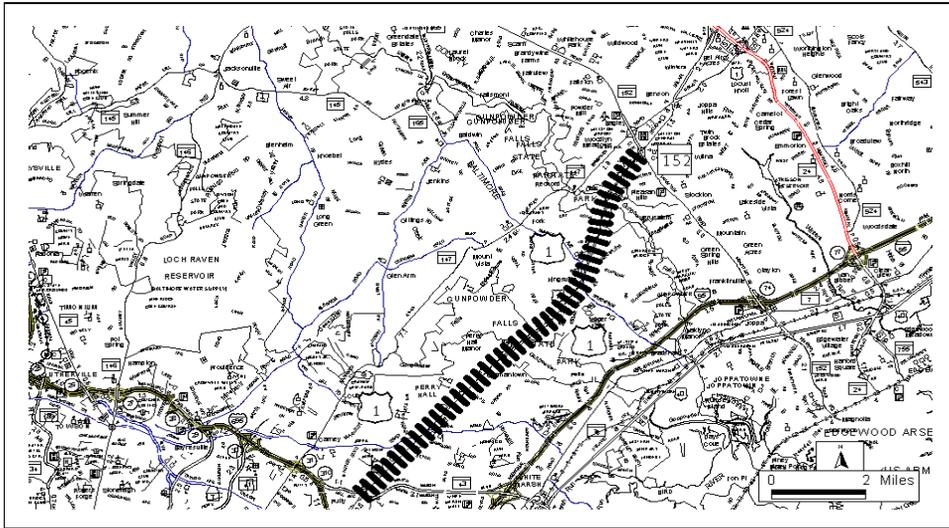
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 13,300

PROJECTED (2025) - 25,000 (Relocated)

OPERATING COST IMPACT N/A



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:

- 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 152 to US 1 Bus. (Harford County - Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
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	1,202	1,202	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0	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 (2002) - 34,500

PROJECTED (2025) - 52,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 12

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		Various routes in Baltimore County; patch roadways deteriorated due to extreme weather conditions	804	Completed
2	US 40	Pulaski Highway; at Structure 0303503 over Gunpowder Falls; resurface	25	Completed
3	MD 128	Butler Road; Worthington Avenue to Mantua Mill Road; resurface	860	Completed
4	MD 139	Charles Street; at Bellona Avenue; patching	17	Completed
5	MD 151B	Wharf Road; MD 158 to Wharf Road; resurface	496	Completed
6	MD 157	Merritt Boulevard; Peninsula Expressway to Wise Avenue; resurface	171	Completed
7	MD 695	Baltimore Beltway; Outer Loop - MD 150 (Eastern Avenue) to MD 702; resurface	1,741	Completed
<u>Bridge Replacement/Rehabilitation</u>				
8	I 95	Bridges 0324301 and 0324302 over CSX Transportation, Patapsco River and River Road; bridge rehabilitation	847	Completed
9	MD 147	Harford Road; North of Sunshine Avenue to south of MD 152; box culverts	855	Completed
<u>Safety/Spot Improvement</u>				
10	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	823	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE 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, 2003
<u>Fiscal Year 2003 Completions (cont'd)</u>				
<u>Sidewalks</u>				
11	US 40	Baltimore National Pike; St. Agnes Lane to Coleridge Road; retrofit sidewalks along eastbound roadway	14	Completed
<u>Intersection Capacity Improvements</u>				
12	MD 30	Hanover Pike; at MD 795/MD 128; widen east side of MD 30 to provide double left turn lanes eastbound	414	Completed
13	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	417	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
14	US 1	Southwestern Boulevard; Structure 0300500 over Sulphur Spring Road to the Baltimore City Line; resurface	970	Under construction
15	MD 25	Falls Road; Structure 0302700 over Jones Falls to Joppa Road; resurface (includes reconstruction of Ruxton Road from MD 25 to 400 feet east)	854	Completed
16	MD 25	Falls Road; Baltimore City Line to Old Court Road; resurface	1,541	Under construction
17	US 40	Pulaski Highway; Baltimore City Line to Chesaco Avenue; resurface	1,529	Under construction
18	US 40	Pulaski Highway; Martin Boulevard to Ebenezer Road; resurface westbound roadway	1,850	Under construction
19	US 40	Pulaski Highway; Ebenezer Road to Days Cove Road; resurface westbound roadway	686	FY 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
20	MD 88	Blackrock Road; Mt. Zion Road to MD 25 (Falls Road); resurface	1,286	FY 2004
21	MD 128	Butler Road; MD 30 (Old Hanover Road) to Worthington Avenue; resurface	1,621	Under construction
22	MD 133	Old Court Road; Park Heights Avenue to Greenspring Avenue; resurface	583	Under construction
23	MD 150	Eastern Boulevard; Selig Avenue to MD 700; resurface (Note: The cost shown represents SHA share of project cost.)	4,114	Under construction
24	MD 542	Loch Raven Boulevard; Joppa Road to Cromwell Bridge Road; concrete patching	738	FY 2004
25	I 695	Baltimore Beltway; Inner Loop - Perring Parkway to east of I 95; resurface	4,027	Completed
26	MD 695	Baltimore Beltway; Outer Loop - Cove Road to end of SHA maintenance; resurface	920	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
27	I 70	Bridges 0322903 and 0322904 over the Patapsco River and CSX Transportation; bridge rehabilitation	2,216	Under construction
28	I 83	Harrisburg Expressway; Bridge 3064 over Timonium Road; bridge deck replacement/widening	3,188	Completed
29	CO 219	Cold Bottom Road; Bridge 3052 over I 83; bridge deck replacement	1,308	Under construction
<u>Safety/Spot Improvement</u>				
30		Various locations along I 695, MD 695 and I 95 in Anne Arundel, Baltimore and Howard Counties; guard rail	327	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
31	US 1	Belair Road; at Sunshine Avenue/Bradshaw Road; geometric improvements (Funded for preliminary engineering only)	50	PE Underway
32	US 1	Belair Road; at Mt. Vista Road; widen to provide left turn lanes (Funded for preliminary engineering only)	249	PE Underway
33	US 40	Pulaski Highway; at Ebenezer Road; add 3rd through lane westbound (Funded for preliminary engineering only)	270	PE Underway
34	MD 45	York Road; at Hereford High School; modify school entrance and parking lot, resurface and modify signal	577	Completed
35	MD 45	York Road; Caven Drive to Ridgely Road; widen to provide center turn lane from Seminary Avenue to Ridgely Road (Funded for preliminary engineering only)	1,270	PE Underway
36	I 70	Eastbound at ramp to I 695 northbound; widen existing ramp to provide 2 lanes (Funded for preliminary engineering only)	176	PE Underway
37	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	5,956	Under construction
38	MD 122	Security Boulevard; Lord Baltimore Drive to Rolling Road; provide additional through lane westbound	451	Completed
39	MD 128	Butler Road; at Piney Grove Road; realign intersection to improve sight distance	329	Completed
40	MD 139	Charles Street; at Towsontown Boulevard; intersection improvements	2,424	Under construction
41	MD 140	Westminster Pike; at Mitchell Drive; provide access to regional park	1,102	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
42	MD 150	Eastern Boulevard; at Taylor Avenue; reconstruct medians and provide left turn lanes (Funded for preliminary engineering only)	177	PE Underway
43	MD 166	Rolling Road; at Highfields Drive; provide median acceleration lane	221	Under construction
44	I 695	Baltimore Beltway; Roland Run stabilization at Charles Street; drainage improvement	289	FY 2004
45	MD 695	Baltimore Beltway; Near Chesaco Avenue; provide superelevation around curve on northbound roadway	125	PE Underway
<u>Neighborhood Conservation</u>				
46	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	228	
47	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	
48	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.)	5,446	Under construction
49	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	
50	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	
51	MD 147	Harford Road; Taylor Avenue to Joppa Road in Parkville; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	249	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
52	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	
53	MD 151	North Point Boulevard; Morse Lane to Wise Avenue; streetscape (Note: The cost shown represents SHA share of project cost.)	2,332	Under construction
54	MD 157	Merritt Boulevard; Peninsula Boulevard to Wise Avenue; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	150	
<u>Noise Barriers</u>				
55	I 83	Harrisburg Expressway; (Southbound) 3100 feet north of Seminary Avenue to Seminary Avenue Bridge; noise barrier	2,422	Under construction
<u>Environmental Preservation</u>				
56	US 40	Baltimore National Pike; I 695 (Baltimore Beltway) to Baltimore City Line; streetscape PROJECT ON INDEFINITE HOLD	100	
57	MD 43 EXT	White Marsh Boulevard; US 40 to MD 150; reforestation	154	FY 2005
58	I 83	Harrisburg Expressway; at Shawan Road Interchange; landscape	327	Under construction
<u>Sidewalks</u>				
59	MD 43	White Marsh Boulevard; at Perry Hall Boulevard; retrofit sidewalks - 410 linear feet	19	Completed
60	MD 45	York Road; MD 137 to Everett Road; retrofit sidewalks - 500 linear feet	20	Completed

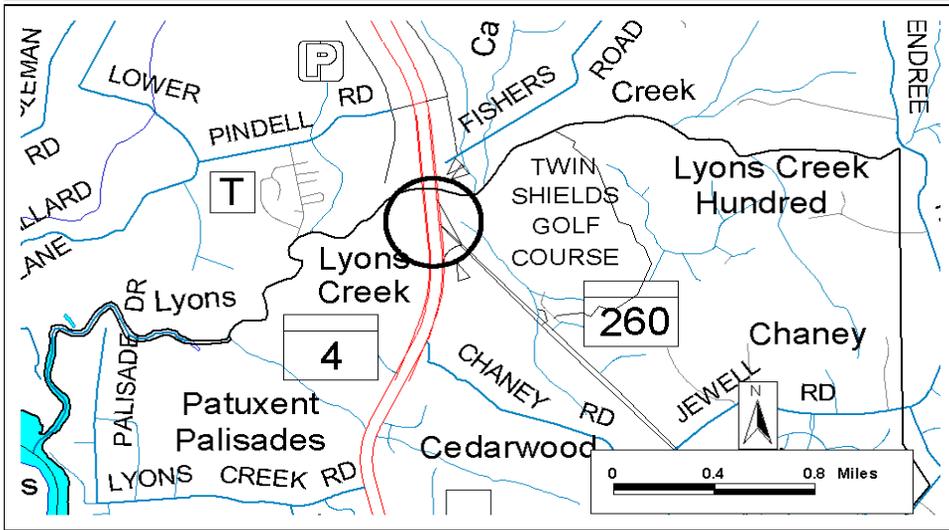
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
61	MD 166	Rolling Road; Collegiate Drive to Wilkens Avenue; retrofit sidewalks along southbound roadway	19	Completed
62	MD 372	Wilkens Avenue; Maiden Choice Lane to the Baltimore City Line; retrofit sidewalks along the westbound roadway	84	Completed
63	MD 372	Wilkens Avenue; Maiden Choice Lane to the Baltimore City Line; retrofit sidewalks along the eastbound roadway	31	Completed
<u>Intersection Capacity Improvements</u>				
64	MD 45	York Road; at Padonia Road; widen to provide double left turn lanes northbound and maintain existing sidewalk (Funded for preliminary engineering only)	176	PE Underway
65	MD 131	Seminary Avenue; at MD 45 (York Road); widen Seminary Avenue to extend the eastbound right turn lane	170	Completed
66	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)	100	PE Underway
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements & Scenic/Historic Sites</u>				
67		I-83 Viewshed Protection - Purchase of scenic easement on the 86-acre Windswept Farm	262	Completed
68		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.	747	Underway



Calvert



PROJECT: MD 4, Southern Maryland Boulevard

DESCRIPTION: Constructed 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 had been identified as a high accident intersection. The new interchange at this location addressed 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	223	223	0	0	0	0	0	0	0	0	0
Engineering	1,050	1,050	0	0	0	0	0	0	0	0	0
Right-of-way	637	627	10	0	0	0	0	0	0	10	0
Construction	15,327	15,003	324	0	0	0	0	0	0	324	0
Total	17,237	16,903	334	0	0	0	0	0	0	334	0
Federal-Aid	12,648	12,372	276	0	0	0	0	0	0	276	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

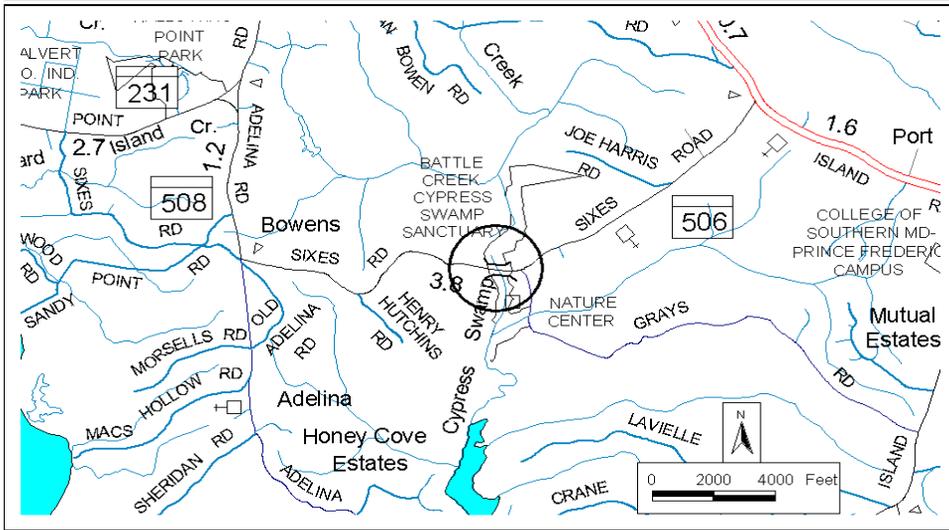
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 51,350

PROJECTED (2025) - 86,800

OPERATING COST IMPACT N/A



PROJECT: MD 506, Sixes Road

DESCRIPTION: Replaced Bridge 0402300 over Battle Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The old 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	112	111	1	0	0	0	0	0	0	1	0
Right-of-way	51	51	0	0	0	0	0	0	0	0	0
Construction	677	192	485	0	0	0	0	0	0	485	0
Total	840	354	486	0	0	0	0	0	0	486	0
Federal-Aid	611	234	377	0	0	0	0	0	0	377	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

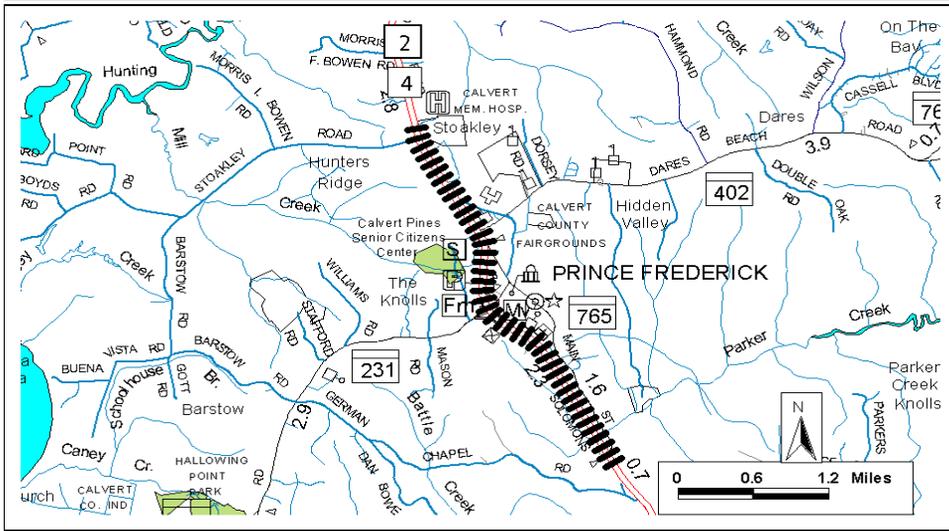
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 1,325

PROJECTED (2025) - 1,900

OPERATING COST IMPACT N/A



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade MD 2/4, from south of MD 765 to north of Stoakley 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)

STATUS: Engineering for the MD 231 intersection to resume during the current fiscal year. An additional \$1.5 million is needed to complete Engineering and an additional \$29.6 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$0.8 million to Engineering and \$4.0 million to Right-of-way for the design and partial right-of-way acquisition of the MD 231 intersection.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	1,960	1,960	0	0	0	0	0	0	0	0	0
Engineering	2,345	1,545	300	250	250	0	0	0	0	800	0
Right-of-way	4,625	625	100	3,400	500	0	0	0	0	4,000	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,930	4,130	400	3,650	750	0	0	0	0	4,800	0
Federal-Aid	1,532	1,532	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 45,400

PROJECTED (2025) - 76,000

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, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 262	Lower Marlboro Road; Mill Branch to MD 2; mill and resurface	433	Completed
<u>Traffic Management</u>				
2	MD 2/4	Solomons Island Road; at MD 263; install hazard identification beacon	30	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 2/4	Solomons Island Road; MD 263 to Cox Road; resurface	549	Under construction
4	MD 4	Southern Maryland Boulevard; Ward Road to the Anne Arundel County Line; resurface northbound roadway	915	FY 2004
5	MD 262	Lower Marlboro Road; Begin state maintenance to Academy Road; resurface	450	Completed
<u>Bridge Replacement/Rehabilitation</u>				
6	MD 231	Prince Frederick Road; Bridge 0400800 over Patuxent River (Benedict); bridge rehabilitation (Note: Cost for entire project shown in Calvert and Charles Counties.)	6,275	Completed
<u>Safety/Spot Improvement</u>				
7	MD 2/4	Solomons Island Road; at Ponds Wood Road; geometric improvements (Note: Cost shown represents SHA share.)	237	FY 2004
8	MD 4	Southern Maryland Boulevard; at MD 262; modify intersection with half signal	487	Completed

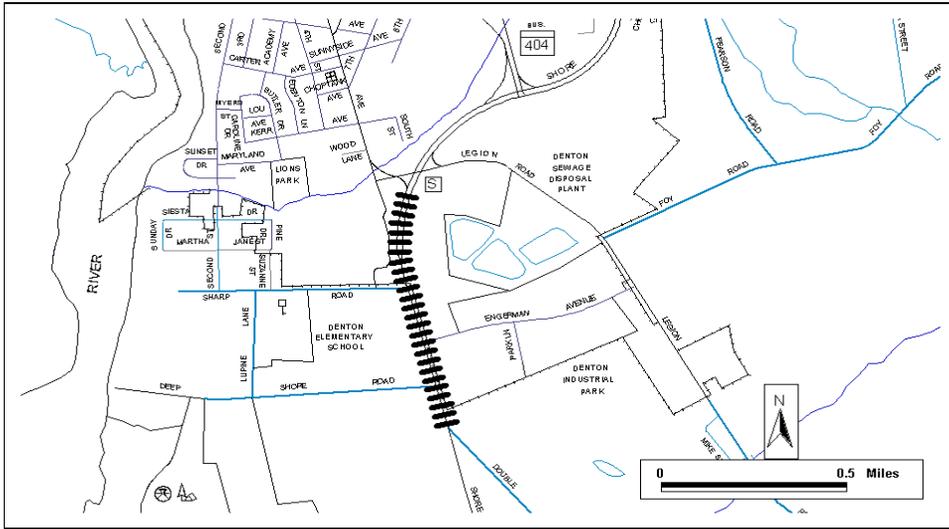
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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, 2003
<u>Fiscal Years 2004 and 2005 (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	2,387	Completed
<u>Commuter Action Improvements</u>				
11	MD 2/4	Solomons Island Road; at Ball Road; expand existing ridesharing facility	340	Completed
12	MD 497	Cove Point Road; at MD 765Q; expand existing ridesharing facility	79	Under construction
<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



Caroline



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 South (Line 2)
- MD 404, US 50 to Denton Bypass (Line 3)
- MD 404, Access Controls (System Preservation Program - Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None..

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	35	35	0	0	0	0	0	0	0	0	0
Engineering	1,538	1,535	3	0	0	0	0	0	0	3	0
Right-of-way	3,127	2,617	510	0	0	0	0	0	0	510	0
Construction	4,828	642	4,186	0	0	0	0	0	0	4,186	0
Total	9,528	4,829	4,699	0	0	0	0	0	0	4,699	0
Federal-Aid	2,974	435	2,539	0	0	0	0	0	0	2,539	0

FUNCTION :

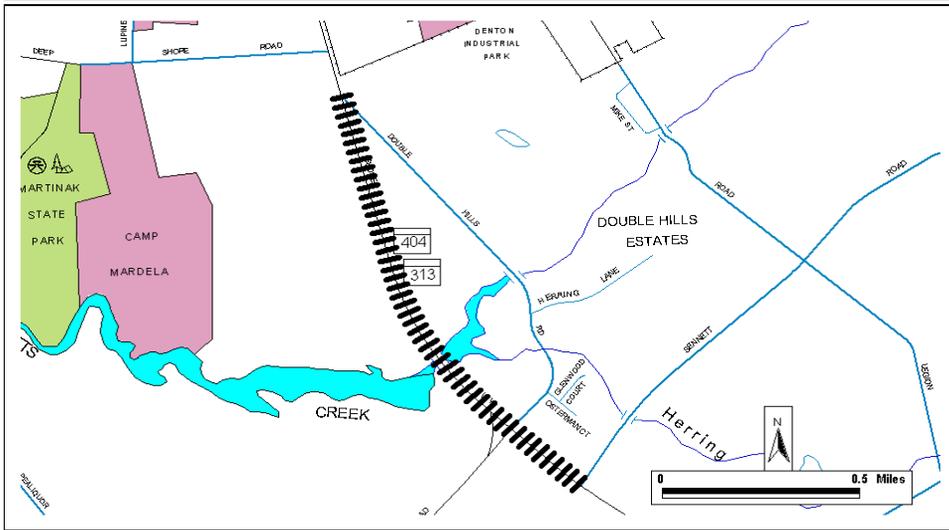
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2002) - 14,225
19,200 (Summer)
- PROJECTED (2025) - 23,000
28,000 (Summer)

OPERATING COST IMPACT \$2,500 per year



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 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 and partial Right-of-way underway. An additional \$2.9 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$1.0 million to Engineering from Federal 2003 Transportation Appropriations bill and \$0.5 million to 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	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,499	29	800	670	0	0	0	0	0	1,470	0
Right-of-way	1,200	516	55	529	100	0	0	0	0	684	0
Construction	25	25	0	0	0	0	0	0	0	0	0
Total	2,724	570	855	1,199	100	0	0	0	0	2,154	0
Federal-Aid	1,379	27	736	616	0	0	0	0	0	1,352	0

FUNCTION :

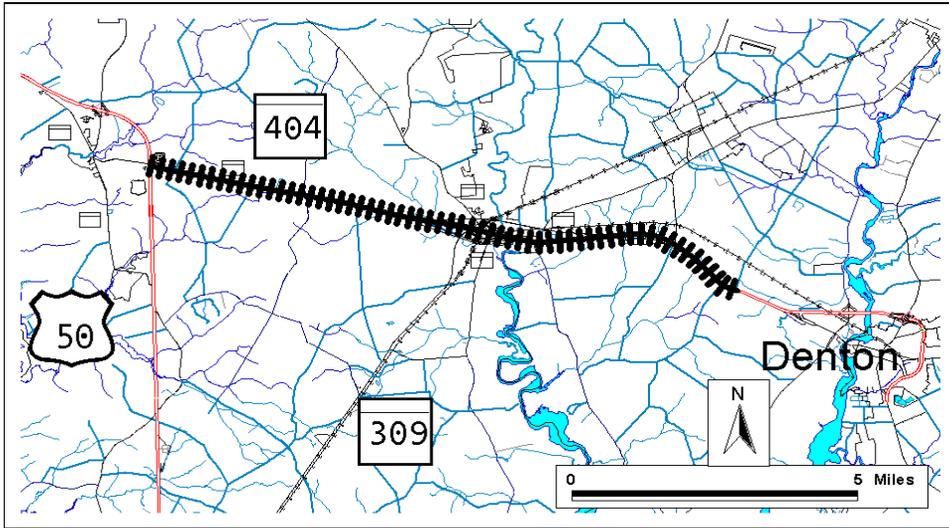
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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 South (Line 2)
- MD 404, Access Controls (System Preservation Program - Line 4)
- US 50, US 301 to MD 404 (Queen Anne's County Line 1)

STATUS: Project reevaluation complete.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE		
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER													
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					YEAR 2006			YEAR 2007	YEAR 2008	YEAR 2009
Planning	425	420	5	0	0	0	0	0	0	0	0	0	5	0
Engineering	0	0	0	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	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	425	420	5	0	0	0	0	0	0	0	0	0	5	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 16,700
 21,700 (Summer)
PROJECTED (2025) - 22,400
 27,700 (Summer)

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 311	Main Street/Henderson Road/Halltown Road; MD 313 to MD 454; resurface	1,354	Completed
2	MD 313	Greensboro Road; Structure 5005 over Choptank River to Railroad Avenue; resurface	1,120	Completed
3	MD 331	Dover Bridge Road; Carrs Creek Lane to Dover Bridge; resurface	110	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 313	Goldsboro Road; MD 287 to Queen Anne's County Line; resurface	607	FY 2004
5	MD 331	Dover Bridge Road; Bethlehem Road to Carrs Creek Lane; resurface	430	FY 2005
6	MD 480	Sixth Street/Ridgely Road/Main Street; Maple Avenue in Ridgely to Maple Avenue in Greensboro; resurface	615	FY 2004
<u>Bridge Replacement/Rehabilitation</u>				
7	MD 331	Dover Bridge Road; Bridge 20023 over the Choptank River; bridge rehabilitation (Note: Project also shown in Talbot County.)	1,924	Completed
<u>Neighborhood Conservation</u>				
8	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	

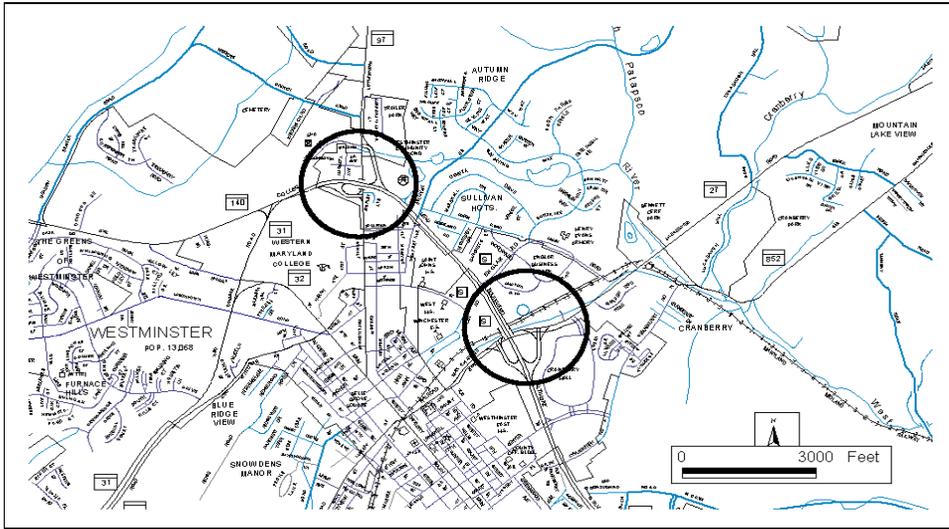
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
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	
10	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	
11	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	
<u>Sidewalks</u>				
12	MD 821	Main Street; MD 311 to 580 feet west of MD 311 in Marydel; retrofit sidewalks	41	Completed
<u>Access Controls</u>				
13	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>				
14		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	Completed



Carroll



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 bridges. 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 Westminister.

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 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: The cost increase of \$4.0 million is due to scope changes, additional retaining walls, and a profile change which required additional 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	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	879	879	0	0	0	0	0	0	0	0
Right-of-way	958	547	147	221	43	0	0	0	411	0
Construction	13,396	11	4,355	6,655	2,375	0	0	0	13,385	0
Total	15,233	1,437	4,502	6,876	2,418	0	0	0	13,796	0
Federal-Aid	10,913	9	3,547	5,422	1,935	0	0	0	10,904	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

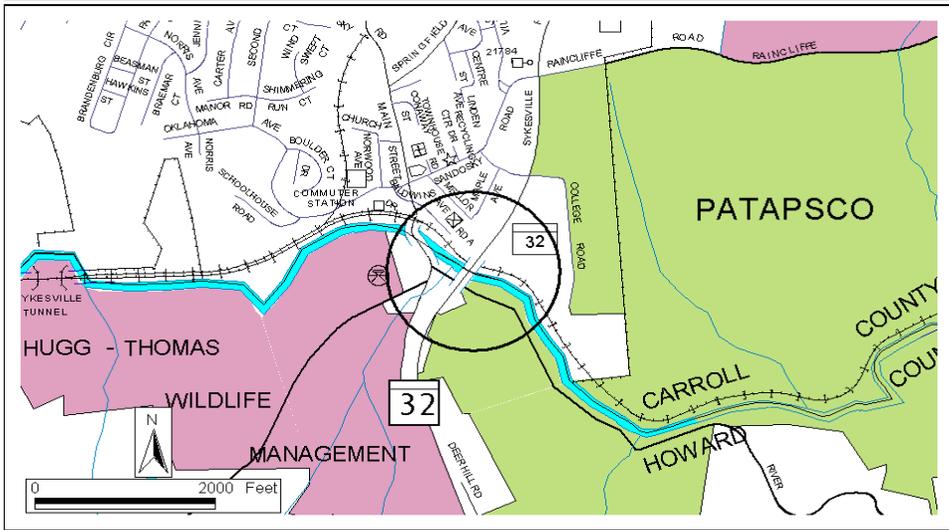
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 34,000 - 46,000

PROJECTED (2025) - 67,000

OPERATING COST IMPACT \$13,600 per year



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Replace Bridge 1304600 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:

- 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	738	736	2	0	0	0	0	0	0	2	0
Right-of-way	158	103	55	0	0	0	0	0	0	55	0
Construction	4,291	1,626	2,665	0	0	0	0	0	0	2,665	0
Total	5,187	2,465	2,722	0	0	0	0	0	0	2,722	0
Federal-Aid	4,117	1,941	2,176	0	0	0	0	0	0	2,176	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

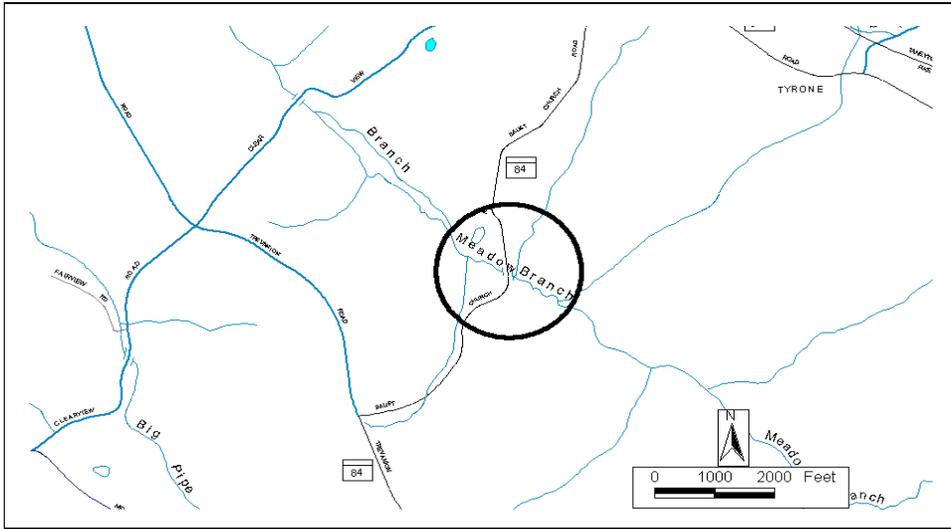
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 22,000

PROJECTED (2025) - 28,000

OPERATING COST IMPACT N/A



PROJECT: MD 84, Baust Church Road

DESCRIPTION: Replaced Bridge 0601600 over Meadow Branch. Shoulders accommodate bicycles and pedestrians.

JUSTIFICATION: This project replaced the existing deteriorated bridge 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										PROJECT CASH FLOW	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
				.....2006.....	.....2007.....	.....2008.....	.....2009.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	156	156	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	609	121	488	0	0	0	0	0	488	0	0	
Total	765	277	488	0	0	0	0	0	488	0	0	
Federal-Aid	523	97	426	0	0	0	0	0	426	0	0	

FUNCTION :

STATE - Local Road

FEDERAL - Local Road

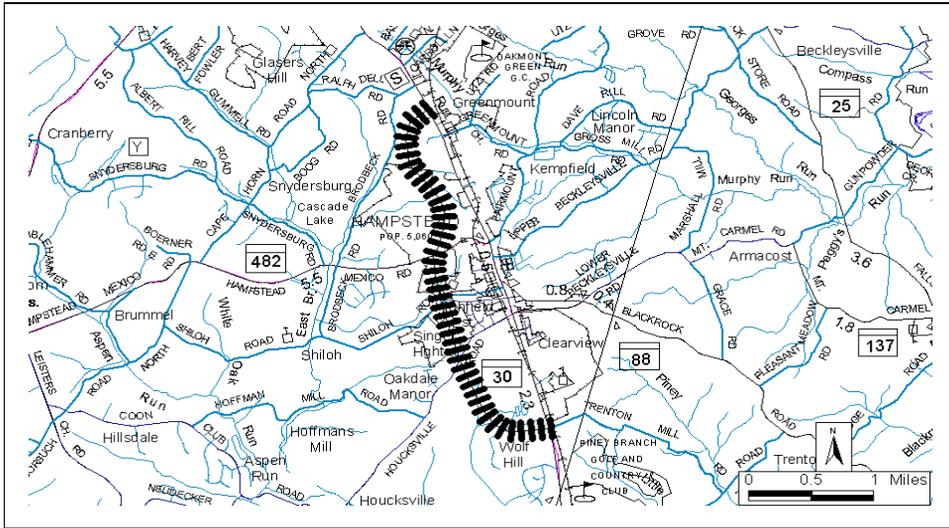
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 850

PROJECTED (2025) - 1,300

OPERATING COST IMPACT N/A



PROJECT: MD 30 Relocated, Hampstead Bypass

DESCRIPTION: Study to construct a new 2 lane limited access highway replacing existing MD 30 from MD 30 south of Hampstead (at Wolf Hill Drive) to MD 30 north of Hampstead (at Brodbeck Road)(5.84 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: Existing MD 30 is a primary state highway linking the greater Baltimore area with southern Pennsylvania. The proposed improvement would relieve existing traffic capacity problems on MD 30 in the Town of Hampstead.

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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 underway. Partial Right-of-way to begin during current fiscal year. An additional \$9.7 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$3.0 million to Right-of-way for advanced acquisitions.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009			
Planning	408	408	0	0	0	0	0	0	0	0	0
Engineering	5,576	4,844	469	263	0	0	0	0	0	732	0
Right-of-way	6,562	3,560	52	2,550	400	0	0	0	0	3,002	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,546	8,812	521	2,813	400	0	0	0	0	3,734	0
Federal-Aid	6,682	6,168	330	184	0	0	0	0	0	514	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

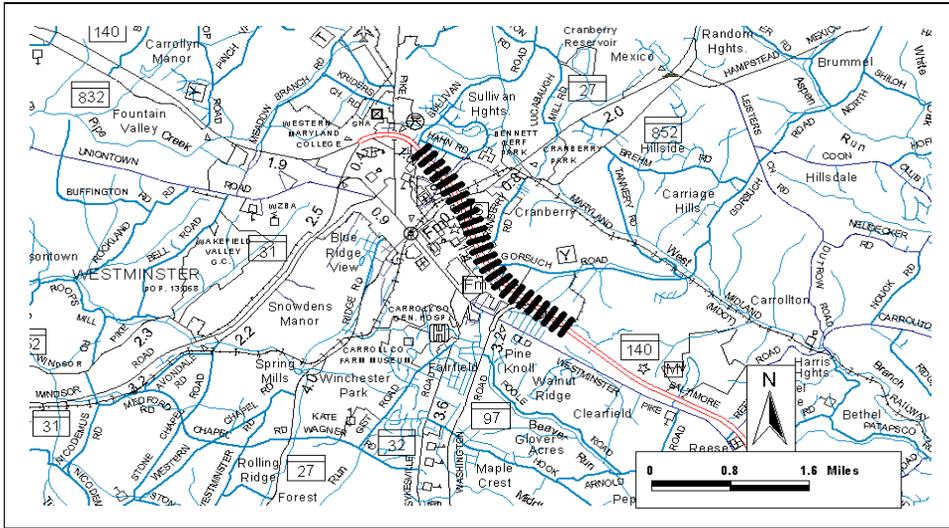
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 18,075 - 22,875

PROJECTED (2025) - 18,000 (Bypass)
 12,000 (MD 30)

OPERATING COST IMPACT N/A



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminster. Bicycle and pedestrian facilities will be provided (2.46 miles).

JUSTIFICATION: This project will relieve existing congestion and provide additional capacity for planned growth and economic development within the Priority Funding 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 140, Bridges over MD 97 North and MD 27 (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					
					2006	2007	2008			2009
Planning	1,300	434	674	192	0	0	0	0	866	0
Engineering	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	1,300	434	674	192	0	0	0	0	866	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

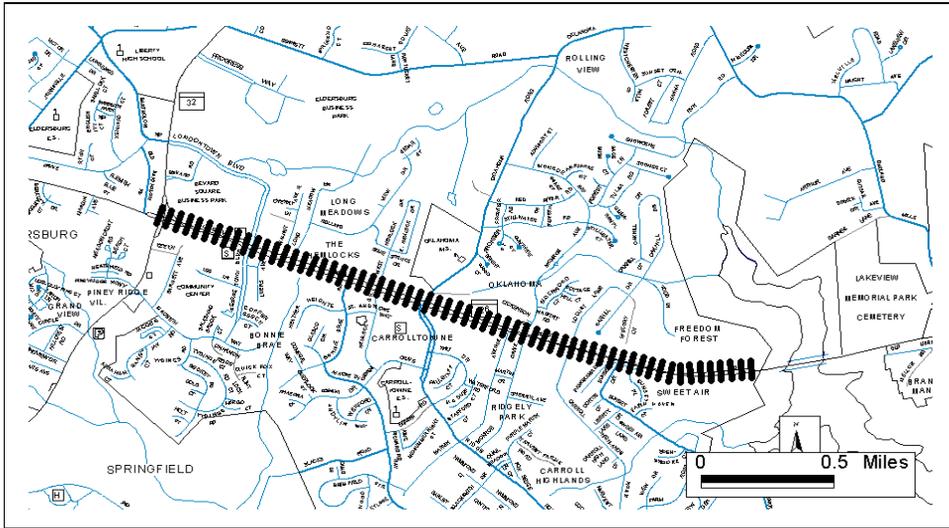
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 38,000 - 51,000

PROJECTED (2025) - 51,200 - 78,300

OPERATING COST IMPACT N/A



PROJECT: MD 26, Liberty Road

DESCRIPTION: Study to consider access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.55 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project will improve operations and safety along this segment of MD 26.

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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. County and State split planning cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	278	276	2	0	0	0	0	0	0	2	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	278	276	2	0	0	0	0	0	0	2	0
Federal-Aid	195	193	1	0	0	0	0	0	0	1	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 18,300 - 33,100
PROJECTED (2025) - 26,000 - 39,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		Various Routes; Bridge approaches at various locations; deep patching	485	Completed
2	MD 91	Gamber Road; MD 140 to MD 32; resurface	440	Completed
3	MD 97	New Washington Road/Malcolm Drive; Poole Road to MD 140; resurface	858	Completed
<u>Safety/Spot Improvement</u>				
4	MD 26	Liberty Road; at Woodbine Road/Salem Bottom Road; provide left turn lanes in both directions	517	Completed
5	MD 26	Liberty Road; 1000 feet east of Linton Road to 1000 feet west of Linton/White Rock Roads; widen to provide left turn lanes	789	Completed
<u>Traffic Management</u>				
6	MD 30	South Main Street; at Gill Avenue; modify traffic signal	39	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
7	MD 27	Ridge Road/Manchester Road; 800 feet south of Bond Street to north of MD 482; resurface	1,967	Completed
8	MD 32	Sykesville Road; Grandview Avenue to MD 26; resurface	252	Under construction
<u>Safety/Spot Improvement</u>				
9	MD 27	Ridge Road; at Sams Creek Road; widen to provide left turn lanes and reduce oververtical curve	989	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

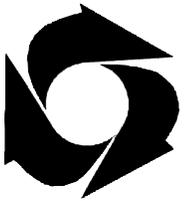
STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
10	MD 32	Sykesville Road; North of MD 32/MD 851 intersection to south of MD 32/Main Street intersection; reconstruct intersection (Note: Project schedule is dependent upon Town of Sykesville. Cost shown represents SHA share of project cost.)	2,700	FY 2005
11	MD 88	Lower Beckleysville Road; at MD 833; construct roundabout	780	Completed
12	MD 97	Old Washington Road; at MD 850H (Old Liberty Road); construct roundabout (Funded for preliminary engineering only)	142	PE Underway
<u>Neighborhood Conservation</u>				
13	MD 30	Main Street; Through Hampstead; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	100	
14	MD 31	High Street; Coe Drive to Church Street in New Windsor; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	275	
15	MD 75	Main Street; South limits of Union Bridge to north of Bridge 6013 over Little Pipe Creek; streetscape	2,469	Under construction
16	MD 140	Baltimore Street; Through Taneytown; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	129	
17	MD 851	Main Street; Howard County Line to Cooper Drive in Sykesville; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	275	
<u>Streetscapes and Minor Reconstruction</u>				
18	MD 30	South Main Street; Beaver Street to Holland Drive in Manchester; streetscape and intersection improvements	4,569	Under construction

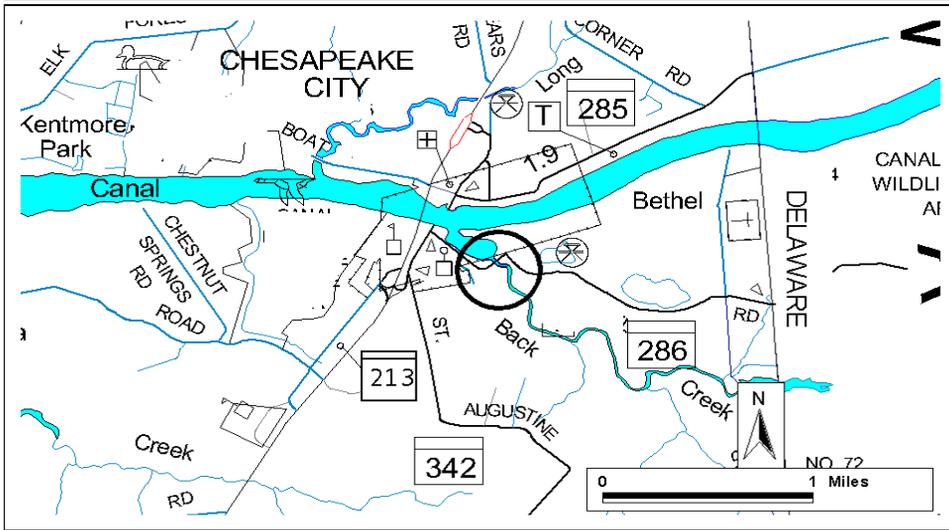
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Enhancements</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
19		Little Pipe Creek Restoration - Stream restoration activities located along Little Pipe Creek.	203	Underway
<u>Environmental Mitigation</u>				
20		Carroll County Airpark Watershed Assessment and Restoration Project - Phase 1 - Inlet and conveyance improvements east of MD 97; Phase 2 - Conversion of the stormwater management facility inlet channel to a wetland forbay for water quality improvement; Phase 3 - Dredging of the stormwater management basin to improve storage capacity; Phase 4 - modify the facility riser structure to improve downstream channel protection; Phase 5 - Buffer plantings around the facility.	67	FY 2005



Cecil



PROJECT: MD 286, Bethel Road

DESCRIPTION: Replaced Bridge 0705300 over Back Creek. Sidewalks and shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This bridge had become structurally deficient as scour undermined the abutments and the wing walls had 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	107	107	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	911	864	47	0	0	0	0	0	0	0	47	0
Total	1,018	971	47	0	0	0	0	0	0	0	47	0
Federal-Aid	713	673	40	0	0	0	0	0	0	0	40	0

FUNCTION :

STATE - Minor Collector

FEDERAL - Minor Collector

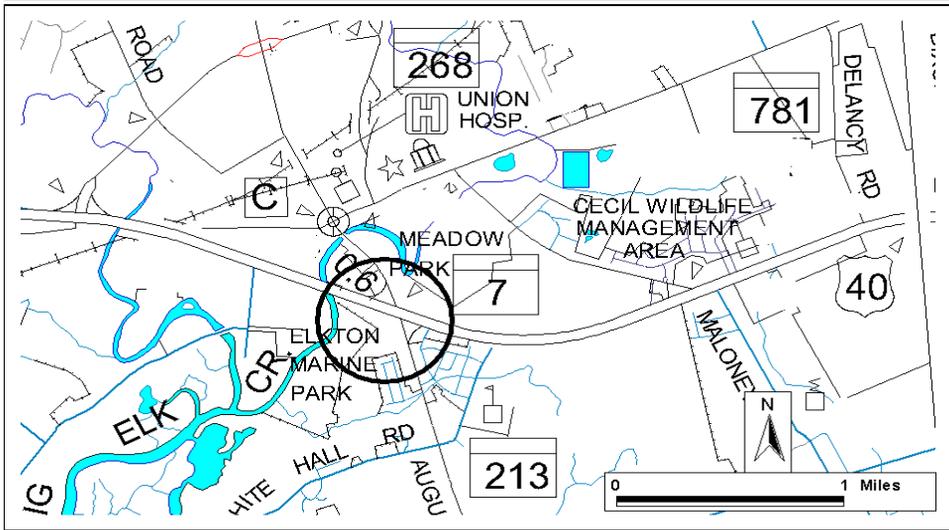
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 1,675

PROJECTED (2025) - 2,900

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Study to examine intersection improvements at MD 213.

JUSTIFICATION: The existing at grade intersection is severely 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 underway studying other alternatives.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	206	200	6	0	0	0	0	0	6	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	206	200	6	0	0	0	0	0	6	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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 -- CECIL COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 279	Elkton Newark Road; MD 213 to MD 316; resurface	181	Completed
<u>Safety/Spot Improvement</u>				
2	MD 267	Baltimore Street; at Charlestown Fire Company; construct sidewalk	8	Completed
3	MD 273	Rising Sun Road; at MD 276; construct roundabout	733	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 7D	West Main Street; MD 213 to end of SHA maintenance; resurface	161	FY 2005
5	MD 213	Bridge Street; Elk Creek to MD 279; resurface	166	FY 2004
6	MD 268	North Street; MD 279 to MD 7D; resurface	210	FY 2004
<u>Safety/Spot Improvement</u>				
7		Perryville Connector Road between US 40 and MD 7; construct 2 lane access road (Note: Project is dependent upon Developer schedule.)	500	Completed
8	US 40	Pulaski Highway; at Whitehall Road; geometric improvements	52	Completed
9	MD 272	North East Road; at Tiger Drive; channelization to provide protected left turns	223	Completed
10	MD 273	Telegraph Road; at MD 213; widen to provide left and right turn lanes, pavement markings and modify signal phasing	504	FY 2005

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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Neighborhood Conservation</u>				
11	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	
12	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	
13	MD 272	Mauldin Avenue; Irishtown Road to 300 feet north of Russell Street; streetscape	2,817	Under construction
14	MD 273	Main Street; Within the limits of Rising Sun; 2 lane urban street reconstruct	3,191	Under construction
15	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>Traffic Management</u>				
16	US 40	Pulaski Highway; at MD 279; modify traffic signal	32	Completed
<u>Truck Weight</u>				
17	US 301	Blue Star Memorial Highway; at MD 299; construct truck weight and inspection station	2,000	FY 2005
<u>Enhancements</u>				
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
18		Port Deposit Jetty and Marina Park - Reconstruction of an existing jetty to provide multi-modal transportation services for the Lower Susquehanna Greenway, landscaping and improvements to the adjacent Marina Park in the Town of Port Deposit.	1,199	FY 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

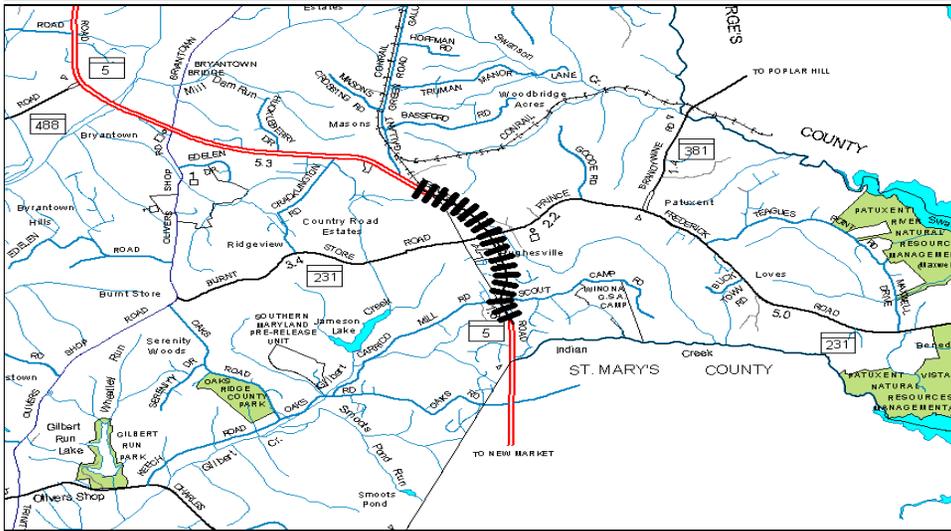
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
19		<p align="center"><u>Fiscal Years 2004 and 2005 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Rehabilitation/Operation of Historic Transportation 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 2005



Charles

STATE HIGHWAY ADMINISTRATION -- Charles County -- Line 1

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 Primary state 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:

- 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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, Right-of-way and utility construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	2,000	2,000	0	0	0	0	0	0	0	0	0
Engineering	3,528	3,288	240	0	0	0	0	0	0	240	0
Right-of-way	12,189	5,291	4,314	1,584	1,000	0	0	0	0	6,898	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	17,717	10,579	4,554	1,584	1,000	0	0	0	0	7,138	0
Federal-Aid	9,781	6,427	1,338	1,236	780	0	0	0	0	3,354	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

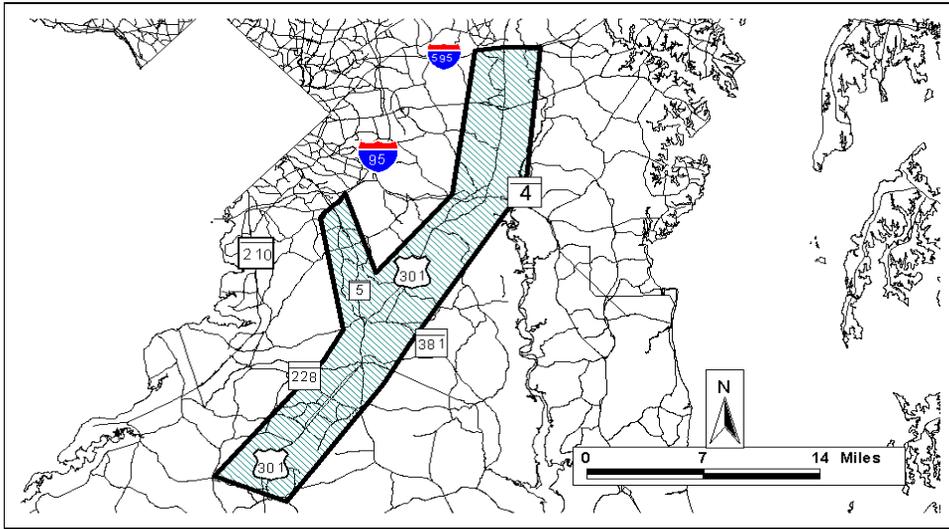
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 37,550

PROJECTED (2025) - 67,800

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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Project Planning underway. An additional \$1.6 million is needed to complete Planning. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$13.8 million is due to a legal settlement on properties required for the project and additional protective Right-of-way funds.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,164	9,498	333	333	0	0	0	0	666	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	47,550	18,087	3,310	8,275	8,275	5,000	2,302	2,301	29,463	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	57,714	27,585	3,643	8,608	8,275	5,000	2,302	2,301	30,129	0
Federal-Aid	7,115	6,649	233	233	0	0	0	0	466	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 83,000

PROJECTED (2025) - 149,925

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 5	Leonardtown Road; Homeland Drive to 1,000 feet south of Foster Lane; mill and resurface	268	Completed
2	MD 6	Charles Street; Penns Hill Road to DuBois Road; resurface	733	Completed
3	MD 210	Indian Head Highway; Dogwood Street to MD 225; mill and resurface	291	Completed
4	MD 224	Chicamuxen Road; Structure 8018 over Reeder Run to Butterfly Place; mill and resurface	210	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
5	MD 5	Leonardtown Road; MD 488 to end of dualization; resurface	910	FY 2005
6	MD 210	Indian Head Highway; Potomac Avenue to MD 225; resurface	400	Completed
7	MD 210	Indian Head Highway; MD 227 to the Prince George's County Line; resurface	668	Completed
8	US 301	Crain Highway; Milepost 8 to Bel Alton Newtown Road; resurface southbound roadway	515	Completed
<u>Bridge Replacement/Rehabilitation</u>				
9	MD 231	Prince Frederick Road; Bridge 0400800 over Patuxent River (Benedict); bridge rehabilitation (Note: Cost for entire project shown in Calvert and Charles Counties.)	6,275	Completed
<u>Safety/Spot Improvement</u>				
10	MD 229	Bensville Road; at Billingsley Road; construct roundabout (Funded for preliminary engineering only)	71	PE Underway

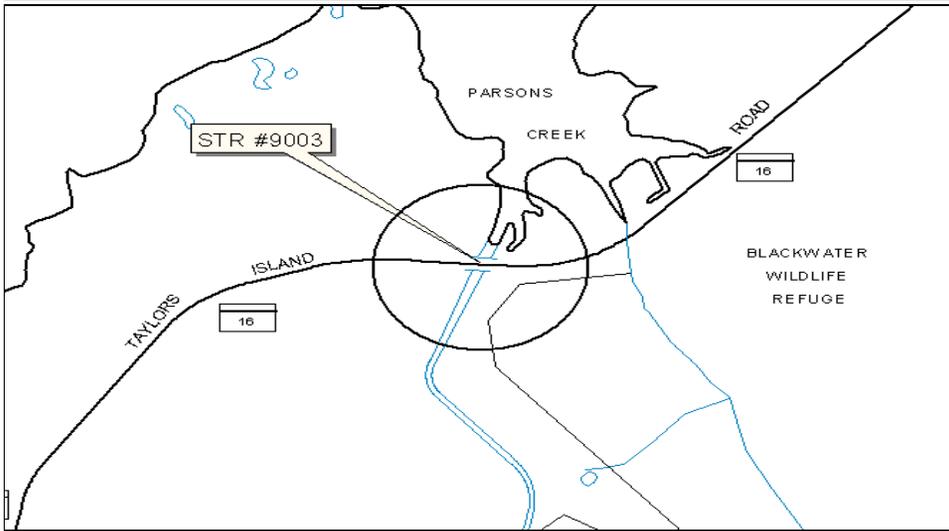
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
		<u>Fiscal Years 2004 and 2005 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
11	US 301	Crain Highway; at MD 6 (Charles Street/Port Tobacco Road; geometric improvements	654	Under construction
		<u>Streetscapes and Minor Reconstruction</u>		
12	MD 6	Charles Street; La Plata Streetscape - Phase 1; revitalization of La Plata following Tornado	1,178	FY 2004
		<u>Commuter Action Improvements</u>		
13	MD 5	Mattawoman Beantown Road Park and Ride; expansion of existing facility	2,100	FY 2005



Dorchester



PROJECT: MD 16, Taylors Island Road

DESCRIPTION: Replace Bridge 0900300 over Parsons Creek. Shoulders will accommodate bicycles.

JUSTIFICATION: Concrete beams have deteriorated. This project will replace the existing structurally deficient 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1662	0	0	0	0	BR

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Moved from the System Preservation Program to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										FUNCTION :	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										STATE - Major Collector	
	PROJECT CASH FLOW										FEDERAL - Major Collector	
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	STATE SYSTEM : Secondary	
				.....2006.....	.....2007.....	.....2008.....	.....2009.....			DAILY TRAFFIC : (USAGE IMPACTS)	
Planning	0	0	0	0	0	0	0	0	0	0	CURRENT (2002) - 850	
Engineering	208	184	24	0	0	0	0	0	24	0	PROJECTED (2025) - 1,300	
Right-of-way	0	0	0	0	0	0	0	0	0	0	OPERATING COST IMPACT N/A	
Construction	2,078	0	613	1,465	0	0	0	0	2,078	0		
Total	2,286	184	637	1,465	0	0	0	0	2,102	0		
Federal-Aid	1,662	0	490	1,172	0	0	0	0	1,662	0		

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

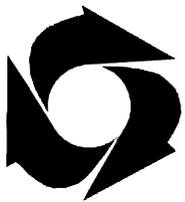
STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 50	Ocean Gateway; Vienna to Linkwood Road; resurface	891	Completed
2	US 50	Ocean Gateway; Bucktown Road to Austin Road; resurface	420	Completed
<u>Traffic Management</u>				
3	MD 392	East New Market Bypass; at Linkwood Road and Lords Crossing Road; lighting	41	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 14	Rhodesdale Eldorado Road; MD 331 at Rhodesdale to Structure 9001 over Marshy Hope Creek; resurface	175	Completed
5	MD 331	Main Street/Academy Street; Skeet Club Road to north limits of Hurlock; resurface	206	Completed
6	MD 392	Finchville-Reliance Road; MD 313 to the Delaware State Line; resurface	345	Under construction
<u>Neighborhood Conservation</u>				
7	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>				
8	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	

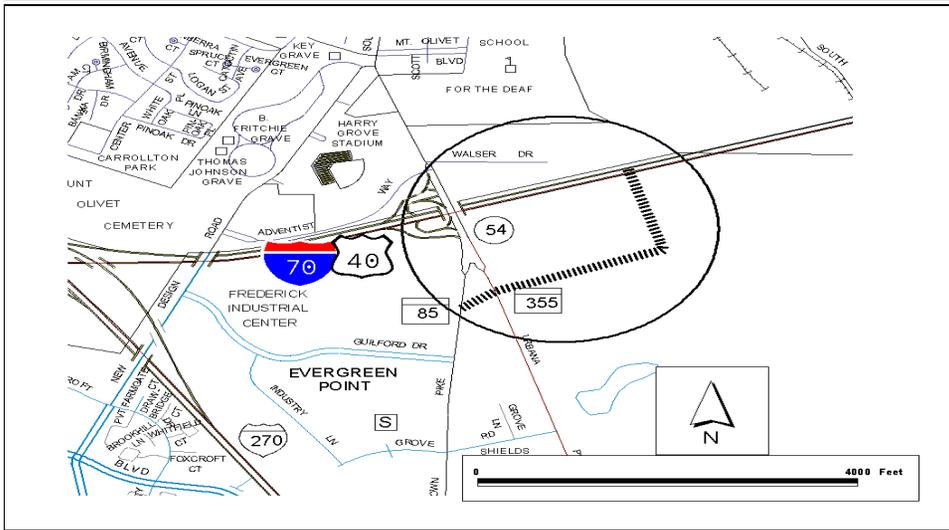
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Sidewalks</u>				
9	MD 392	Delaware Avenue/Harrison Ferry Road; Pine Street to Miner Road in Hurlock; retrofit sidewalks - 1,450 linear feet	20	FY 2004
<u>Access Controls</u>				
10	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>				
11	US 50	Sunburst Highway/Ocean Gateway; Choptank River Bridge to Bucktown Road; construct bicycle path	284	FY 2004



Frederick



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, Mt. Phillip Road to MD 144 FA (Line 4)
- I-270 and US 15 Multi-Modal Corridor Study (Line 5)
- MD 475 (East Street Extended), South Street to proposed Monocacy Blvd. (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				YEAR 2006			YEAR 2007
					2006	2007	2008	2009				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	670	670	0	0	0	0	0	0	0	0	0	0
Right-of-way	751	487	264	0	0	0	0	0	0	0	264	0
Construction	16,153	6,761	9,392	0	0	0	0	0	0	0	9,392	0
Total	17,574	7,918	9,656	0	0	0	0	0	0	0	9,656	0
Federal-Aid	15,304	6,522	8,782	0	0	0	0	0	0	0	8,782	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

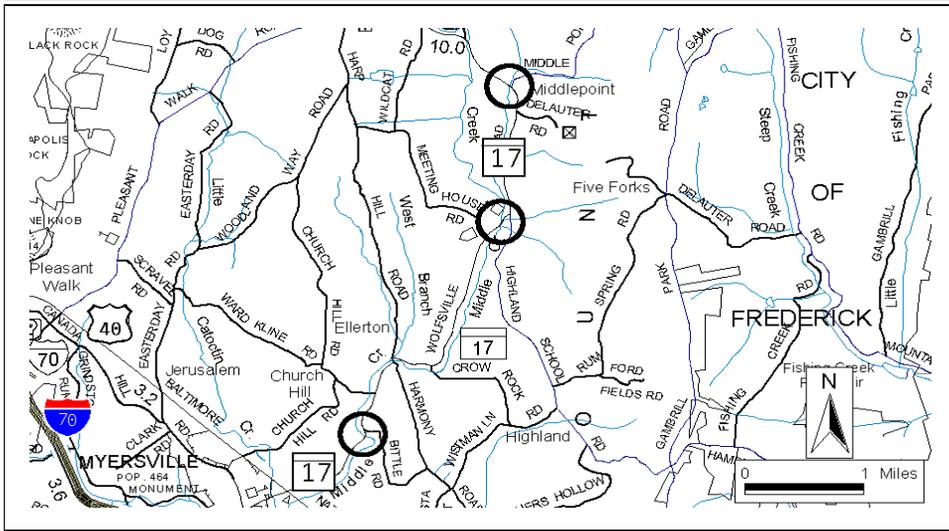
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 37,500

PROJECTED (2025) - 51,900

OPERATING COST IMPACT \$5,300 per year



PROJECT: MD 17, Wolfsville Road

DESCRIPTION: Replace Bridges 1006800, 1006900 and 1007100 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:

- 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3155	0	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	406	253	153	0	0	0	0	0	0	153	0
Right-of-way	64	0	50	14	0	0	0	0	0	64	0
Construction	4,322	0	0	4,322	0	0	0	0	0	4,322	0
Total	4,792	253	203	4,336	0	0	0	0	0	4,539	0
Federal-Aid	3,417	140	122	3,155	0	0	0	0	0	3,277	0

FUNCTION:

STATE - Rural Major Collector
 FEDERAL - Rural Major Collector

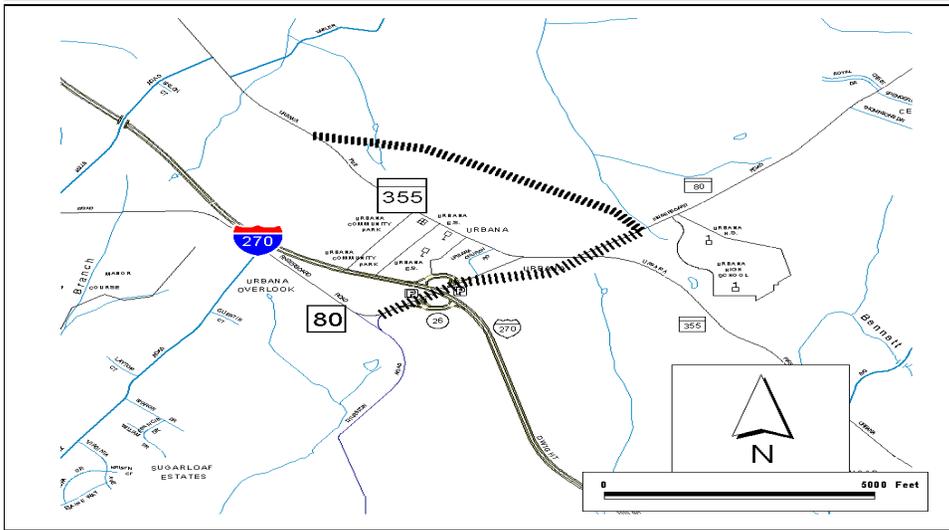
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 2,450

PROJECTED (2025) - 3,800

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 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. Engineering underway on MD 355. Construction to begin during current fiscal year on MD 355. This is a developer funded improvement.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009			
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

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

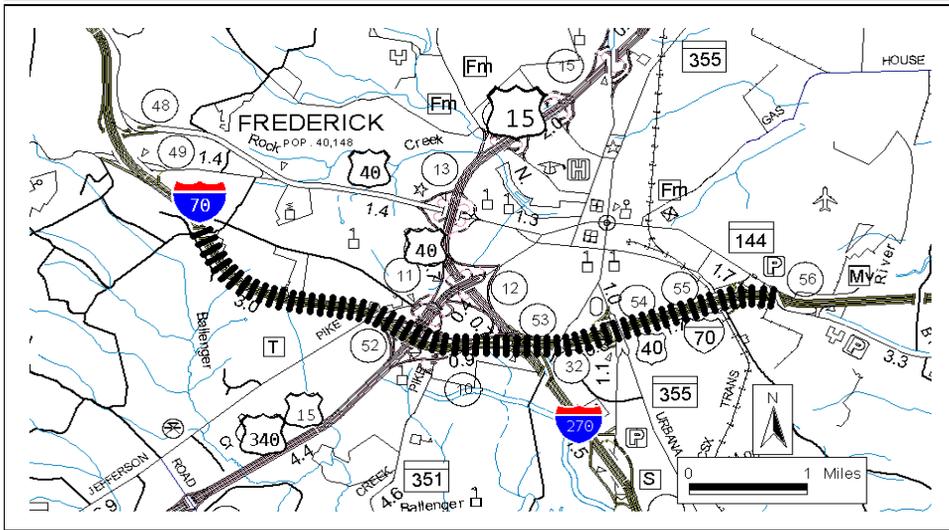
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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



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:

- 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, MD 85 Extended and MD 355 Interchange (Line 3)
- I-270 and US 15 Multi-Modal Corridor Study (Line 5)
- MD 475 (East Street Extended), South Street to proposed Monocacy Blvd. (Line 8)

STATUS: Partial Engineering and Right-of-way underway. An additional \$6.7 million is needed to complete Engineering and \$1.6 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$6.0 million to Right-of-way of which \$1.0 million was from the Federal 2003 Transportation Appropriations bill.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				YEAR 2006			YEAR 2007
					2006	2007	2008	2009				
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0	0
Engineering	13,253	11,973	600	680	0	0	0	0	0	0	1,280	0
Right-of-way	38,563	22,645	10,918	5,000	0	0	0	0	0	0	15,918	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	53,067	35,869	11,518	5,680	0	0	0	0	0	0	17,198	0
Federal-Aid	27,610	18,027	9,107	476	0	0	0	0	0	0	9,583	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

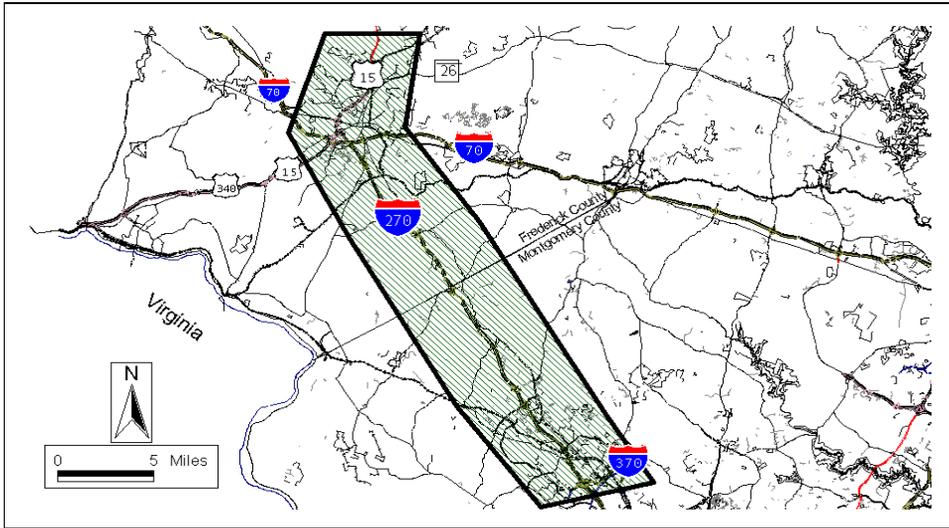
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 74,525

PROJECTED (2025) - 118,000

OPERATING COST IMPACT N/A



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, MD 85 Extended and MD 355 Interchange (Line 1)
- MD 80 and MD 355 Relocated (Line 3)
- I-70, Mt. Phillip Road to MD 144 (Line 4)
- I-270/Watkins Mill Road Extended (Montgomery County - Line 12)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Project Planning underway. An additional \$6.0 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	11,537	9,757	1,000	780	0	0	0	0	0	1,780	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,591	10,811	1,000	780	0	0	0	0	0	1,780	0
Federal-Aid	8,075	6,830	700	545	0	0	0	0	0	1,245	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

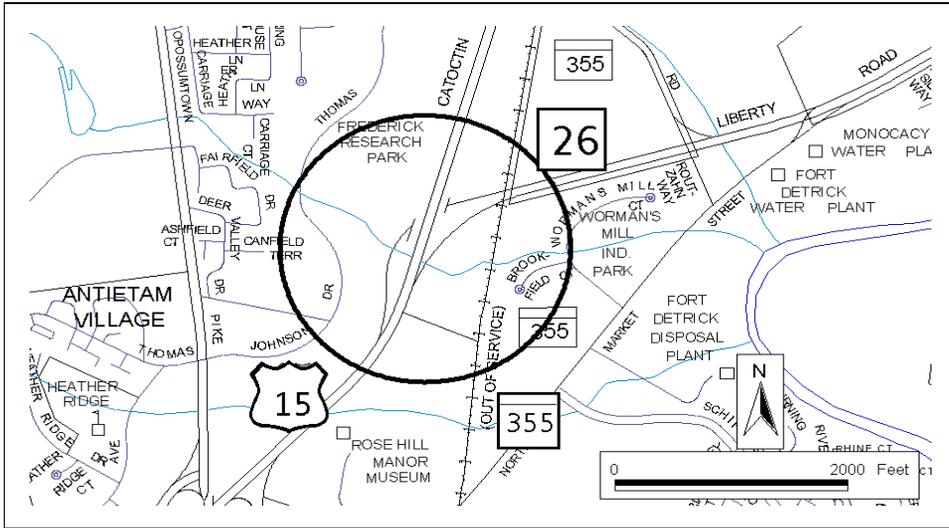
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 38,325 - 96,825 (US 15)
71,675 - 194,000 (I-270)

PROJECTED (2025) - 130,000 (US 15)
278,300 (I-270)

OPERATING COST IMPACT N/A



PROJECT: US 15, Catoclin Mountain Highway

DESCRIPTION: Study to improve the existing interchange at MD 26.

JUSTIFICATION: The missing movements to and from the north on US 15 cause capacity and safety issues along Oppomstown 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.

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, MD 85 Extended and MD 355 Interchange (Line 1)
- I-70, Mount Phillip Road to MD 144 (Line 4)
- I-270 and US 15 Multi-Modal Corridor Study (Line 5)
- MD 475 (East Street Extended), South Street to proposed Monocacy Blvd. (Line 8)

STATUS: Project Planning complete. This project is a breakout from the I-270/US 15 Multi-Modal Corridor Study (D&E Program - Line 5). The City and County participated in funding Project Planning. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL PROJECT CASH FLOW					FOR PLANNING PURPOSES ONLY						
ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	2006	2007	2008	2009	2006	2007	2008	2009	
Planning	215	215	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	215	215	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

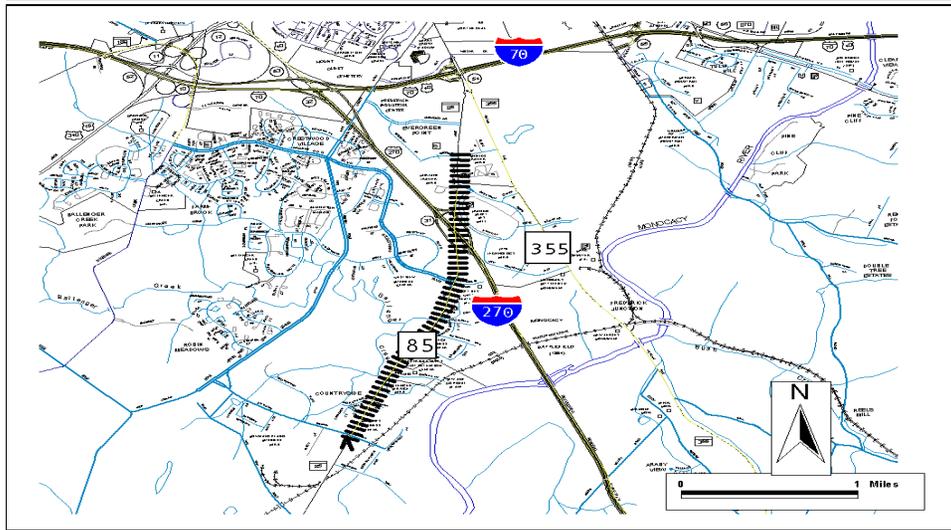
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 38,325 - 77,225 (US 15)
32,250 (MD 26)

PROJECTED (2025) - 61,900 - 130,000 (US 15)
44,600 (MD 26)

OPERATING COST IMPACT N/A



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 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Engineering underway. An additional \$9.4 million is needed to complete Engineering. County to fund Project Planning and partial Engineering for \$1.1 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR TO COMPLETE		
Planning	489	459	30	0	0	0	0	0	0	0	30	0
Engineering	625	48	500	77	0	0	0	0	0	0	577	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,114	507	530	77	0	0	0	0	0	0	607	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector
 FEDERAL - Urban Minor Arterial

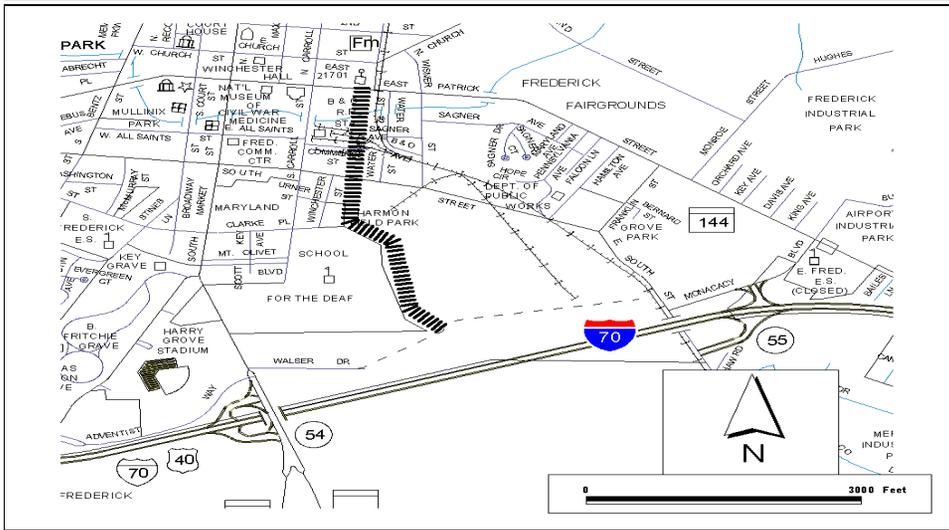
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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:

- 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, MD 85 Extended and MD 355 Interchange (Line 1)
- I-70, Mt. Phillip Road to MD 144 (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. City of Frederick to fund 50% of total Project Planning and Final Engineering costs. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009			
Planning	356	356	0	0	0	0	0	0	0	0	0
Engineering	642	314	50	200	78	0	0	0	0	328	0
Right-of-way	6	6	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,004	676	50	200	78	0	0	0	0	328	0
Federal-Aid	0	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 (2002) - N/A

PROJECTED (2025) - 21,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		Various Routes; Bridge approaches at various locations; deep patching	232	Completed
2	US 15 BUS	South Seton Avenue; US 15 to Main Street; resurface	255	Completed
3	US 15 BUS	Seton Avenue; US 15 south of Emmitsburg to US 15 north of Emmitsburg; resurface	275	Completed
4	I 70	Baltimore National Pike; MD 75 to the Carroll County Line; resurface	4,818	Completed
5	MD 144 FB	Main Street/Old National Pike; MD 75 to MD 874; resurface	84	Completed
6	MD 180	Jefferson Pike; Spur to US 340 (Jefferson) to US 340 (Knoxville); resurface	1,500	Completed
7	US 340	Jefferson National Pike; Washington County Line to MD 17; resurface westbound roadway	807	Completed
<u>Traffic Management</u>				
8	MD 80	Fingerboard Road; at Campus Drive; install traffic signal	101	Completed
<u>Environmental Preservation</u>				
9	US 40	West Patrick Street; McCain Drive to Hillcrest Drive; landscape	62	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
10	MD 75	Green Valley Road/Walnut Street; Arlington Mill Road to MD 26 (includes MD 75/MD 26 intersection); resurface	529	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
11	US 340	Jefferson National Pike; MD 17 to Structure 10112 over Catoctin Creek; resurface westbound roadway	1,945	FY 2004
12	US 340	Jefferson National Pike; Washington County Line to MD 17 and the off ramp from US 340; resurface eastbound roadway	681	Completed
13	MD 383	Broad Run Jefferson Road; MD 180 to St. Marks Road; resurface	532	Completed
<u>Bridge Replacement/Rehabilitation</u>				
14	MD 351	Ballenger Creek Pike; Ballenger Creek Middle School to Crestwood Boulevard; culvert replacement with extensions and sidewalks	865	Completed
<u>Safety/Spot Improvement</u>				
15	US 15	Frederick Freeway; Rosemont Avenue to US 40 westbound; construct continuous auxiliary southbound lane (Funded for preliminary engineering only)	118	PE Underway
16	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
17	US 40 ALT	Old National Pike; at Hollow Road; intersection improvements	226	Completed
18	I 70	Baltimore National Pike; at Bush Creek; streambank protection	150	FY 2005
19	US 340	Jefferson National Pike; Eastbound at Ramp 4 from MD 17 northbound; drainage improvement	100	FY 2005
20	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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Neighborhood Conservation</u>				
21	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	
22	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	
23	MD 180	Jefferson Pike; US 340 to Holter Road in Jefferson; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	197	
<u>Commuter Action Improvements</u>				
24	MD 194	Woodsboro Pike; at Main Street in Woodsboro; construct ridesharing facility - 24 spaces	222	Under construction
<u>Intersection Capacity Improvements</u>				
25	US 15	Jefferson Street; at US 15/340 Interchange; reconfigure interchange ramps	2,205	Completed
<u>Bicycle Retrofit</u>				
26	MD 180	Jefferson Pike; Teen Barnes Road to Old Holter Road; reconstruct shoulder for bicycle compatibility	114	Completed
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements & Scenic/Historic Sites</u>				
27		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	Underway

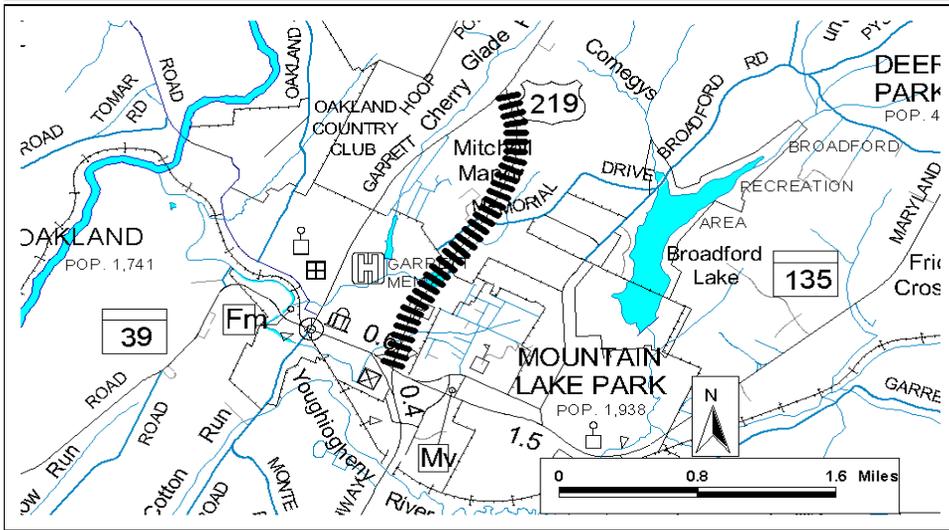
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Archaeological Planning & Research</u>				
28		Archeology - Frederick County - Research and development of a GIS database of transportation, industry and agricultural facilities.	169	Underway
<u>Landscaping/Scenic Beautification/Mitigation</u>				
29		East Street Landscaping - Landscaping of East Street between East Patrick Street and North of East 5th Street in the City of Frederick.	500	FY 2004
30		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.	35	FY 2004
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
31		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, landscaping and safety enhancements at North Seton Avenue. (Note: Total cost of project is \$5.1 million, with additional funding from the Environmental Preservation Program.)	2,445	Underway



Garrett



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:

- 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Engineering to begin during the current fiscal year. Protective Right-of-way funding to be used as properties become available. An additional \$2.2 million is needed to complete Engineering, an additional \$5.2 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$1.5 million to Engineering.

PHASE	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									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	1,246	1,246	0	0	0	0	0	0	0	
Engineering	1,500	0	400	700	400	0	0	0	1,500	
Right-of-way	1,681	1	280	280	280	280	280	280	1,680	
Construction	0	0	0	0	0	0	0	0	0	
Total	4,427	1,247	680	980	680	280	280	280	3,180	
Federal-Aid	300	300	0	0	0	0	0	0	0	

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

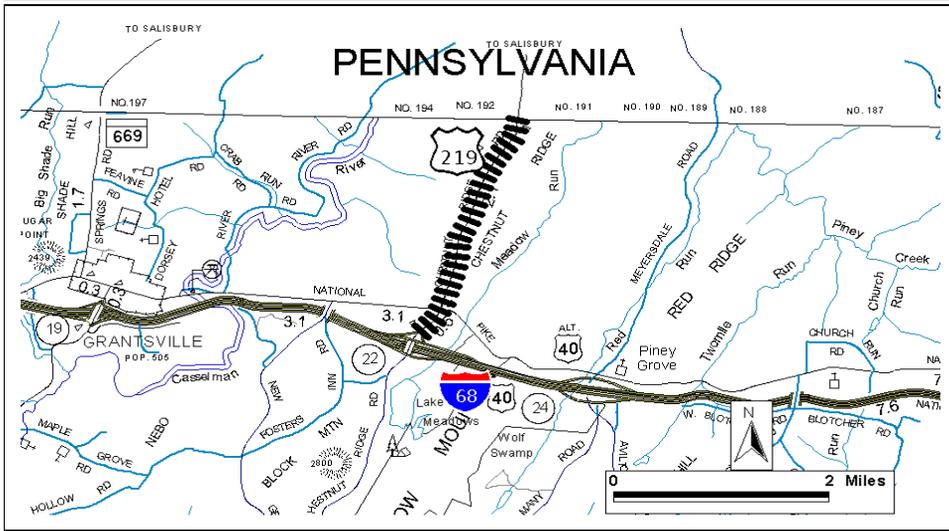
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 4,900 - 15,450

PROJECTED (2025) - 4,150 (Bypass)
 16,000 (US 219)

OPERATING COST IMPACT N/A



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 is reimbursing 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:

- 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 220, I-68 to West Virginia State Line (Allegany County - Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	2015	0	0	0	ARC
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
Planning	3,088	384	1,449	1,035	220	0	0	0	0	0	2,704	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,583	0	0	861	861	861	0	0	0	0	2,583	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	5,671	384	1,449	1,896	1,081	861	0	0	0	0	5,287	0
Federal-Aid	4,423	300	1,130	1,479	843	672	0	0	0	0	4,124	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 4,000

PROJECTED (2025) - 6,600

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 39	Hutton Road; West Virginia State Line to west of Mail Box #25 (milepoint 1.04); patch and overlay	291	Completed
2	MD 39	Hutton Road; Milepoint 1.04 to Bridge 11002 over the Youghiogheny River; resurface	324	Completed
3	MD 135	Maryland Highway; Sand Flat Road to MD 495 (milepoint 7.38); overlay	547	Completed
4	US 219	Third Street; Memorial Drive to Dixon Street; patching	10	Completed
5	MD 546	Finzel Road; Road end (milepoint 0.00) to Ramp F (milepoint 0.30); deep patch and overlay	107	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
6	I 68	National Freeway; Old Morgantown Road Bridge to Pigs Ear Road Bridge; resurface	3,042	Under construction
7	US 219	Garrett Highway; Bridge 11037 over Bear Creek to US 40; resurface	2,370	FY 2004
<u>Bridge Replacement/Rehabilitation</u>				
8	US 40 ALT	National Pike; Bridges 11098XO over tributary of Casselman River, 11095XO over Spiker Run and 11099XO over Meadow Run; bridge replacement/rehabilitation	1,388	Under construction
<u>Safety/Spot Improvement</u>				
9	US 40 ALT	Main Street; at MD 669 and at MD 495 in Grantsville; intersection improvements	1,062	Under construction
10	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	2,113	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
11	MD 495	Bittering Road; at Sky Valley Road; geometric improvements	357	Completed
<u>Neighborhood Conservation</u>				
12	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	100	
13	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>				
14	I 68	National Freeway; West Virginia Line to Allegany County Line; modify signing	135	Under construction
<u>Sidewalks</u>				
15	MD 495	South Yoder Street; Corporate limits of Grantsville to Grant Street in Grantsville; retrofit sidewalks along northbound and southbound roadways - 1,056 linear feet	61	FY 2004
<u>Truck Weight</u>				
16	I 68	National Freeway; at Finzel Weight Station; upgrade existing truck weight facilities	567	Completed
<u>Bicycle Retrofit</u>				
17	US 219	Garrett Highway; Glendale Road to 630 feet north of Glendale Road; retrofit bicycle/pedestrian route	387	Completed

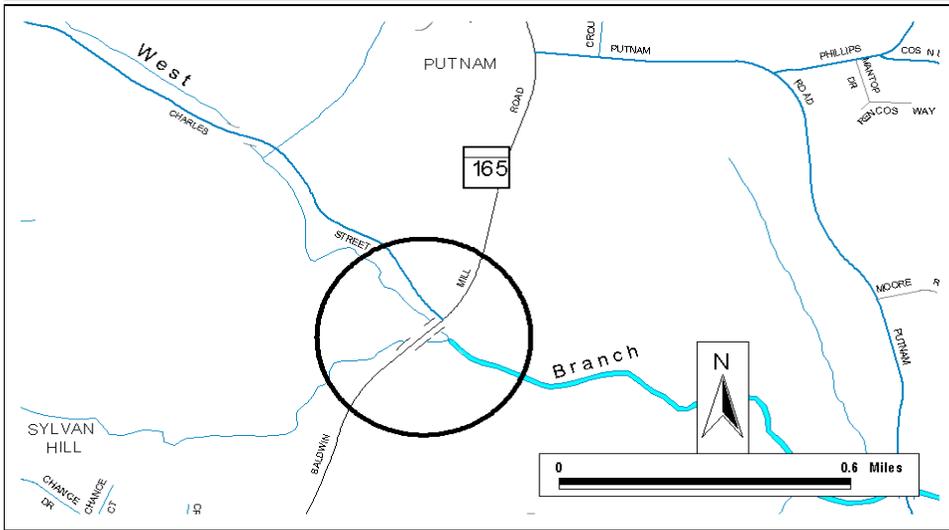
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
18		<p align="center"><u>Fiscal Years 2004 and 2005 (cont'd)</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Landscaping/Scenic Beautification/Mitigation</u></p> <p>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.</p>	25	FY 2004



Harford



PROJECT: MD 165, Baldwin Mill Road

DESCRIPTION: Replace Bridges 1204500 and 1204600 over West Branch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project alleviates the deteriorated bridge conditions and provides 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1076	0	0	0	0	BR

STATUS: Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Moved from the System Preservation Program to Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	PROJECT CASH FLOW										
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
				.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0		
Engineering	388	303	85	0	0	0	0	0	85		
Right-of-way	168	4	59	105	0	0	0	0	164		
Construction	1,380	0	704	676	0	0	0	0	1,380		
Total	1,936	307	848	781	0	0	0	0	1,629		
Federal-Aid	1,313	178	608	527	0	0	0	0	1,135		

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

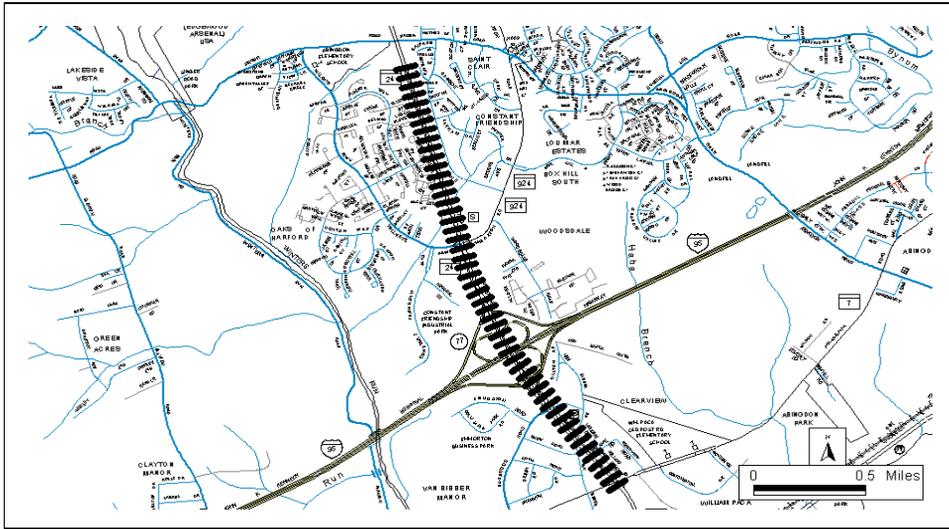
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 9,200

PROJECTED (2025) - 13,000

OPERATING COST IMPACT N/A



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:

- 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, Master Plan Study (MdTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE		
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER													
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2006			YEAR 2007	YEAR 2008	YEAR 2009
Planning	1,500	751	649	100	0	0	0	0	0	0	0	0	749	0
Engineering	0	0	0	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	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,500	751	649	100	0	0	0	0	0	0	0	0	749	0
Federal-Aid	1,050	526	454	70	0	0	0	0	0	0	0	0	524	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Expressway

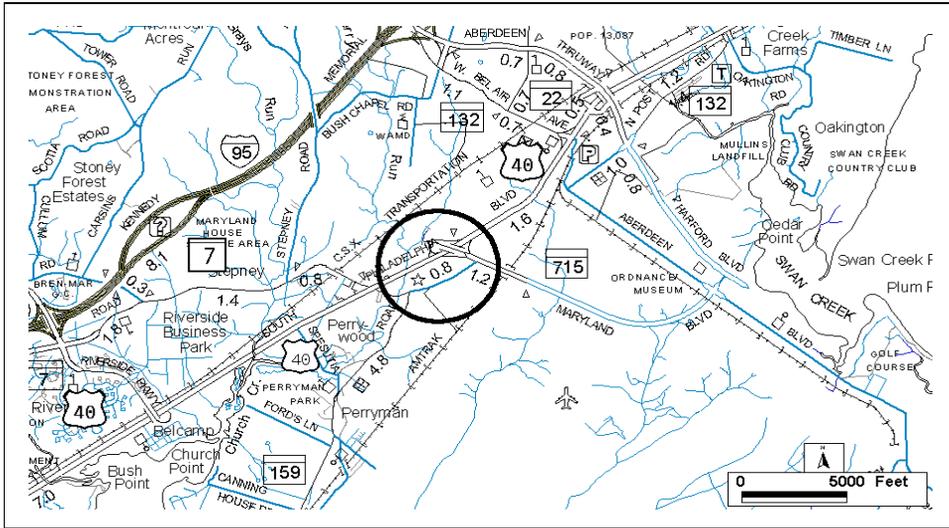
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 70,000

PROJECTED (2025) - 108,500

OPERATING COST IMPACT N/A



PROJECT: Perryman Access Study

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to I-95. 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:

- 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 40, Interchange at MD 715 (Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	672	202	250	220	0	0	0	0	470	0	
Engineering	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	672	202	250	220	0	0	0	0	470	0	
Federal-Aid	470	141	175	154	0	0	0	0	329	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

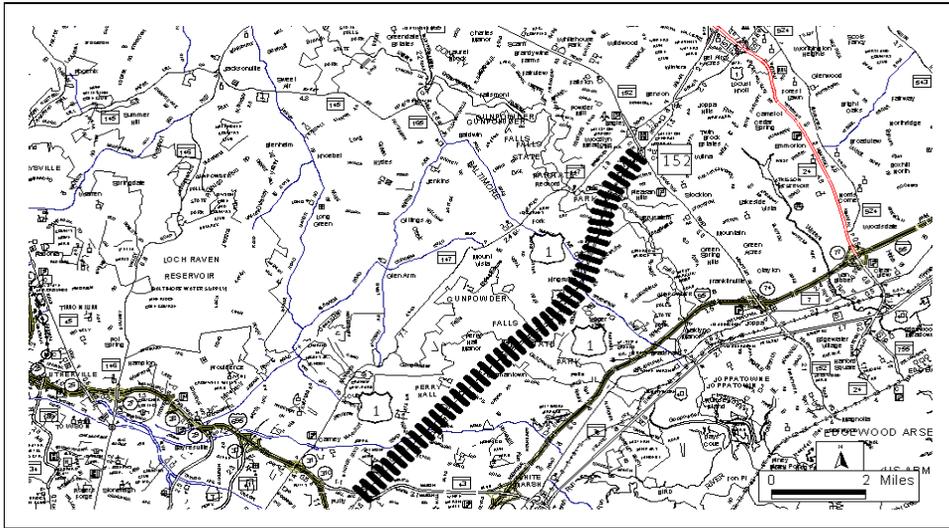
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 6,100

PROJECTED (2025) - 27,000

OPERATING COST IMPACT N/A



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:

- 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 152 to US 1 (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,202	1,202	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

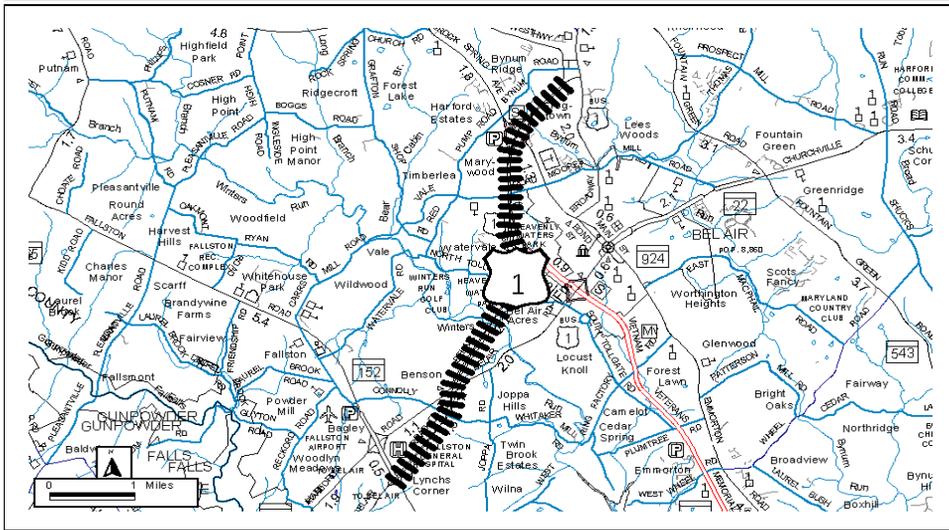
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 34,500

PROJECTED (2025) - 52,000

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 the Hickory Bypass (5.50 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve the safety and operational characteristics of US 1.

SMART GROWTH STATUS:

- Project Not Location Specific 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					
					2006	2007	2008			2009
Planning	2,268	2,268	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	286	286	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	2,554	2,554	0	0	0	0	0	0	0	
Federal-Aid	1,587	1,587	0	0	0	0	0	0	0	

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Freeway / Expressway

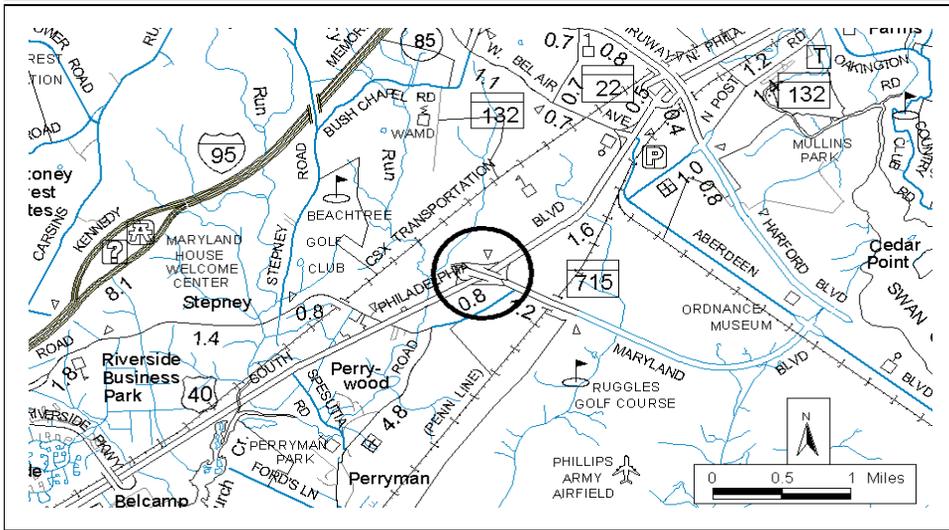
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 31,000

PROJECTED (2025) - 53,300

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Study to construct a missing interchange movement from eastbound US 40 to northbound MD 715, including realignment of the ramps from MD 715 to eastbound US 40.

JUSTIFICATION: This project will improve safety and operations along US 40. It will also improve access to the industrial parks 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:

Perryman Access Study (Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added to the Development and Evaluation Program

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	0	250	250	0	0	0	0	0	500	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	500	0	250	250	0	0	0	0	0	500	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 (2002) - 27,000

PROJECTED (2025) - 65,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		Various Routes; Various locations in Harford County; patching roadways deteriorated due to extreme weather conditions	287	Completed
2	MD 136	Whiteford Road; Broad Creek Bridge to Kerr Road; resurface	745	Completed
3	MD 136	Whiteford Road; MD 165 to MD 24; patching	91	Completed
4	MD 161	Darlington Road; MD 155 to Harmony Church Road; resurface	406	Completed
5	MD 165	Pylesville Road; MD 152 to Lowes Road; resurface	288	Completed
6	MD 543	Creswell Road; Brass Mill Road to Church Creek Lane; patching	16	Completed
<u>Bridge Replacement/Rehabilitation</u>				
7	MD 646	Prospect Road; Structures 12010X0 and 12160X0 over tributaries of Broad Creek; replace structures	817	Completed
<u>Neighborhood Conservation</u>				
8	MD 132	West Belair Avenue; MD 462 to US 40; streetscape	1,522	Completed
<u>Sidewalks</u>				
9	US 40	Pulaski Highway; Treetop Drive to MD 24 Overpass; retrofit sidewalks - 3,787 linear feet	80	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
10	MD 7A	Revolution Street; US 40 to Union Avenue; resurface	698	FY 2004
11	MD 22	Churchville Road; MD 543 to MD 136; resurface	1,555	Completed
12	MD 23	East-West Highway; Water Tower Way to High Point Road; resurface	1,579	Under construction
13	MD 24	Rock Spring Avenue/Rocks Road; Spenceola Parkway to south of Jarrettsville Road; resurface	1,682	FY 2004
14	US 40	Pulaski Highway; MD 755 to Otter Point Road; resurface westbound roadway	885	FY 2005
15	US 40	Pulaski Highway; Baltimore County Line to Joppa Road; resurface	3,654	Under construction
16	US 40	Pulaski Highway; Robin Hood Road to the Hatem Memorial Bridge; resurface	3,275	Under construction
17	MD 136	Priestford Road; Deer Creek Bridge to US 1; resurface	1,224	Under construction
18	MD 161	Main Street; Trappe Church Road to US 1; resurface	889	Under construction
19	MD 543	Riverside Parkway; Church Creek Road to MD 7; resurface	632	FY 2004
20	MD 543	Fountain Green Road; MD 22 to US 1; resurface	1,306	Under construction
<u>Safety/Spot Improvement</u>				
21	US 1	Belair Road; at Connolly Road/Whitaker Mill Road; widen to provide separate left turn lanes (Funded for preliminary engineering only)	152	PE Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
22	MD 7	Philadelphia Road; 350 feet downstream of Bridge 1201100 over Winters Run to 550 feet upstream of the bridge; slope protection	286	Under construction
23	MD 22	Churchville Road; at MD 136/MD 155; realign MD 155 intersection	1,604	Completed
24	MD 155	Level Road; at MD 161; construct roundabout (Funded for preliminary engineering only)	59	PE Underway
25	MD 543	Fountain Green Road; Kendall Gate Court to Foxborough Drive; provide center turn lane	273	Under construction
26	MD 924	Emmorton Road; Patterson Mill Road to Ring Factory Road; provide center turn lane	1,500	Completed
<u>Neighborhood Conservation</u>				
27	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	
28	MD 755	Edgewood Road; Phase II - Willoughby Beach Road to MARC Station; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	118	
29	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>				
30	MD 7A	Otsego Street; at Juniata Street; construct ridesharing facility -- 53 spaces	365	Under construction
<u>Sidewalks</u>				
31	US 1	Belair Road; at MD 23 Park and Ride Lot; retrofit sidewalks - 452 linear feet	8	Completed

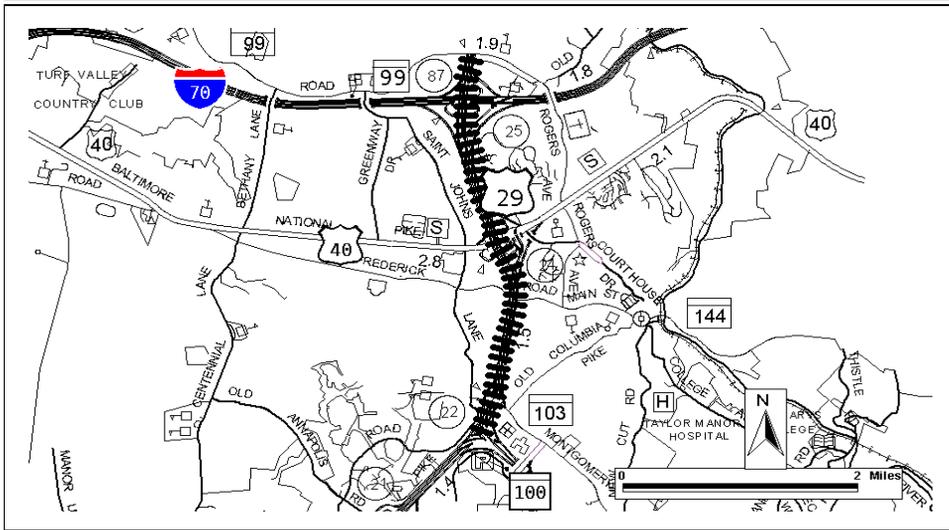
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
32	US 1 BUS	Fulford Avenue; Giles Street to Ewing Street; retrofit sidewalks - 529 linear feet (Project schedule is dependent upon Town.)	8	FY 2004
33	MD 22	Churchville Road; Giles Street to Fulford Avenue; retrofit sidewalks (Project schedule is dependent upon Town.)	50	FY 2004
34	MD 543	Fountain Green Road; Frog Leap Way to Lees Wood Road; retrofit sidewalks - 783 linear feet	21	Completed
35	MD 924	Rock Spring Avenue; Dallam Avenue to Cressy Road; retrofit sidewalks (Project schedule is dependent upon Town.)	15	FY 2004
<u>Intersection Capacity Improvements</u>				
36	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 concept only)	80	PE Underway



Howard



PROJECT: US 29, Columbia Pike

DESCRIPTION: Resurfaced portions of US 29 between MD 100 and MD 99, added an additional lane in each direction between MD 100 and US 40 and widened the ramps to and from MD 100.

JUSTIFICATION: This project has improved safety and relieved 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 roadway improvements between MD 100 and MD 99 are Open to Service. The construction of the noise barriers from Frederick Road to south of MD 103 is to begin during the current fiscal year. County contributed \$4.0 million to construction. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,748	1,748	0	0	0	0	0	0	0	0	0	0
Right-of-way	387	0	306	81	0	0	0	0	0	0	387	0
Construction	16,673	8,131	3,945	3,789	808	0	0	0	0	0	8,542	0
Total	18,808	9,879	4,251	3,870	808	0	0	0	0	0	8,929	0
Federal-Aid	13,783	6,724	3,420	3,009	630	0	0	0	0	0	7,059	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

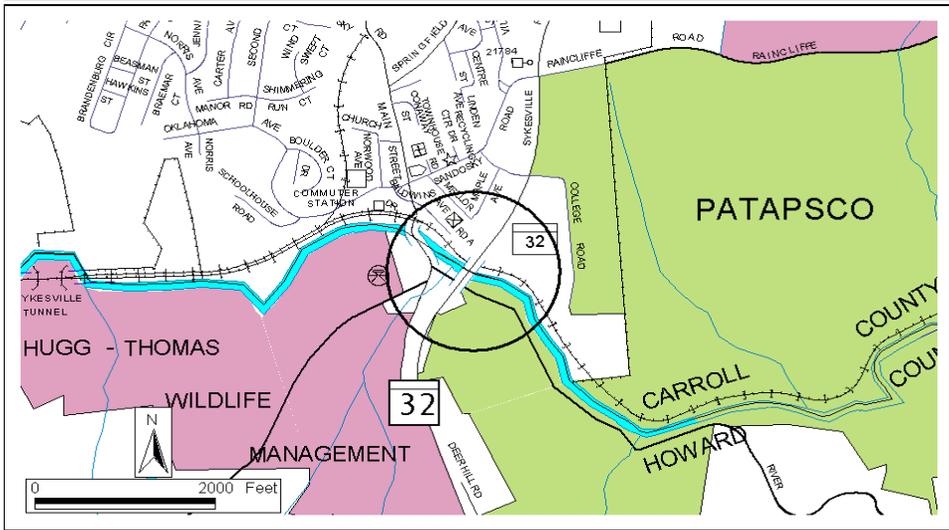
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 113,850

PROJECTED (2025) - 153,700

OPERATING COST IMPACT \$8,000 per year



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Replace Bridge 1304600 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:

- 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	738	736	2	0	0	0	0	0	0	2	0
Right-of-way	158	103	55	0	0	0	0	0	0	55	0
Construction	4,291	1,626	2,665	0	0	0	0	0	0	2,665	0
Total	5,187	2,465	2,722	0	0	0	0	0	0	2,722	0
Federal-Aid	4,117	1,941	2,176	0	0	0	0	0	0	2,176	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

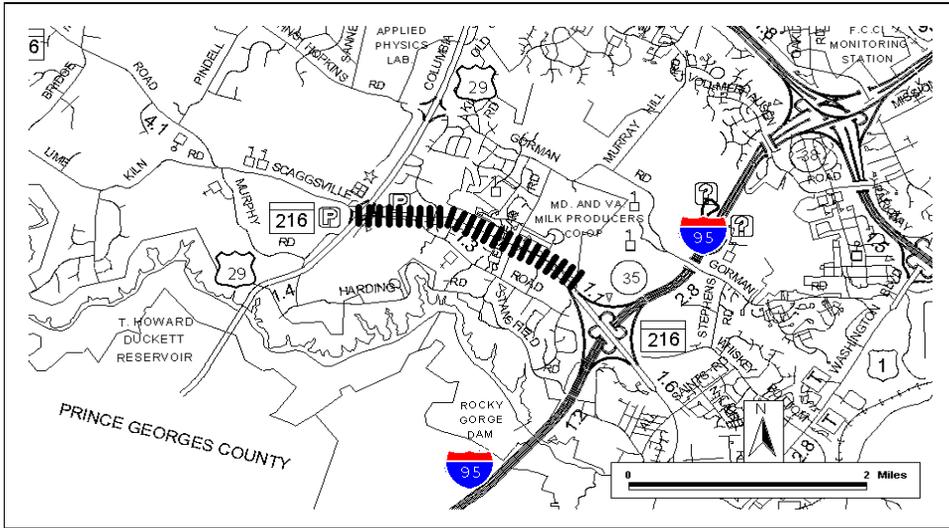
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 22,000

PROJECTED (2025) - 28,000

OPERATING COST IMPACT N/A



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:

- 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009			
Planning	138	138	0	0	0	0	0	0	0	0	
Engineering	4,566	4,566	0	0	0	0	0	0	0	0	
Right-of-way	4,406	3,401	925	80	0	0	0	0	1,005	0	
Construction	19,372	4,482	6,465	7,971	454	0	0	0	14,890	0	
Total	28,482	12,587	7,390	8,051	454	0	0	0	15,895	0	
Federal-Aid	18,963	6,262	5,878	6,458	365	0	0	0	12,701	0	

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

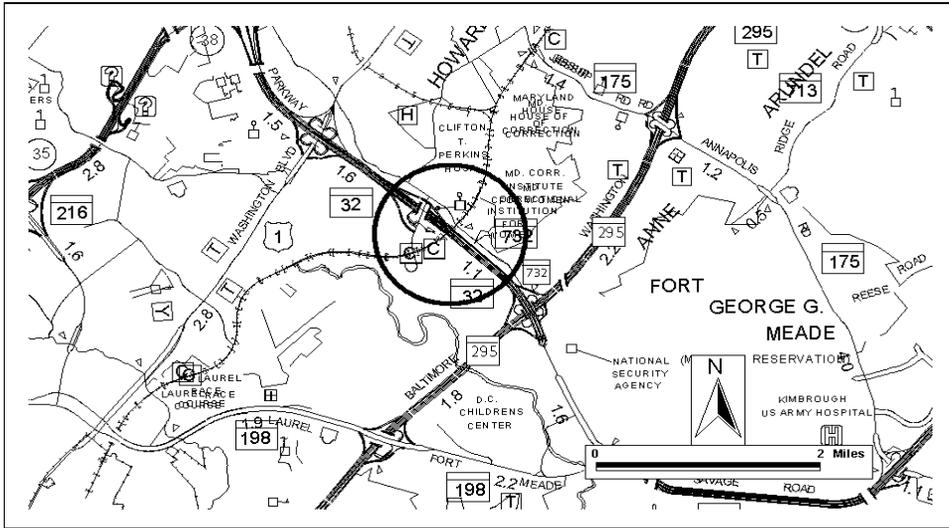
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 17,500 (existing MD 216)

PROJECTED (2025) - 51,500

OPERATING COST IMPACT \$13,000 per year



PROJECT: MD 732, Guilford Road

DESCRIPTION: Replace Bridge 1302900 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. SHA, Anne Arundel County and Howard County are sharing the cost of construction. Cost shown is SHA share only. Project to be advertised by Howard County.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Construction delayed from FY03 to FY04 due to a delay in the acquisition of needed Right-of-way.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009	2009		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	188	56	132	0	0	0	0	0	0	132	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	930	0	930	0	0	0	0	0	0	930	0
Total	1,118	56	1,062	0	0	0	0	0	0	1,062	0
Federal-Aid	147	44	103	0	0	0	0	0	0	103	0

FUNCTION:

STATE - Local

FEDERAL - Local

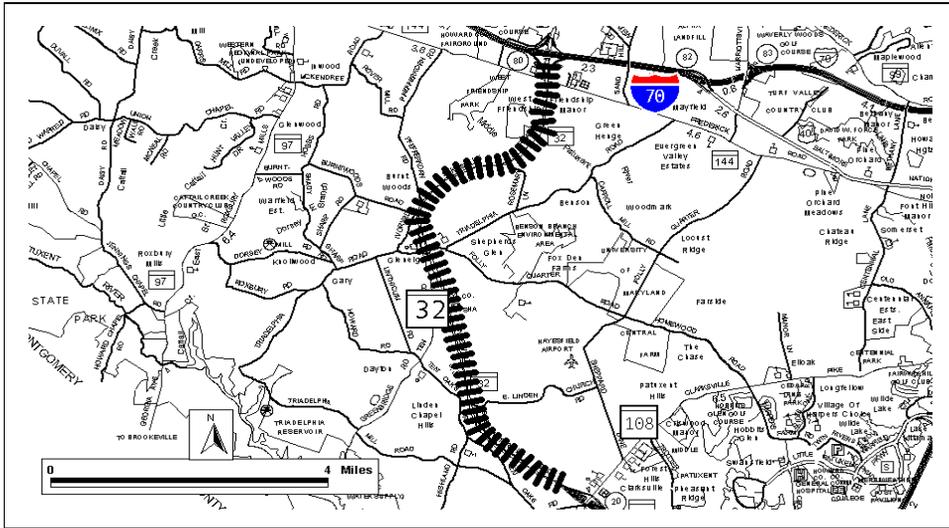
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 13,000

PROJECTED (2025) - 31,000

OPERATING COST IMPACT N/A



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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. Engineering to begin during the current fiscal year for the Burntwoods Road Interchange. An additional \$19.1 million is needed to complete Engineering, an additional \$35.8 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$2.1 million to Engineering for the design of the Burntwoods Road Interchange.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009			
Planning	2,408	1,864	309	235	0	0	0	0	544	0	
Engineering	2,419	119	400	900	800	200	0	0	2,300	0	
Right-of-way	6,501	387	1,019	1,019	1,019	1,019	1,019	1,019	6,114	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	11,328	2,370	1,728	2,154	1,819	1,219	1,019	1,019	8,958	0	
Federal-Aid	1,646	1,305	201	140	0	0	0	0	341	0	

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 24,600

PROJECTED (2025) - 53,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Traffic Management</u>				
1	MD 32	Patuxent Parkway; Dorsey Run Road to Cedar Lane; modify signing	43	Completed
2	US 40	Baltimore National Pike; at Frederick Road/Pine Orchard Lane; reconstruct traffic signal	83	Completed
3	MD 103	Montgomery Road; at Ilchester Road/Rising Sun Lane; install traffic signal	167	Completed
4	MD 108	Clarksville Pike; Ten Oaks Road to the Auto Park; install traffic signal system	92	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
5	US 40	Baltimore National Pike; MD 144 to Bridge 130200 over Little Patuxent River; resurface	1,030	FY 2004
6	US 40	Baltimore National Pike; Structure 13032 over Little Patuxent River to St. Johns Lane; resurface	1,006	Under construction
7	I 70	East of MD 97 to 1.0 mile east of Marriottsville Road; resurface	4,547	Completed
8	MD 108	Waterloo Road; MD 104 to west of Snowden River Parkway; resurface	330	Under construction
9	MD 108	Waterloo Road; Old Montgomery Road to MD 175; resurface	929	Under construction
10	MD 108	Old Annapolis Road; Bendix Road to entrance to Howard High School; resurface	637	Completed
<u>Bridge Replacement/Rehabilitation</u>				
11	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	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
12		Various locations along I 695, MD 695 and I 95 in Anne Arundel, Baltimore and Howard Counties; guard rail	327	Completed
13	US 1	Washington Boulevard; Brewers Court to Whiskey Bottom Road; correct oververtical	1,138	Completed
14	US 1	Washington Boulevard; at Guilford Road; modify MD 32 westbound off-ramp terminus	384	Completed
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	PE Underway
16	MD 99	Old Frederick Road; at Mt. Hebron Drive and Maple Rock Drive; provide bypass lanes	377	Completed
17	MD 175	Little Patuxent Parkway; Eastbound at MD 108 to I 95 ramp; resurface, install hazard identification beacon and pavement markings	684	Completed
<u>Noise Barriers</u>				
18	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 2005
19	I 70	St. Johns Lane to US 29; noise barrier along westbound roadway (Brinkleigh/Skyview/The Orchards)	2,723	Under construction
20	I 95	5,000 feet north of MD 100 to Montgomery Road; noise barrier along northbound roadway (Hunt Club Estates)	2,138	FY 2004
21	I 95	Patuxent River Bridge to 2,200 feet south of MD 216; noise barrier along northbound roadway (Highridge)	1,628	Completed

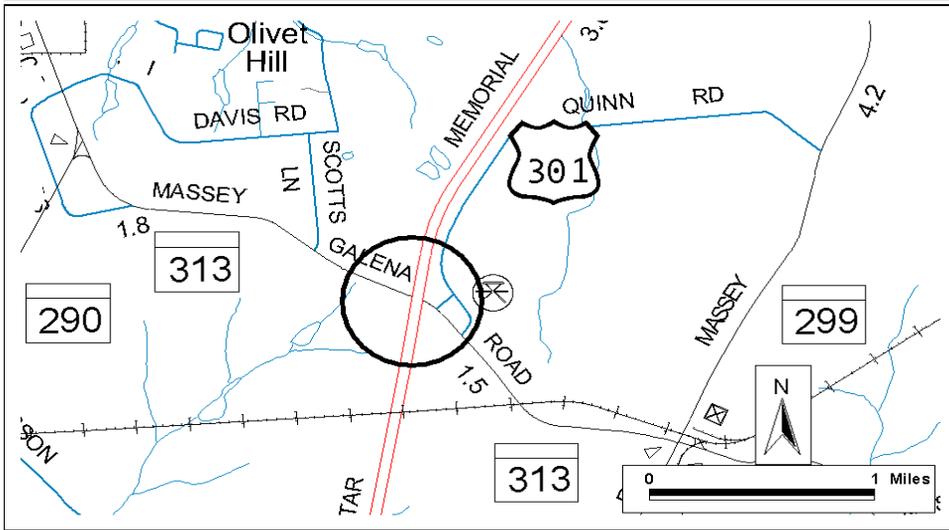
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Environmental Preservation</u>				
22	MD 100	Long Gate Parkway to east of Snowden River Parkway; landscape	458	FY 2004
23	MD 216	Scaggsville Road; I 95 to US 29; reforestation	82	FY 2005
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
24		Centennial Access Pathway - Construction of a 0.5 mile pathway and boardwalk from Old Annapolis Road to Centennial Park at Woodland Road.	250	FY 2005



Kent



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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
Planning	293	293	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	293	293	0	0	0	0	0	0	0	0	0	0
Federal-Aid	205	205	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 (2002) - 8,800(US301)
 1,575 (MD 313)
PROJECTED (2025) - 14,600 (US 301)
 2,800 (MD 313)

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

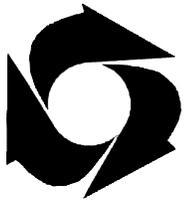
STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 213	Augustine Herman Highway; MD 291 to MD 297; resurface	180	Completed
2	MD 291	Morgnec Road/River Road; 400 feet east of Morgnec Cutoff Road to 140 feet east of MD 290; resurface	1,050	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 213	Augustine Herman Highway; South of Creamery Street to MD 444; resurface	570	FY 2004
4	MD 291	River Road; MD 290 to beginning of roundabout; resurface	353	FY 2005
5	MD 444	Locust Grove Road/Kentmore Park Road; MD 290 to end of SHA maintenance; resurface	557	FY 2004
<u>Safety/Spot Improvement</u>				
6	MD 213	Washington Avenue; at Spring Street; geometric improvements, sidewalk and pedestrian improvements (Funded for preliminary concept studies only)	35	Concepts Completed
<u>Neighborhood Conservation</u>				
7	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	
8	MD 291	Cypress Street; Through the Town of Millington; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	235	
9	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	

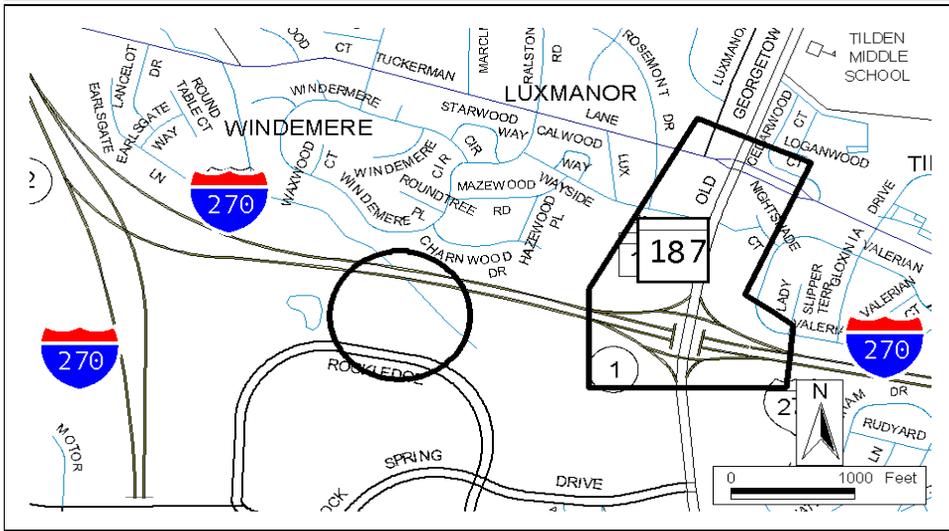
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
10	MD 292	Main Street; Within the limits of Betterton; urban street reconstruct	659	Completed
11	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.	2,098	Under construction
<u>Traffic Management</u>				
12	MD 213	Washington Avenue; MD 289 to Washington Square Shopping Center; signal system interconnect	314	Under construction



Montgomery



PROJECT: I-270 (East Spur)

DESCRIPTION: Constructed a new interchange on I-270 (east segment) at the Rockledge Drive Connector, upgraded the interchange at MD 187, and provided intersection improvements at MD 187/Tuckerman Lane.

JUSTIFICATION: Interchange modifications improved traffic operations while increasing accessibility to the Rockspring Business Park. MD 187 (Old Georgetown Road) interchange modifications improved 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 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009	2009		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,008	2,008	0	0	0	0	0	0	0	0	0
Right-of-way	1,426	1,018	386	22	0	0	0	0	0	408	0
Construction	25,684	25,538	146	0	0	0	0	0	0	146	0
Total	29,118	28,564	532	22	0	0	0	0	0	554	0
Federal-Aid	22,068	21,579	471	18	0	0	0	0	0	489	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

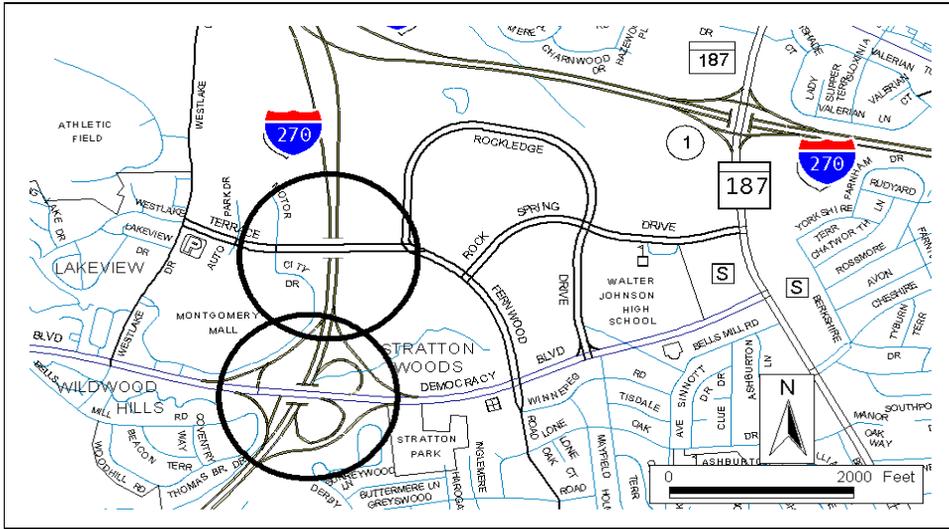
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 116,300

PROJECTED (2025) - 154,800

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:

- 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 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 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. Montgomery County participated in Project Planning cost.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					
				2006.....2007.....2008.....		2009.....
Planning	1,729	1,729	0	0	0	0	0	0	0	
Engineering	1,680	1,680	0	0	0	0	0	0	0	
Right-of-way	1,101	1,101	0	0	0	0	0	0	0	
Construction	18,461	14,252	4,209	0	0	0	0	4,209	0	
Total	22,971	18,762	4,209	0	0	0	0	4,209	0	
Federal-Aid	18,244	14,352	3,892	0	0	0	0	3,892	0	

FUNCTION :

STATE - Primary Arterial

FEDERAL - Interstate

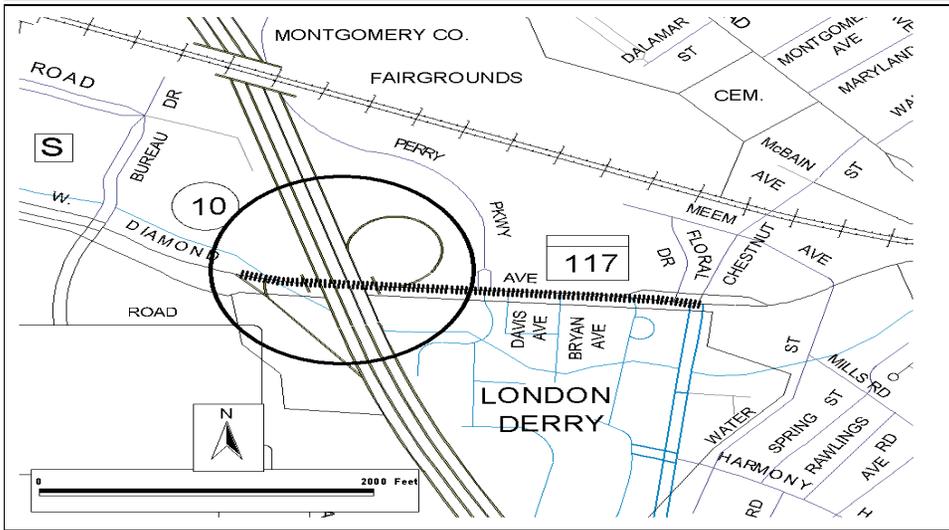
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 121,500

PROJECTED (2025) - 154,800

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 11)
MD 117, Great Seneca Park to I-270 (Line 22)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,010	1,010	0	0	0	0	0	0	0	0
Right-of-way	1,764	1,212	552	0	0	0	0	0	552	0
Construction	7,777	4,158	3,619	0	0	0	0	0	3,619	0
Total	10,551	6,380	4,171	0	0	0	0	0	4,171	0
Federal-Aid	7,536	4,142	3,394	0	0	0	0	0	3,394	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

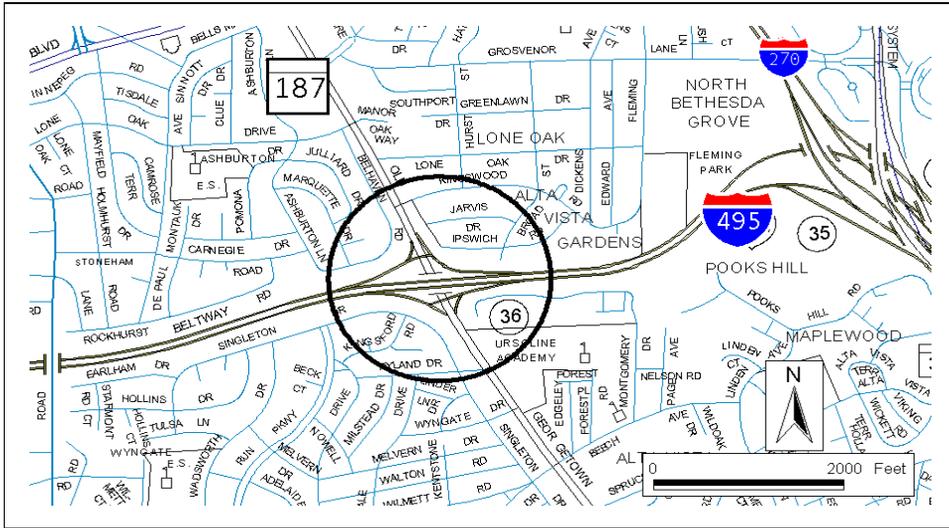
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 163,500 (I-270)

PROJECTED (2025) - 238,300 (I-270)

OPERATING COST IMPACT \$5,000 per year



PROJECT: I-495, Capital Beltway

DESCRIPTION: Replace Bridge 1511500 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 25)
- I-495/I-95, Capital Beltway (Line 13)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	550	550	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	8,278	6,013	2,265	0	0	0	0	0	0	2,265	0
Total	8,828	6,563	2,265	0	0	0	0	0	0	2,265	0
Federal-Aid	7,711	5,653	2,058	0	0	0	0	0	0	2,058	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

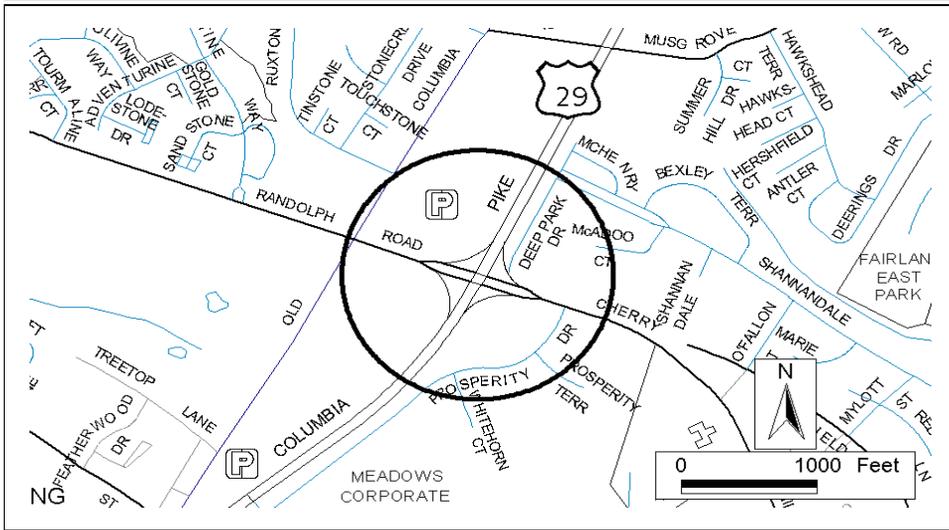
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 125,150

PROJECTED (2025) - 161,200

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 6,7,14,15)
- East/West Intersection Improvements Program (Line 10)
- InterCounty Connector (Line 16)
- MD 28/MD 198, MD 97 to I-95 (Line 17)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost decrease of \$1.1 million is due to reduced utility needs.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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									SIX YEAR TOTAL	BALANCE TO COMPLETE		
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				YEAR 2006			YEAR 2007	YEAR 2008	YEAR 2009
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,893	2,893	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	15,688	12,012	2,802	700	174	0	0	0	0	0	0	0	0
Construction	24,366	7,332	6,368	7,016	3,650	0	0	0	0	0	0	0	0
Total	42,947	22,237	9,170	7,716	3,824	0	0	0	0	0	0	0	0
Federal-Aid	32,806	16,059	7,384	6,258	3,105	0	0	0	0	0	0	0	0

FUNCTION :

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

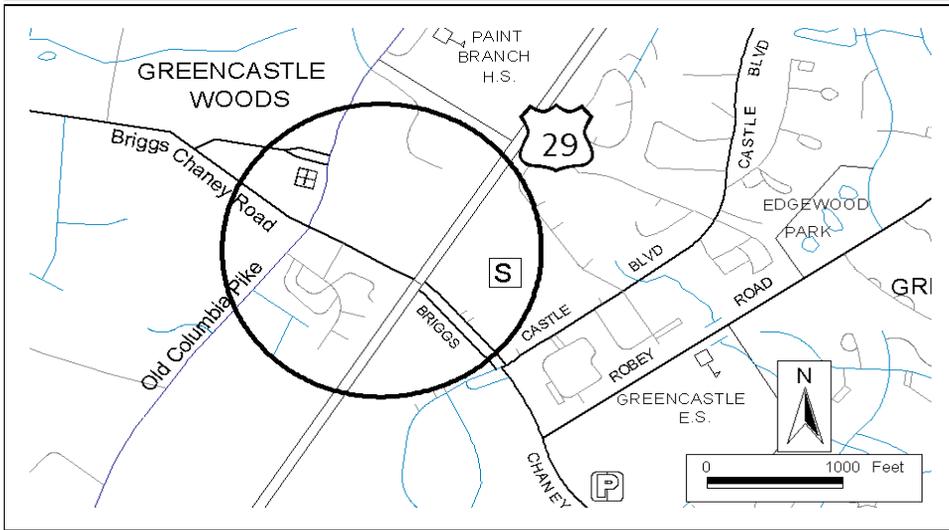
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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 5,7,14,15)
- East/West Intersection Improvement Program (Line 10)
- InterCounty Connector (Line 16)
- MD 28/MD 198, MD 97 to I-95 (Line 17)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost decrease of \$8.4 million is due to a favorable bid price.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,754	3,754	0	0	0	0	0	0	0	0
Right-of-way	8,971	6,320	2,376	275	0	0	0	0	2,651	0
Construction	33,930	20	2,998	9,674	11,298	9,940	0	0	33,910	0
Total	46,655	10,094	5,374	9,949	11,298	9,940	0	0	36,561	0
Federal-Aid	36,089	7,573	4,191	7,760	8,812	7,753	0	0	28,516	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

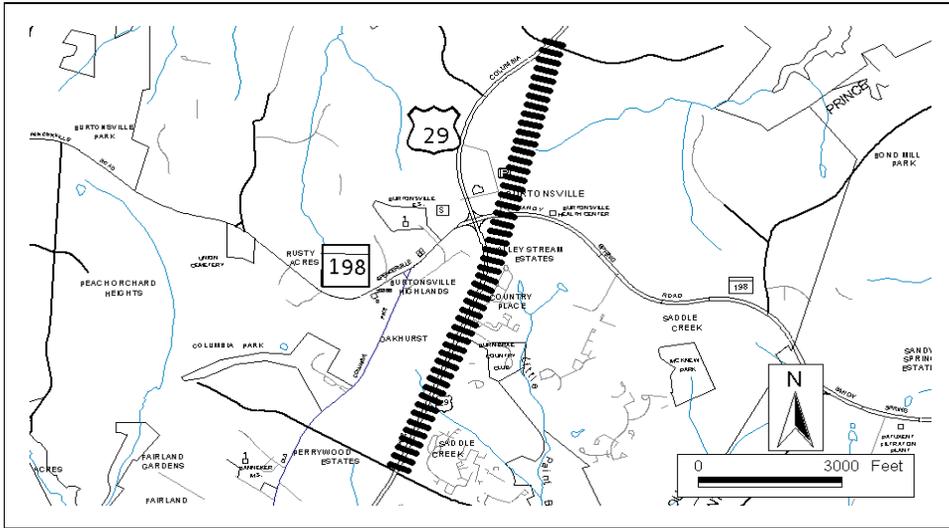
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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 5,6,14,15)
- East/West Intersection Improvement Program (Line 10)
- InterCounty Connector (Line 16)
- MD 28/MD 198, MD 97 to I-95 (Line 17)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	2006	2007	2008	2009				
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,108	2,108	0	0	0	0	0	0	0	0	0
Right-of-way	11,803	7,207	4,296	300	0	0	0	0	0	4,596	0
Construction	32,620	10,372	13,387	8,861	0	0	0	0	0	22,248	0
Total	46,531	19,687	17,683	9,161	0	0	0	0	0	26,844	0
Federal-Aid	37,206	15,172	14,482	7,552	0	0	0	0	0	22,034	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

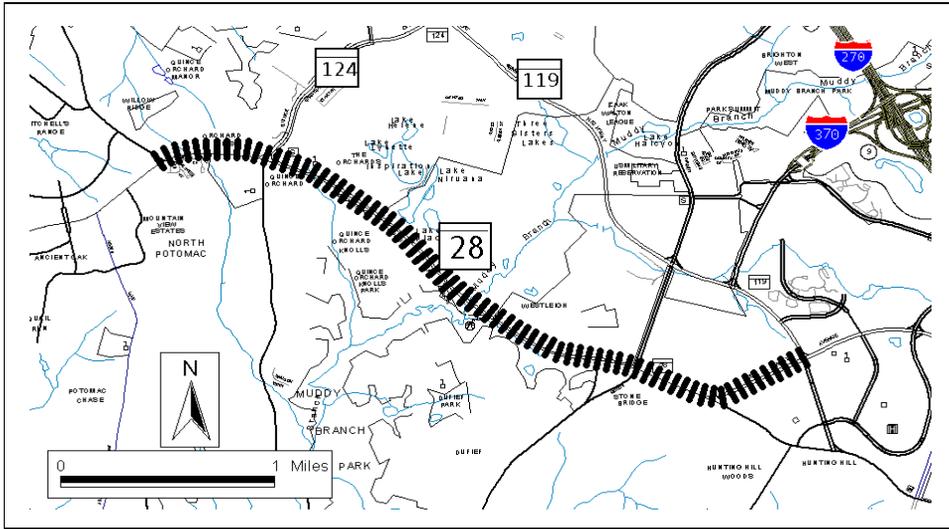
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 49,250

PROJECTED (2025) - 88,000

OPERATING COST IMPACT N/A



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:

- 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	948	948	0	0	0	0	0	0	0	0	0
Engineering	5,752	5,752	0	0	0	0	0	0	0	0	0
Right-of-way	9,004	7,912	1,042	50	0	0	0	0	0	1,092	0
Construction	25,402	16,276	8,873	220	33	0	0	0	0	9,126	0
Total	41,106	30,888	9,915	270	33	0	0	0	0	10,218	0
Federal-Aid	22,707	16,171	6,339	172	26	0	0	0	0	6,536	0

FUNCTION :

STATE - Minor Collector
 FEDERAL - Other Principal Arterial

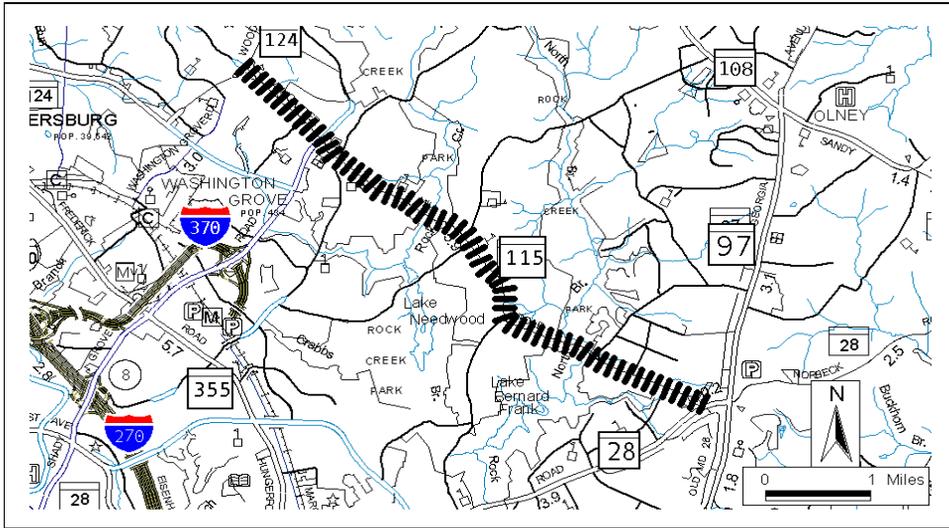
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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:

- 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)
- InterCounty Connector (Line 16)
- MD 28/MD 198, MD 97 to I-95 (Line 17)
- MD 97/MD 28 Interchange Improvement (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	275	0	0	0	0	STP
CO	2660	0	1034	0	0	STP

STATUS: Engineering and Right-of-way underway. Construction underway for the improvements at Avery Road.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	1,244	993	251	0	0	0	0	0	251	
Right-of-way	2,352	225	1,168	959	0	0	0	0	2,127	
Construction	6,404	8	2,566	2,504	0	431	577	318	6,396	
Total	10,000	1,226	3,985	3,463	0	431	577	318	8,774	
Federal-Aid	5,239	6	2,128	2,071	0	336	450	248	5,233	

FUNCTION :

STATE - Urban - Minor Arterial

FEDERAL - Major Collector

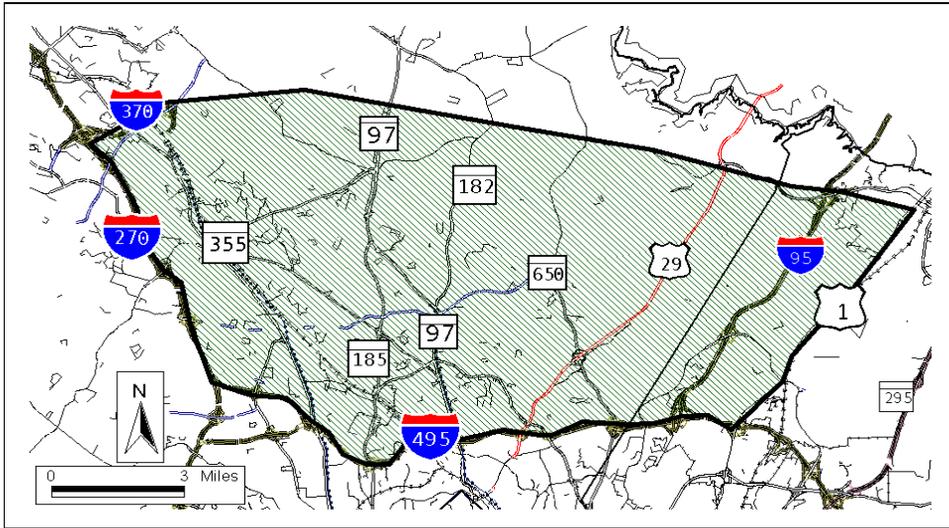
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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 5,6,7,14,15)
- MD 115, MD 28 to MD 124 (Line 9)
- InterCounty Connector (Line 16)
- MD 28/MD 198, MD 97 to I-95 (Line 17)
- MD 97/MD 28 and MD 97/Randolph Road Interchanges (Lines 19,21)

STATUS: Engineering, Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE		
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER													
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2006			YEAR 2007	YEAR 2008	YEAR 2009
Planning	999	999	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,009	12,863	146	0	0	0	0	0	0	0	0	0	146	0
Right-of-way	15,205	2,704	10,636	1,624	241	0	0	0	0	0	0	0	12,501	0
Construction	48,484	17,306	9,991	15,767	5,196	224	0	0	0	0	0	0	31,178	0
Total	77,697	33,872	20,773	17,391	5,437	224	0	0	0	0	0	0	43,825	0
Federal-Aid	51,398	17,731	15,932	13,590	3,983	162	0	0	0	0	0	0	33,668	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

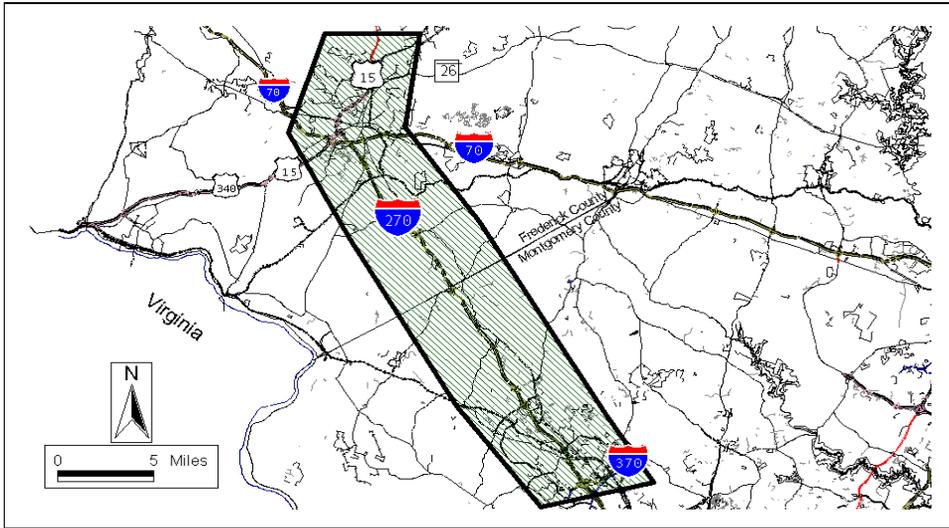
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT N/A



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, MD 85 Extended and MD 355 Interchange (Frederick County - Line 1)
- I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 4)
- I-270/Watkins Mill Road Extended Interchange (Line 12)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Project Planning underway. An additional \$6.0 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	2006	2007	2008	2009			
Planning	11,537	9,757	1,000	780	0	0	0	0	0	1,780	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,591	10,811	1,000	780	0	0	0	0	0	1,780	0
Federal-Aid	8,075	6,830	700	545	0	0	0	0	0	1,245	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

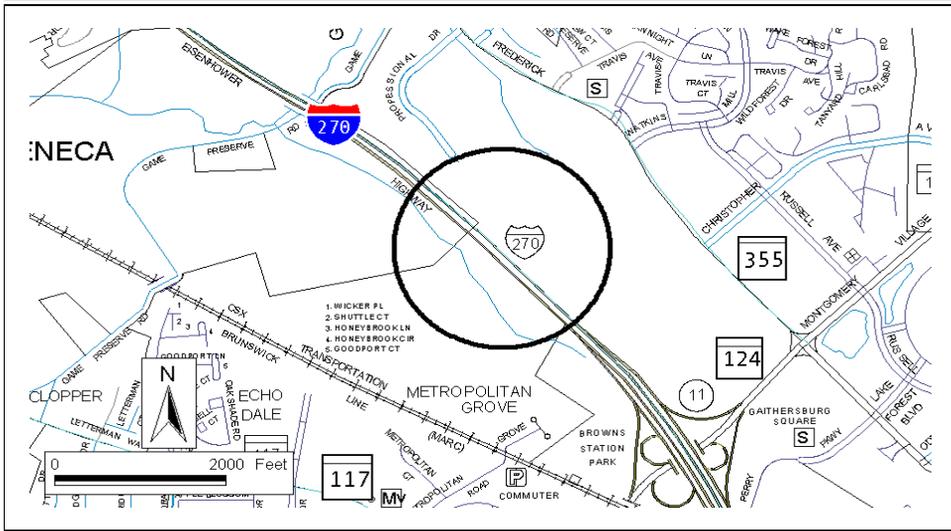
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 38,325 - 96,825 (US 15)
71,675 - 194,000 (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 11)
- InterCounty Connector (Line 16)

STATUS: Partial Engineering to begin during the current fiscal year. An additional \$11.7 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$1.9 million to Engineering.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				YEAR 2006			YEAR 2007
					2006	2007	2008	2009				
Planning	1,161	1,161	0	0	0	0	0	0	0	0	0	0
Engineering	1,900	0	500	1,300	100	0	0	0	0	1,900	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,061	1,161	500	1,300	100	0	0	0	0	1,900	0	0
Federal-Aid	813	813	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

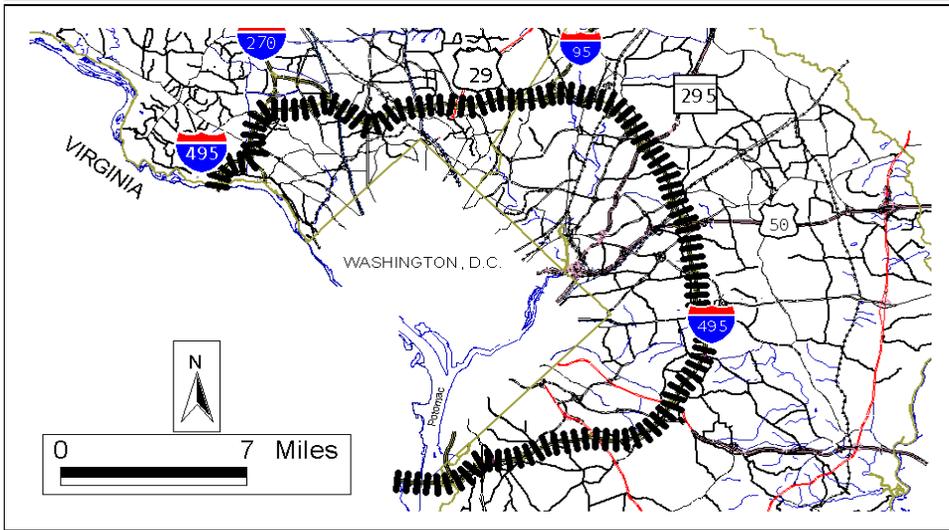
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 119,600

PROJECTED (2025) - 213,500

OPERATING COST IMPACT N/A



PROJECT: I-495/I-95, Capital Beltway

DESCRIPTION: Study to determine the feasibility of managed lanes 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.

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 25)
- MD 4, MD 223 to I-95/I-495 (Prince George's County - Line 18)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Prince George's County - Line 19)
- Bi-County Transit Way (MTA Program)

STATUS: Partial Project Planning underway. An additional \$5.5 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	6,225	5,217	1,008	0	0	0	0	0	0	1,008	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	5,217	1,008	0	0	0	0	0	0	1,008	0
Federal-Aid	4,357	3,652	706	0	0	0	0	0	0	706	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

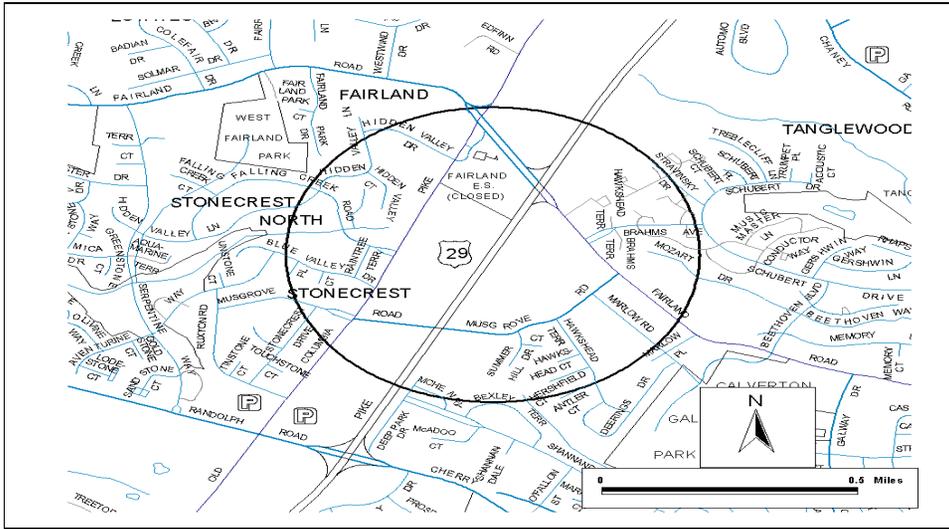
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 222,650

PROJECTED (2025) - 302,200

OPERATING COST IMPACT N/A



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 5,6,7,15)
- East/West Intersection Program (Line 10)
- InterCounty Connector (Line 16)
- MD 28/MD 198, MD 97 to I-95 (Line 17)

STATUS: Engineering and partial Right-of-way underway. An additional \$3.4 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$1.7 million is due to additional Right-of-way impacts and increased property values.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				YEAR 2006	YEAR 2007			YEAR 2008	YEAR 2009
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,108	666	500	1,292	650	0	0	0	0	0	0	2,442	0
Right-of-way	7,809	2	20	7,787	0	0	0	0	0	0	0	7,807	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10,917	668	520	9,079	650	0	0	0	0	0	0	10,249	0
Federal-Aid	8,267	468	366	6,978	455	0	0	0	0	0	0	7,799	0

FUNCTION:

- STATE - Other Principal Arterial
- FEDERAL - Other Principal Arterial

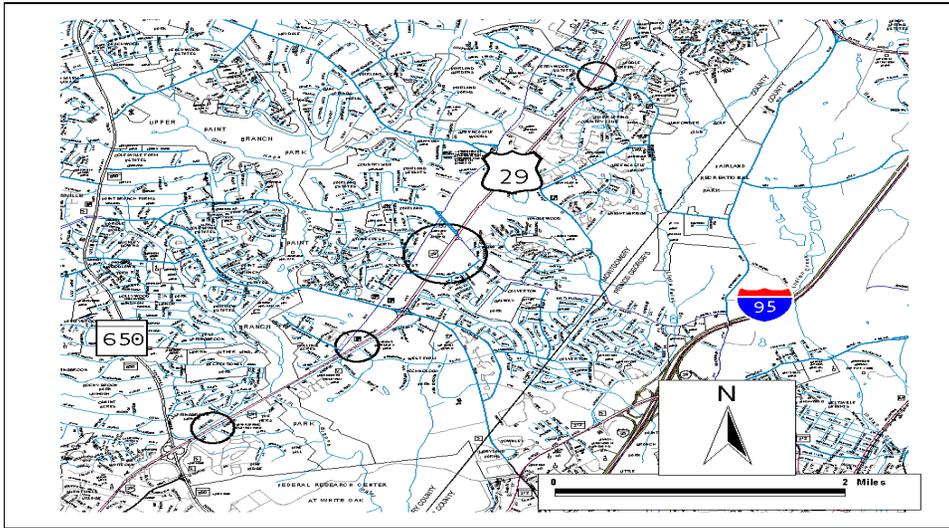
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 66,350

PROJECTED (2025) - 116,600

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 5,6,7,14)
- East/West Intersection Improvement Program (Line 10)
- InterCounty Connector (Line 16)
- MD 28/MD 198, MD 97 to I-95 (Line 17)

STATUS: Partial Engineering underway. An additional \$9.4 million is needed to complete Engineering and \$16.7 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost decrease of \$6.7 million is due to the transfer of funds to the US 29 Interchanges at Briggs Chaney Road and Musgrove/Fairland Road to cover Right-of-way increases.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE		
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER													
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2006			YEAR 2007	YEAR 2008	YEAR 2009
Planning	2,488	2,488	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,356	3,217	1,249	1,390	500	0	0	0	0	0	0	0	0	3,139
Right-of-way	596	596	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9,440	6,301	1,249	1,390	500	0	0	0	0	0	0	0	0	3,139
Federal-Aid	4,240	2,041	875	974	350	0	0	0	0	0	0	0	0	2,199

FUNCTION :

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

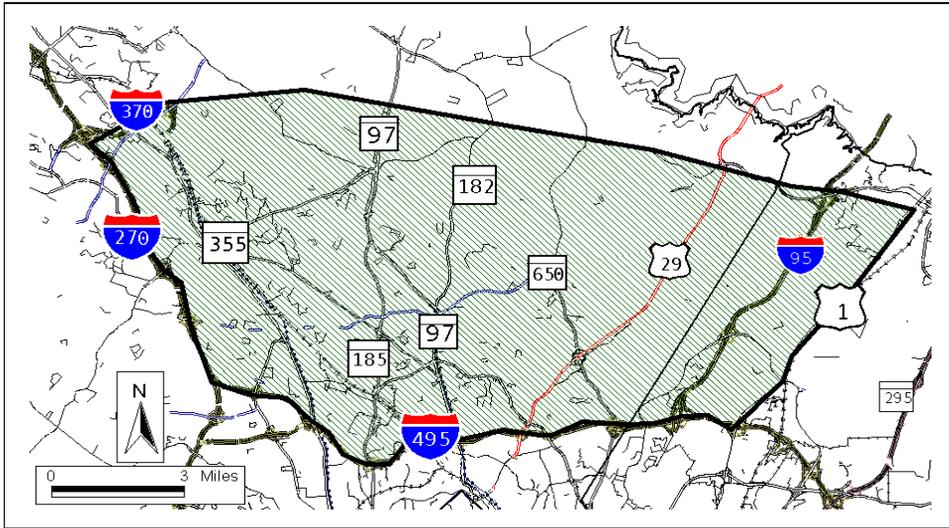
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 57,500

PROJECTED (2025) - 84,400

OPERATING COST IMPACT N/A



PROJECT: InterCounty Connector

DESCRIPTION: Study to construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

JUSTIFICATION: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS:

- Project Not Location Specific 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 5,6,7,14,15)
- 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 17)
- I-95/Contee Road Interchange (Prince George's County - Line 11)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 26)

STATUS: Planning underway. \$65.3 million PP and \$51.1 million R/W in FY 04/05 is anticipated to be funded in MdTA's program. A concept funding plan to complete the project has been developed that will be refined during the upcoming year. Amount shown is in accordance with that concept plan.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added to the Development and Evaluation Program.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	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									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	21,100	1,376	19,724	0	0	0	0	0	19,724	0
Engineering	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	21,100	1,376	19,724	0	0	0	0	0	19,724	0
Federal-Aid	7,800	1,073	6,727	0	0	0	0	0	6,727	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

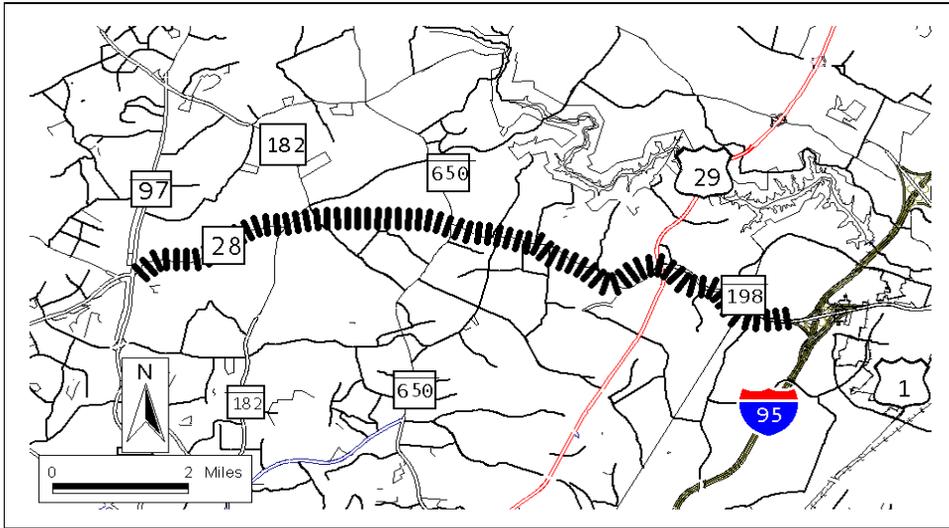
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT N/A



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct 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 5,6,7,14,15)
- East/West Intersection Improvement Program (Line 10)
- InterCounty Connector (Line 16)
- MD 97/MD 28 Interchange (Line 19)
- I-95/Contee Road Interchange (Prince George's County - Line 11)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - 26)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$1.2 million is due to an increase in wetland impacts, additional sidewalks, and an advanced Right-of-way purchase for WSSC property.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	3,118	1,877	932	309	0	0	0	0	1,241	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	110	0	110	0	0	0	0	0	110	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,228	1,877	1,042	309	0	0	0	0	1,351	0
Federal-Aid	2,183	1,314	652	216	0	0	0	0	869	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

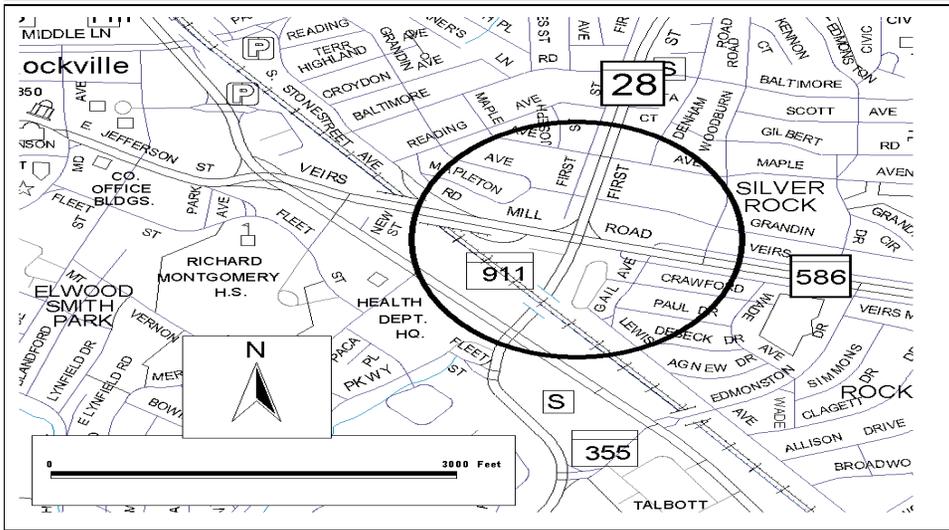
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 16,300 - 32,000 (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/intersection improvements at 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 intersection 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)
InterCounty Connector (Line 16)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	1,634	714	500	420	0	0	0	0	0	920	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	1,634	714	500	420	0	0	0	0	0	920	0
Federal-Aid	1,144	500	350	294	0	0	0	0	0	644	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

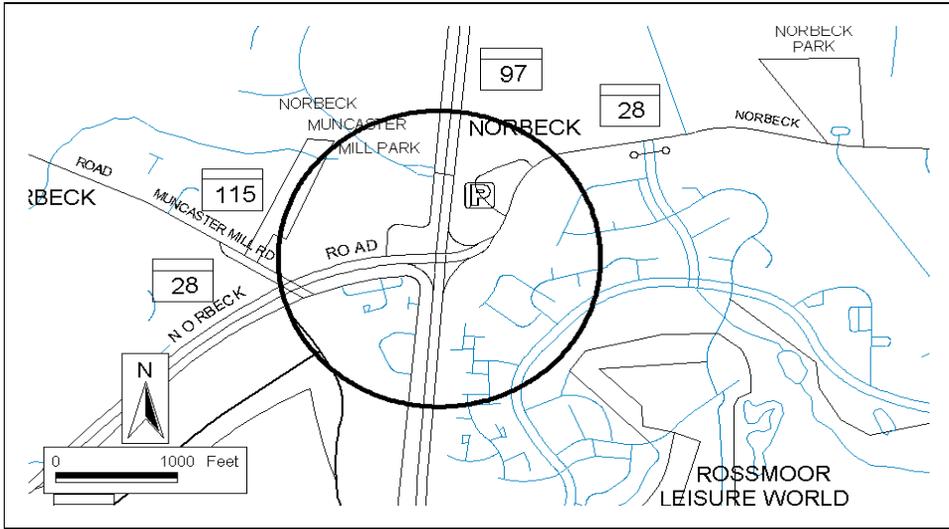
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 53,000

PROJECTED (2025) - 93,900

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)
 InterCounty Connector (Line 16)
 MD 28/MD 198, MD 97 to I-95 (Line 17)

STATUS: Partial Engineering underway. An additional \$2.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,013	1,813	200	0	0	0	0	0	200	0
Engineering	3,560	183	2,000	1,377	0	0	0	0	3,377	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	5,573	1,996	2,200	1,377	0	0	0	0	3,577	0
Federal-Aid	3,901	1,397	1,540	964	0	0	0	0	2,504	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

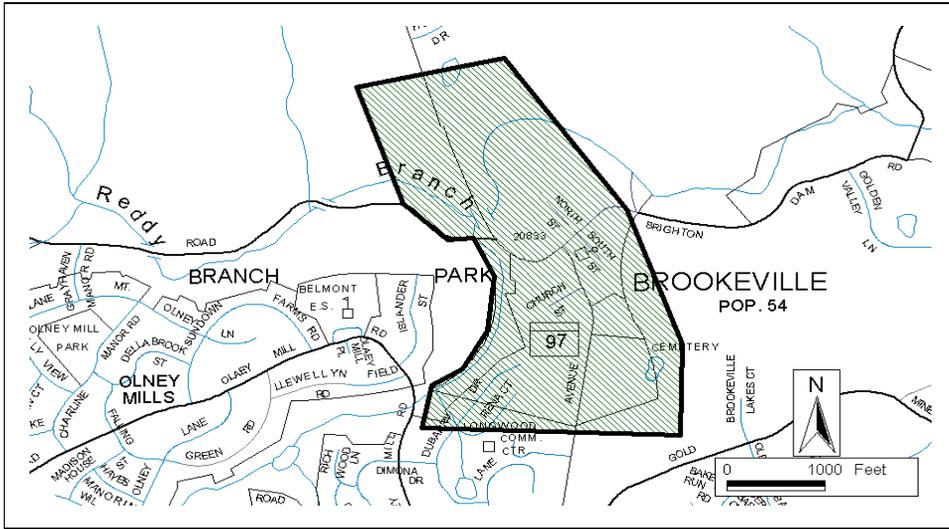
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009			
Planning	1,919	1,792	127	0	0	0	0	0	0	127	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	1,919	1,792	127	0	0	0	0	0	0	127	0
Federal-Aid	1,343	1,254	89	0	0	0	0	0	0	89	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

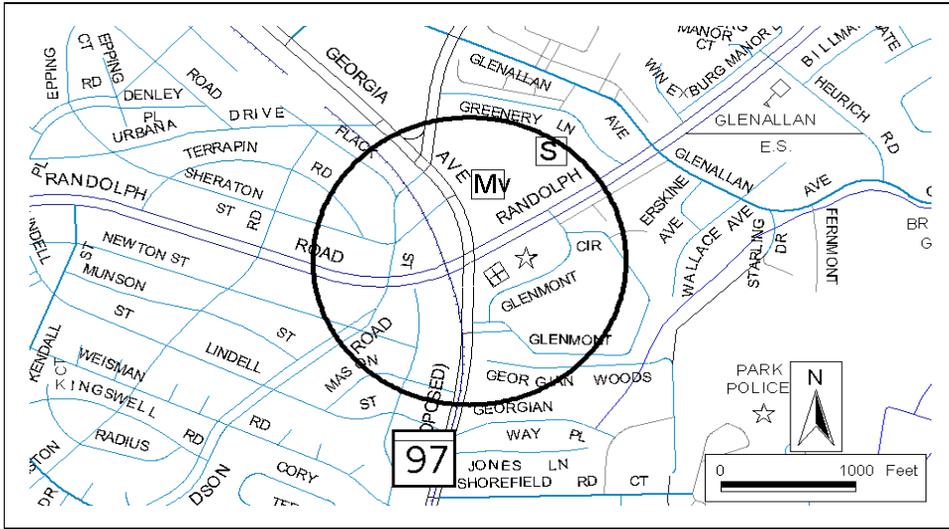
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 17,000

PROJECTED (2025) - 31,100

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:

- 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)
InterCounty Connector (Line 16)

STATUS: Partial Engineering underway. Partial Right-of-way to begin during the current fiscal year. An additional \$1.6 million is needed to complete Engineering, an additional \$7.3 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$3.0 million to Right-of-way.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	1,047	1,047	0	0	0	0	0	0	0	0
Engineering	4,580	212	2,000	2,050	318	0	0	0	4,368	0
Right-of-way	3,000	0	50	2,600	350	0	0	0	3,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,627	1,259	2,050	4,650	668	0	0	0	7,368	0
Federal-Aid	3,939	881	1,400	1,435	223	0	0	0	3,058	0

FUNCTION :

STATE - Other Principal Arterial
FEDERAL - Other Principal Arterial

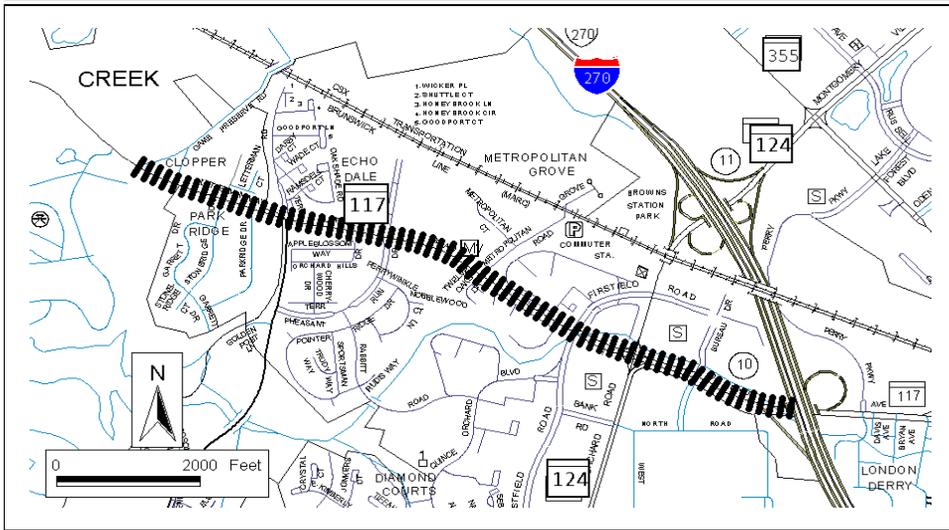
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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, including multi-use pathway on the southside. 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 12)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Engineering underway. An additional \$0.3 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	1,028	1,028	0	0	0	0	0	0	0	0	0
Engineering	3,857	124	1,576	1,549	608	0	0	0	0	3,733	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	4,885	1,152	1,576	1,549	608	0	0	0	0	3,733	0
Federal-Aid	720	720	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

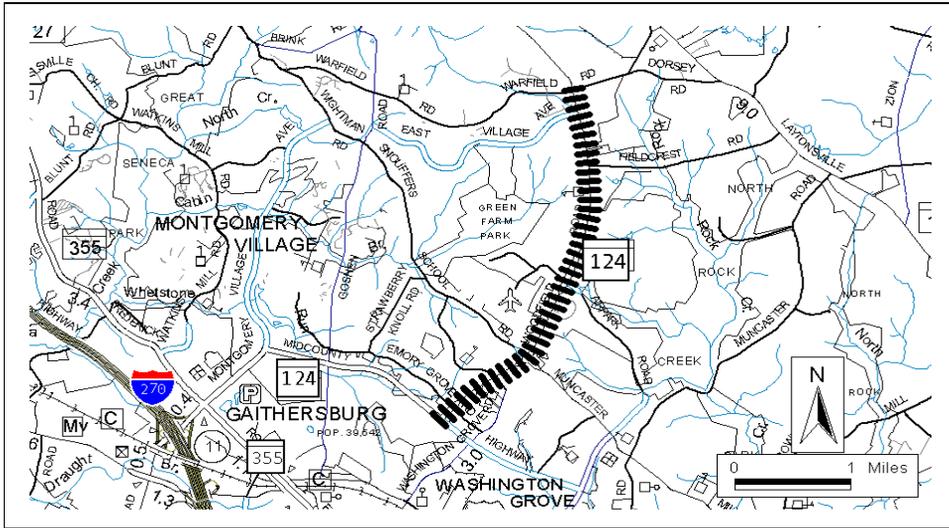
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 44,400

PROJECTED (2025) - 53,600

OPERATING COST IMPACT N/A



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:

- 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)
InterCounty Connector (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	2,096	2,096	0	0	0	0	0	0	0	0	0
Engineering	4,000	319	500	1,500	1,000	681	0	0	0	3,681	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	6,096	2,415	500	1,500	1,000	681	0	0	0	3,681	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

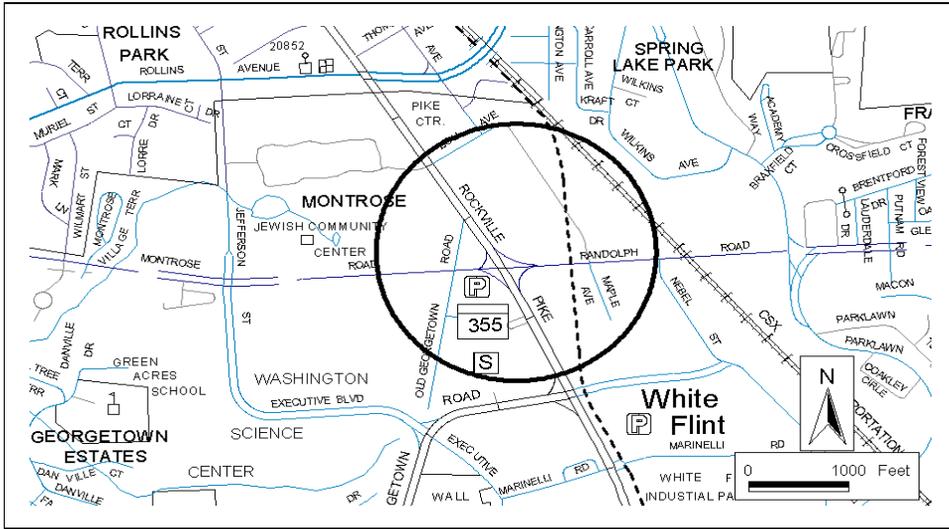
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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)
- InterCounty Connector (Line 16)
- Montrose Parkway (Montgomery County Project)

STATUS: Partial Engineering underway. Partial Right-of-way to begin during the current fiscal year. An additional \$3.6 million is needed to complete Engineering, an additional \$42.6 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$5.2 million to Right-of-way to begin purchasing right-of-way for the segment from Old Georgetown Road to Maple/Chapman Ave,

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	1,665	1,665	0	0	0	0	0	0	0	0	
Engineering	4,930	134	1,000	2,066	1,730	0	0	0	4,796	0	
Right-of-way	5,200	0	50	4,250	900	0	0	0	5,200	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	11,795	1,799	1,050	6,316	2,630	0	0	0	9,996	0	
Federal-Aid	3,451	94	700	1,446	1,211	0	0	0	3,357	0	

FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 77,900

PROJECTED (2025) - 98,600

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 28	Darnestown Road; Riffle Ford Road to Black Rock Road; resurface	703	Completed
2	MD 108	Sandy Spring Road; Norwood Road to Dominion Drive; resurface	135	Completed
3	MD 118	Germantown Road; I 270 to MD 355; resurface	265	Completed
4	MD 182	Layhill Road; MD 97 to Park Vista Drive; resurface	413	Completed
5	MD 188	Wilson Lane; Selkirk Drive to MD 190; resurface	32	Completed
6	MD 355	Wisconsin Avenue; District of Columbia Line to MD 191; resurface northbound roadway	138	Completed
7	MD 396	Massachusetts Avenue; Onondaga Road to West Moreland Circle; resurface	1,085	Completed
<u>Safety/Spot Improvement</u>				
8	MD 108	Sandy Spring Road; at Sherwood Elementary School; geometric improvements	347	Completed
9	MD 410	East West Highway; at MD 390; reconstruct intersection	1,841	Completed
<u>Neighborhood Conservation</u>				
10	MD 192	Metropolitan Avenue; Plyers Mill Road to Kensington Parkway in Kensington; roadway reconstruction, sidewalks and landscaping	1,617	Completed
<u>Noise Barriers</u>				
11	I 495	Capital Beltway; MD 191 (Bradley Boulevard) to north of MD 190 (River Road); noise barrier (Burning Tree Estates and Seven Locks Manor)	6,557	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions (cont'd)</u>				
<u>Traffic Management</u>				
12	MD 189	Falls Road; at Wootton Parkway; modify traffic signal	37	Completed
13	MD 198	Sandy Spring Road; at McKnew Road; modify traffic signal	17	Completed
14	MD 320	Piney Branch Road; at Takoma School/Ray Drive; modify traffic signal	15	Completed
15	MD 355	Hungerford Drive; at Gude Drive; modify traffic signal	16	Completed
16	I 495	Capital Beltway; at I 270 and MD 355; lighting	823	Completed
<u>Enhancements</u>				
<u>Preservation of Abandoned Railway Corridors</u>				
17		Bethesda Trolley Trail - Construction of a pedestrian bridge and approaches over I-270.	1,310	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
18	MD 27	Ridge Road; Damascus High School to MD 80; resurface	1,695	Under construction
19	MD 28	Darnestown Road/Key West Avenue; Muddy Branch to Shady Grove Road; resurface	500	FY 2004
20	MD 124	Montgomery Village Avenue/Midcounty Highway; MD 355 to Woodfield Road; resurface	475	FY 2004
21	MD 188	Wilson Lane; MD 190 to Moorland Lane; resurface	3,055	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
22	MD 189	Falls Road; MD 190 to north of Glenolden Drive; resurface	396	Under construction
23	MD 190	River Road; MD 112 (Seneca Road) to Piney Meetinghouse Road; resurface	2,200	FY 2004
24	MD 190	River Road; MD 191 to I 495; resurface	150	FY 2004
25	I 270	Eisenhower Memorial Highway; South of I 270 Y Split to MD 189 (Falls Road); resurface	7,214	Under construction
26	I 495	Capital Beltway; MD 97 (Georgia Avenue) to I 270 West Spur; resurface	10,954	FY 2004
27	I 495	Capital Beltway; US 29 (Colesville Road) to MD 650 (New Hampshire Avenue); resurface	6,179	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
28	US 29	Colesville Road; at Bridge 15135 over I 495; bridge rehabilitation	3,998	Under construction
29	MD 109	Old Hundred Road; Bridge 15070 over Branch of Little Monocacy River; bridge replacement	480	Completed
<u>Safety/Spot Improvement</u>				
30		Various locations along I 495 and I 95 in Montgomery and Prince George's Counties; guard rail	642	Under construction
31	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost.)	850	FY 2004
32	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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
33	MD 117	Clopper Road; at Waring Station Road; widen to provide separate eastbound left turn lane (Funded for preliminary engineering only)	60	PE Underway
34	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	455	Under construction
35	MD 193/650	University Boulevard/New Hampshire Avenue; MD 193 from MD 320 (Piney Branch Road) to Adelphi Road and MD 650 from Erskine Street to Merrimac Drive; safety improvements (Funded for preliminary engineering only) (Note: Project also shown in Prince George's County.)	1,000	PE Underway
<u>Neighborhood Conservation</u>				
36	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	
37	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	
38	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	
39	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	
40	MD 195	Carroll Avenue; Garland Avenue to MD 193; streetscape	3,886	Under construction
41	MD 547	Strathmore Avenue; (Phase I) Kenilworth Avenue to Weymouth Street in Garrett Park; urban street reconstruct.	4,378	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
42	MD 547	Strathmore Avenue; (Phase 2) 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>				
43	MD 28	Darnestown Road; Muddy Branch Road to 1000 feet east of Muddy Branch Road; noise barrier	289	FY 2005
44	I 495	Capital Beltway; Rock Creek Bridge to east of the Linden Road overpass; noise barrier (Forest Glen Park)	2,140	Under construction
<u>C.H.A.R.T. Projects</u>				
45	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	854	Under construction
<u>Sidewalks</u>				
46	MD 97	Georgia Avenue; Brookeville Road to Longwood Park; retrofit sidewalks - 1,200 linear feet (Project is dependent upon contribution from County.)	190	FY 2005
47	MD 193	University Boulevard; Drumm Avenue to Dennis Avenue; retrofit sidewalks	123	FY 2004
48	MD 410	Ethan Allen Avenue; MD 195 to MD 650 in Takoma Park; retrofit sidewalks	97	Completed
49	MD 586	Veirs Mill Road; College View Drive to MD 193; retrofit sidewalks	18	FY 2004
<u>Intersection Capacity Improvements</u>				
50	MD 97	Georgia Avenue; at Tilton Drive; construct separate southbound MD 97 left turn lane	188	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

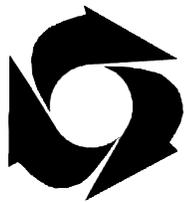
STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
51	MD 355	Rockville Pike; at MD 547 (Strathmore Avenue); widen and resurface	451	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
52		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 2005
53		North Bethesda Trail - Construction of 3,500 linear feet of 10-foot wide missing trail segments in North Bethesda, between the I-495 and I-270 trail bridges.	547	FY 2005
54		Rockville Millennium Trail - Phase II - Construction of a trail along MD 28 from Gude Drive to MD 586 (Veirs Mill Road).	736	FY 2005
55		Rockville I 270/MD 28 Bridges and Trail- Construction of trail, boardwalk, and four bridges over I 270 and ramps.	3,124	FY 2005
56		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.	678	FY 2005
<u>Landscaping/Scenic Beautification/Mitigation</u>				
57		Rock Creek Watershed Restoration - Stream restoration along Sycamore Creek in the Rock Creek watershed.	356	Underway
58		Rock Creek Watershed Restoration - Stream restoration along Joseph's Branch in the Rock Creek watershed.	227	Underway
59		Rock Creek Watershed Restoration - Stream restoration along Turkey Branch in the Rock Creek watershed.	1,020	FY 2004

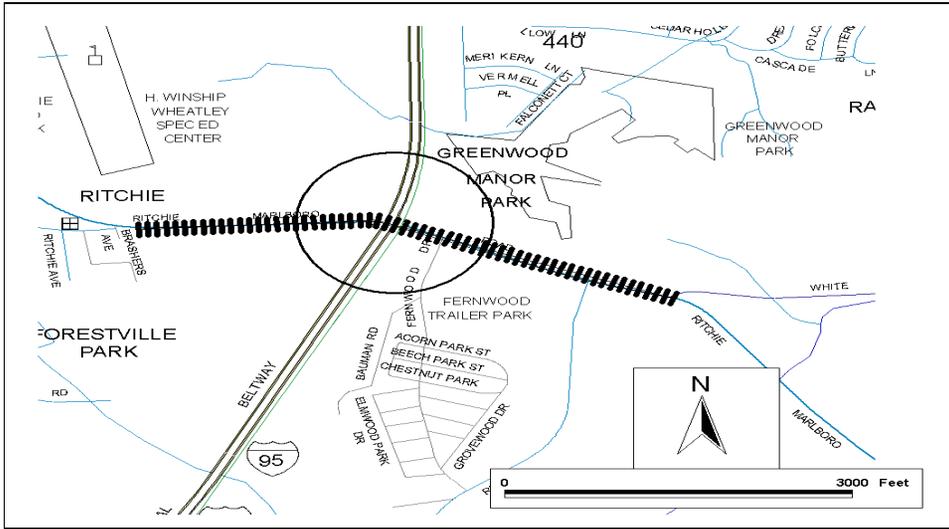
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
		<p><u>Fiscal Years 2004 and 2005 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p> <p><u>Landscaping/Scenic Beautification/Mitigation (cont'd)</u></p>		
60		Rock Creek Watershed Restoration - Stormwater management at National Institutes of Health in the Rock Creek watershed.	425	FY 2004
		<p><u>Establishment of Transportation Museums</u></p>		
61		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	Underway



Prince George's



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Constructed a new interchange at I-95/I-495 (Capital Beltway) and Ritchie Marlboro Road. Sidewalks are included. Wide curb lanes accommodate bicycles.

JUSTIFICATION: This interchange relieved capacity problems at the I-95/I-495 interchanges with MD 214 and MD 4 and improved access to planned economic development 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-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
I-95/I-495, Interchange at Arena Drive (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. Prince George's County participated in the cost of Engineering and funded construction improvements on connecting County roads. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$3.5 million is due to the addition of pavement work on I-95.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	907	907	0	0	0	0	0	0	0	0	0
Engineering	2,085	2,085	0	0	0	0	0	0	0	0	0
Right-of-way	7,656	6,533	1,123	0	0	0	0	0	0	1,123	0
Construction	17,051	16,754	297	0	0	0	0	0	0	297	0
Total	27,699	26,279	1,420	0	0	0	0	0	0	1,420	0
Federal-Aid	17,569	16,489	1,080	0	0	0	0	0	0	1,080	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

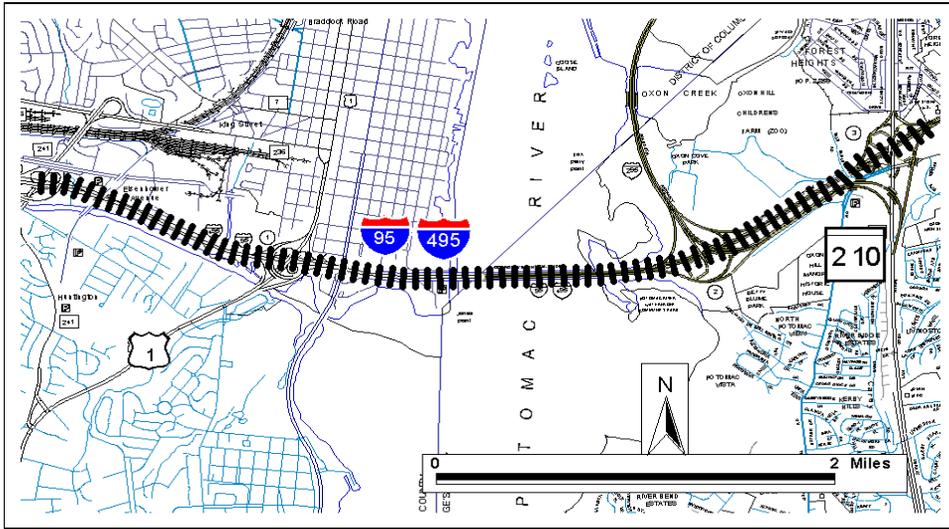
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 181,125

PROJECTED (2025) - 231,400

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 project 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 12)
- MD 210, MD 228 to Capital Beltway (Line 21)

STATUS: Engineering, Right-of-way and Construction underway. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost decrease of \$171.2 million is due to updating the project based on the revised financial plan.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	97043	59149	45926	0	0	WWB

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	104,576	67,405	10,324	10,874	10,852	1,707	1,707	1,707	37,171	0	
Right-of-way	4,387	3,326	654	407	0	0	0	0	1,061	0	
Construction	1,181,201	260,482	139,503	162,564	212,083	182,533	157,926	28,204	882,813	37,906	
Total	1,290,164	331,213	150,481	173,845	222,935	184,240	159,633	29,911	921,045	37,906	
Federal-Aid	1,174,126	300,740	142,126	163,528	203,168	167,195	144,481	22,563	843,061	30,325	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

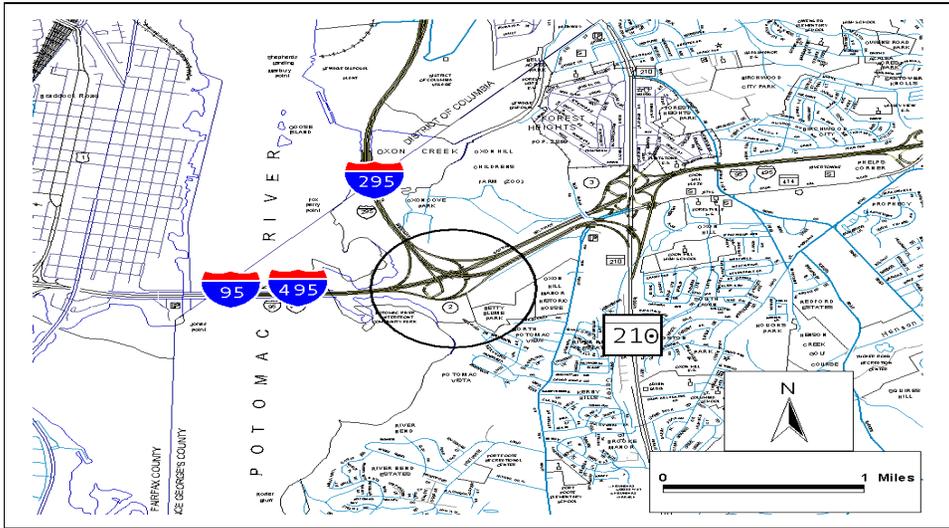
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 202,675

PROJECTED (2025) - 293,500

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 12)
- MD 210, MD 228 to Capital Beltway (Line 21)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	3,350	0	450	1,600	1,300	0	0	0	3,350	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	50,350	1,732	20,607	13,652	11,559	2,800	0	0	48,618	
Total	53,700	1,732	21,057	15,252	12,859	2,800	0	0	51,968	
Federal-Aid	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

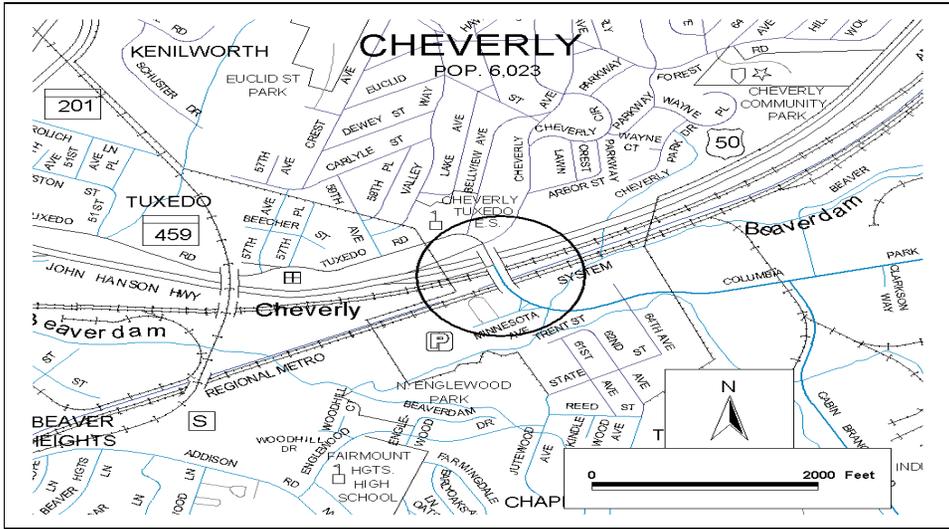
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 202,675

PROJECTED (2025) - 293,500

OPERATING COST IMPACT \$3,900 per year



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Constructed a ramp from northbound Columbia Park Road to eastbound US 50. This added a movement not available at the existing US 50/Columbia Park Road interchange. Sidewalks were where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project improved traffic operations and increased 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 included Prince George's County funding for replacement of a County bridge. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009			
Planning	580	580	0	0	0	0	0	0	0	0	0
Engineering	359	359	0	0	0	0	0	0	0	0	0
Right-of-way	659	539	120	0	0	0	0	0	0	120	0
Construction	6,131	4,763	1,368	0	0	0	0	0	0	1,368	0
Total	7,729	6,241	1,488	0	0	0	0	0	0	1,488	0
Federal-Aid	6,022	4,849	1,173	0	0	0	0	0	0	1,173	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

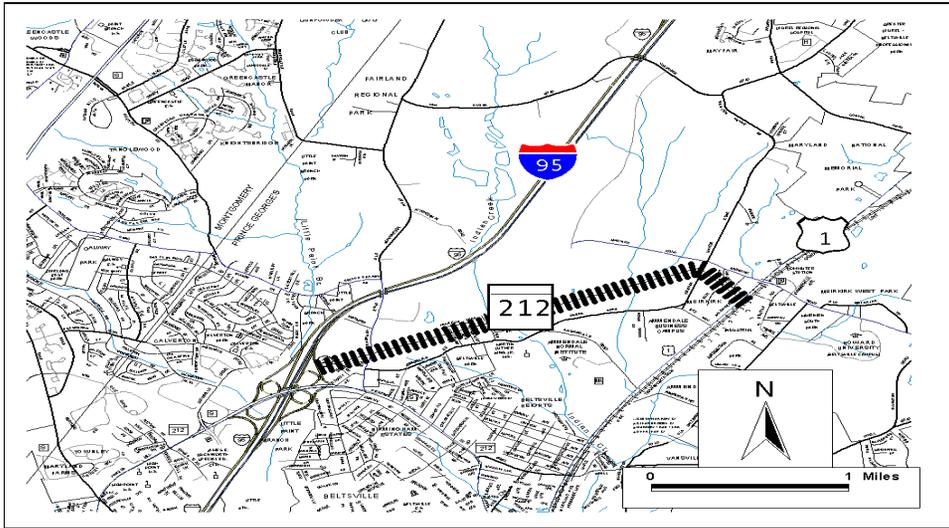
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 80,900

PROJECTED (2025) - 116,900

OPERATING COST IMPACT \$1,200 per year



PROJECT: MD 212 Relocated

DESCRIPTION: Prince George's County will construct a multi-lane arterial along the general alignment of Amundale/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:

- 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 26)
 US 1, College Avenue to Sunnyside Avenue (Line 29)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 by Prince George's County underway. The cost 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 2003 - 08 CTP: Reimbursement to the County was delayed from FY03 to FY04 due to redevelopment of engineering plans.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	107	107	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	6,893	0	523	4,184	2,186	0	0	0	0	6,893	0	0
Total	7,000	107	523	4,184	2,186	0	0	0	0	6,893	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

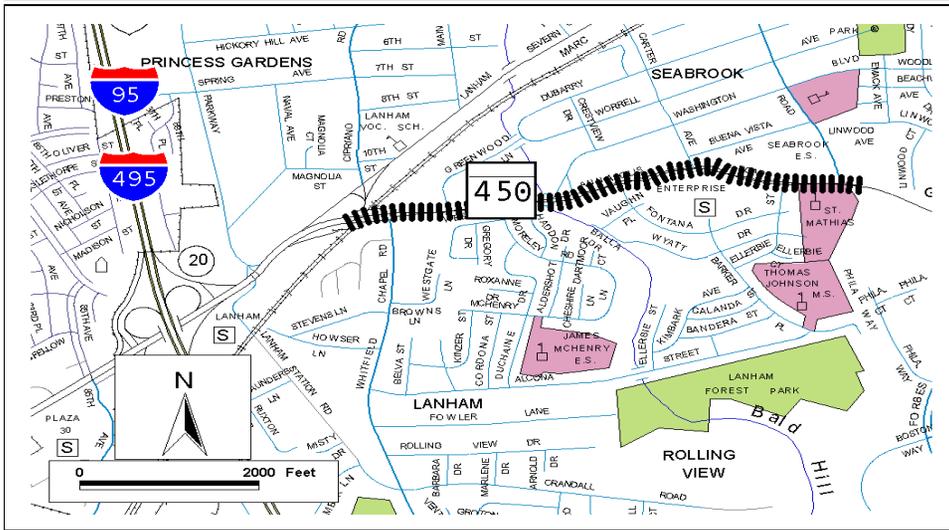
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 31,200

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 will 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 Stonybrook Drive (Line 7)
- MD 450, Stonybrook Drive to west of MD 3 (Line 28)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost decrease of \$3.5 million is due to a favorable bid price.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	TOTAL		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				
				2006.....2007.....2008.....			.....2009.....
Planning	1,334	1,334	0	0	0	0	0	0	0
Engineering	1,073	1,073	0	0	0	0	0	0	0
Right-of-way	5,281	2,591	2,690	0	0	0	0	2,690	0
Construction	8,224	633	3,764	3,827	0	0	0	7,591	0
Total	15,912	5,631	6,454	3,827	0	0	0	10,281	0
Federal-Aid	10,498	2,216	5,188	3,094	0	0	0	8,282	0

FUNCTION:

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

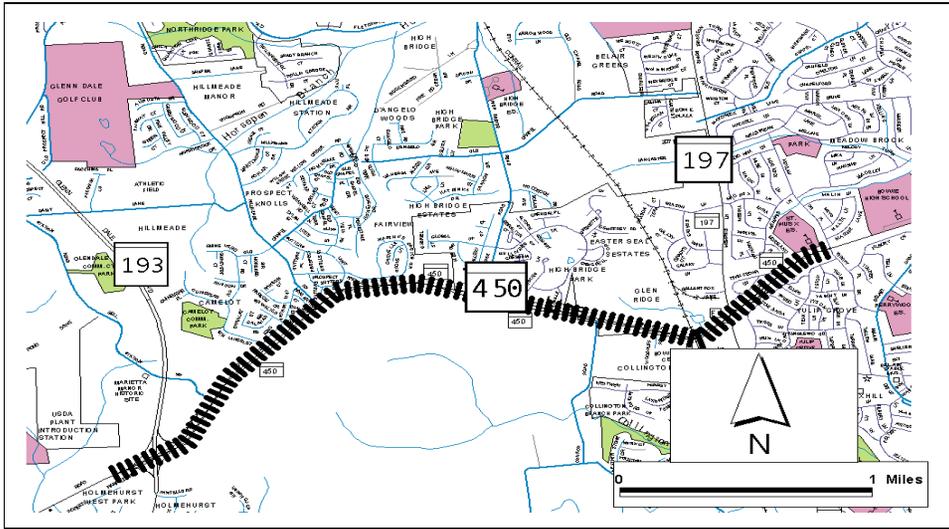
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 26,700

PROJECTED (2025) - 39,800

OPERATING COST IMPACT \$5,000 per year



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:

- 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 6)
- MD 450, Stonybrook Drive to west of MD 3 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. Construction for the segment from MD 193 to Bell Station Road is being funded by a developer. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost decrease of \$1.2 million is due to reduced utility needs.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	10	10	0	0	0	0	0	0	0	0	0	0
Right-of-way	10,251	3,523	6,678	50	0	0	0	0	0	0	6,728	0
Construction	25,275	5,579	10,403	9,293	0	0	0	0	0	0	19,696	0
Total	35,536	9,112	17,081	9,343	0	0	0	0	0	0	26,424	0
Federal-Aid	25,656	9,169	9,350	7,137	0	0	0	0	0	0	16,487	0

FUNCTION :

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

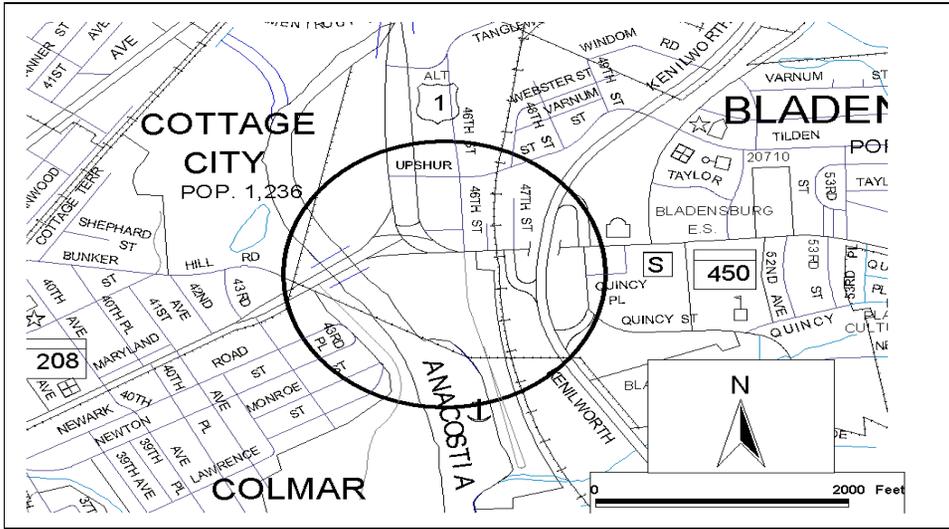
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 24,150

PROJECTED (2025) - 46,250

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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	41093	0	0	0	0	STP

STATUS: Right-of-way underway. Construction to begin during budget fiscal year, if scope and funding issues are resolved. Up to \$10.0 million in additional funding may be needed to complete Construction.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$3.6 million is due to increased utility relocation costs. The delay from FY04 to FY05 is due to resolving the project scope and funding issues.

PHASE	POTENTIAL FUNDING SOURCE:									SIX YEAR TOTAL	BALANCE TO COMPLETE		
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				YEAR 2006			YEAR 2007	YEAR 2008	YEAR 2009
Planning	561	561	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,846	2,146	700	0	0	0	0	0	0	0	0	0	700
Right-of-way	4,841	573	3,700	568	0	0	0	0	0	0	0	0	4,268
Construction	47,999	0	0	8,777	12,768	12,768	10,944	2,743	47,999	0	0	0	0
Total	56,247	3,280	4,400	9,345	12,768	12,768	10,944	2,743	52,967	0	0	0	0
Federal-Aid	46,668	1,895	2,534	7,723	11,236	11,236	9,631	2,414	44,773	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

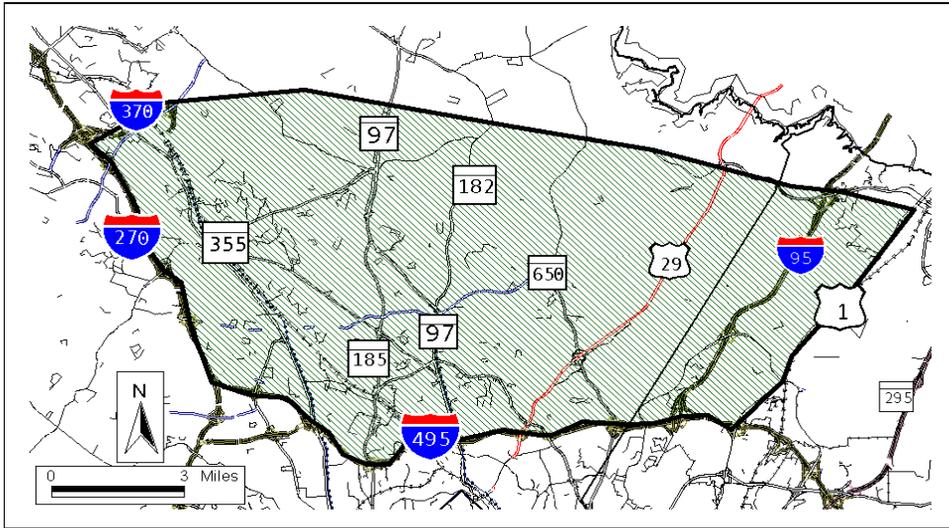
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 54,525

PROJECTED (2025) - 85,250

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:

InterCounty Connector (Line 24)
 MD 28/MD 198, MD 97 to I-95 (Line 25)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)
 I-270, East & West Spur Interchanges (Montgomery County - Lines 1,2)
 US 29, Interchanges (Montgomery County - Lines 5,6,7,14,15)
 MD 115, MD 28 to MD 124 (Montgomery County - Line 9)

STATUS: Engineering, Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				YEAR 2006	YEAR 2007			YEAR 2008	YEAR 2009
Planning	999	999	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,009	12,863	146	0	0	0	0	0	0	0	0	146	0
Right-of-way	15,205	2,704	10,636	1,624	241	0	0	0	0	0	0	12,501	0
Construction	48,484	17,306	9,991	15,767	5,196	224	0	0	0	0	0	31,178	0
Total	77,697	33,872	20,773	17,391	5,437	224	0	0	0	0	0	43,825	0
Federal-Aid	51,398	17,731	15,932	13,590	3,983	162	0	0	0	0	0	33,668	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

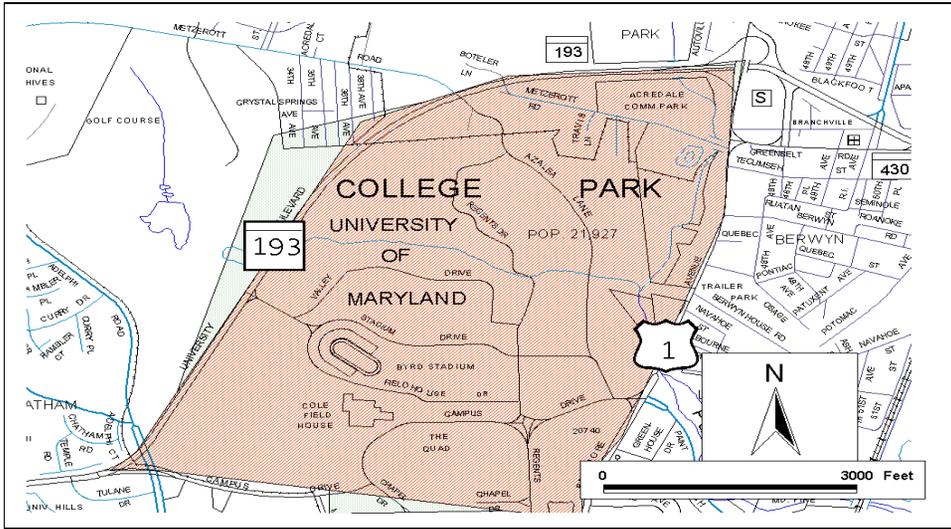
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 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 are accommodated on MD 193 shoulders, local roadways and trails.

JUSTIFICATION: This project improved traffic operations and enhanced safety at and around the University of Maryland at College Park and serves 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:

I-95/I-495, University of Maryland Connector Road (line 15)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)
 US 1, College Avenue to Sunnyside Avenue (Line 29)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
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	21	18	3	0	0	0	0	0	0	3	0
Construction	19,571	19,571	0	0	0	0	0	0	0	0	0
Total	19,592	19,589	3	0	0	0	0	0	0	3	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

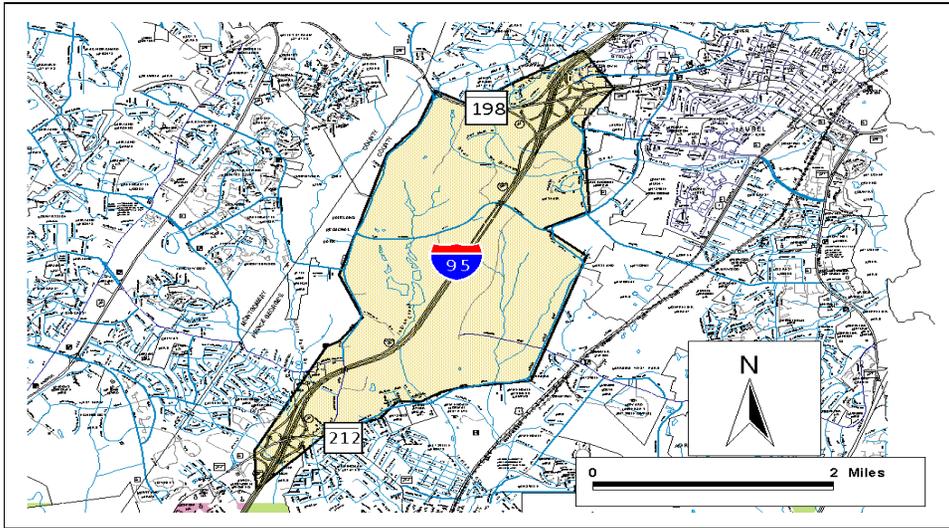
STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 56,000

PROJECTED (2025) - 68,200

OPERATING COST IMPACT N/A



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 9)
- InterCounty Connector (Line 24)
- MD 28/MD 198, MD 97 to I-97 (Line 25)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)

STATUS: Project Planning underway and partial Engineering to begin during current fiscal year. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$13.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	3000	0	0	0	0	IM
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
Planning	2,050	1,244	750	56	0	0	0	0	0	0	806	0
Engineering	4,285	0	250	1,500	1,250	1,285	0	0	0	0	4,285	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,335	1,244	1,000	1,556	1,250	1,285	0	0	0	0	5,091	0
Federal-Aid	4,434	871	700	1,089	875	899	0	0	0	0	3,563	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

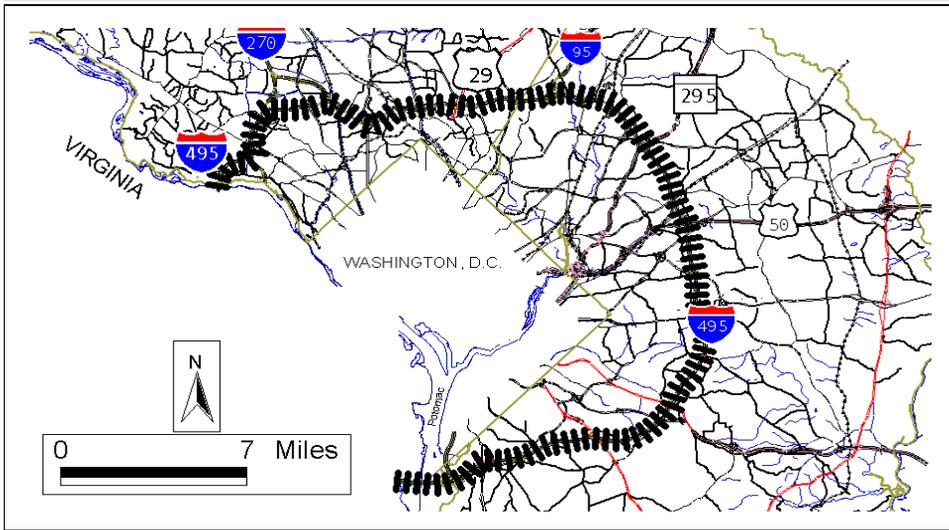
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 176,825

PROJECTED (2025) - 228,600

OPERATING COST IMPACT N/A



PROJECT: I-495/I-95, Capital Beltway

DESCRIPTION: Study to determine the feasibility of managed lanes 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.

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 29)
- MD 4, MD 223 to I-95/I-495 (Line 18)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)
- Bi-County Transit Way (MTA Program)

STATUS: Partial Project Planning underway. An additional \$5.5 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	6,225	5,217	1,008	0	0	0	0	0	1,008	0
Engineering	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	5,217	1,008	0	0	0	0	0	1,008	0
Federal-Aid	4,357	3,652	706	0	0	0	0	0	706	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

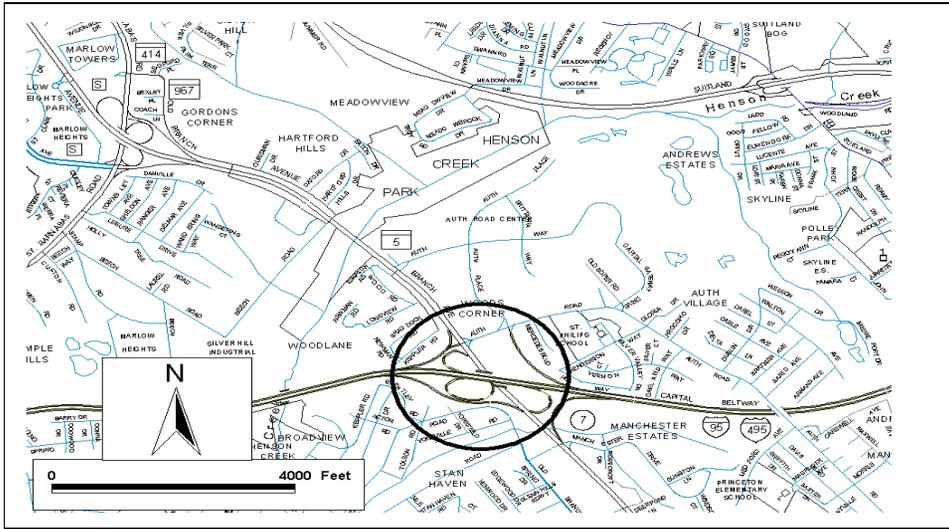
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 222,650

PROJECTED (2025) - 302,200

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: 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 12)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Engineering underway. Partial Right-of-way to begin during current fiscal year. An additional \$3.5 million is needed to complete Engineering, and an additional \$10.8 is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$4.7 million to Right-of-way.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				YEAR 2006	YEAR 2007			YEAR 2008	YEAR 2009
Planning	777	777	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,953	799	2,594	1,560	0	0	0	0	0	0	0	0	4,154
Right-of-way	4,700	0	50	2,250	2,000	400	0	0	0	0	0	0	4,700
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10,430	1,576	2,644	3,810	2,000	400	0	0	0	0	0	0	8,854
Federal-Aid	3,467	559	1,816	1,092	0	0	0	0	0	0	0	0	2,908

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

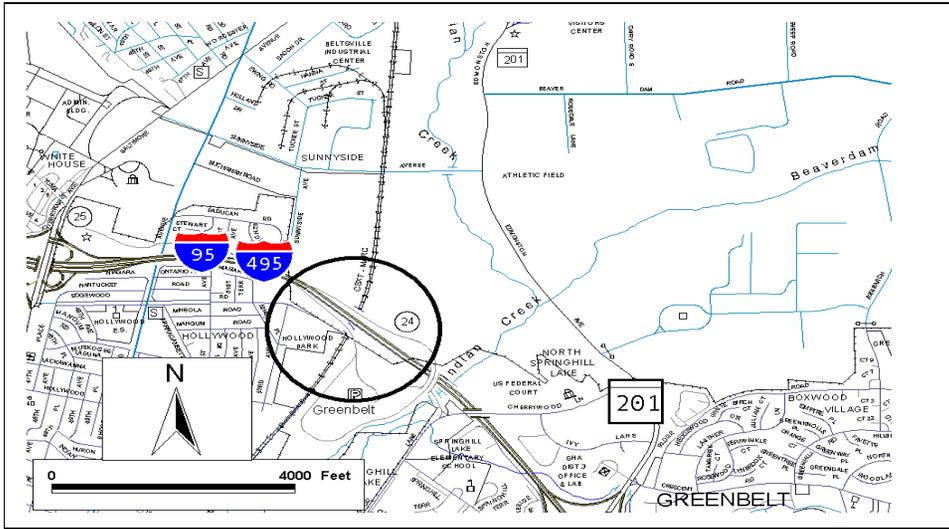
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 142,825 (MD 5)

PROJECTED (2025) - 216,200 (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 12)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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. Engineering to begin during current fiscal year. An additional \$0.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				YEAR 2006	YEAR 2007			YEAR 2008	YEAR 2009
Planning	1,200	724	350	126	0	0	0	0	0	0	0	476	0
Engineering	6,471	0	300	2,057	2,057	2,057	0	0	0	0	0	6,471	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7,671	724	650	2,183	2,057	2,057	0	0	0	0	0	6,947	0
Federal-Aid	840	507	245	88	0	0	0	0	0	0	0	333	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

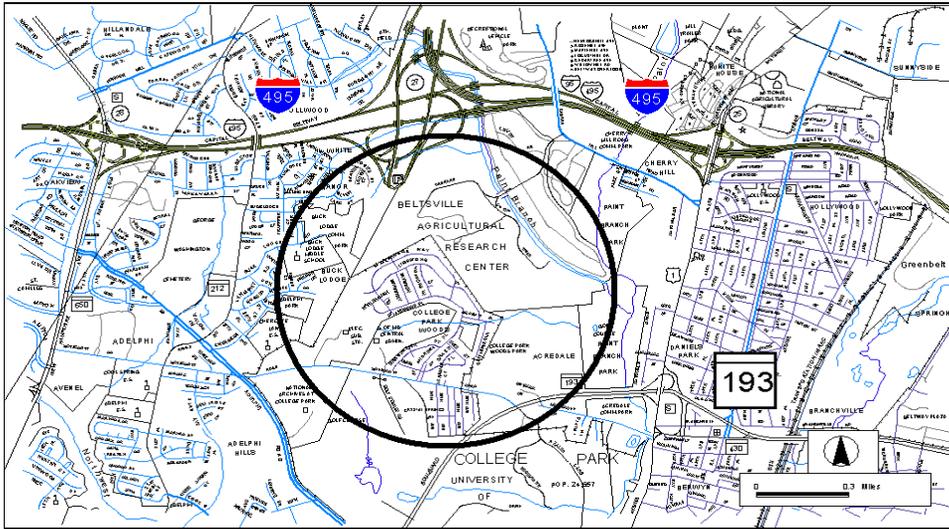
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 240,725

PROJECTED (2025) - 297,500

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, University of Maryland Connector Road

DESCRIPTION: Study to provide improved access between the I-95/I-495 interchange 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 10)
US 1, College Ave. to Sunnyside Ave. (Line 29)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 the current fiscal year. MDOT will be coordinating the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	1,000	35	435	530	0	0	0	0	965	0
Engineering	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	35	435	530	0	0	0	0	965	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

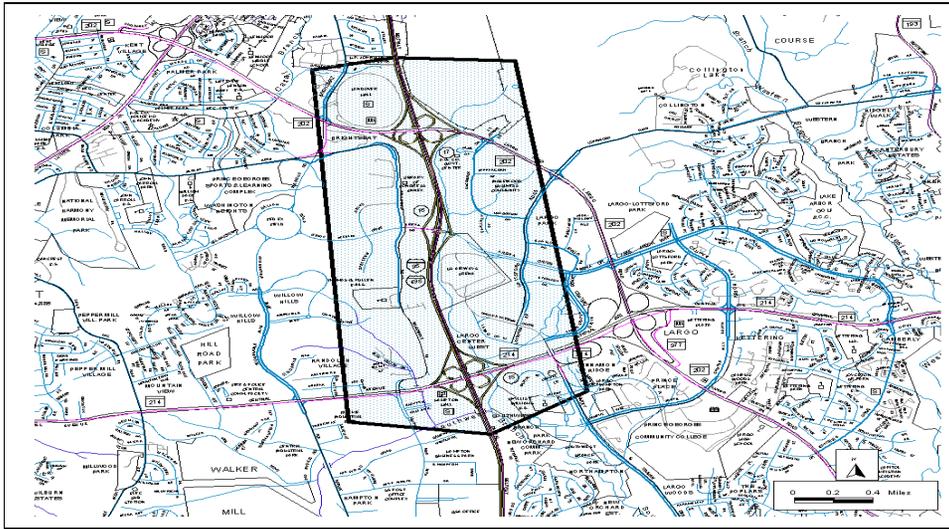
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - N/A

PROJECTED (2025) - TBD

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study of operational and safety issues along I-95/I-495 from MD 214 to MD 202 including potential conversion of the I-95/I-495 interchange at Arena Drive from a part-time interchange to a full-time interchange to handle the existing and proposed growth in the vicinity of the former U.S. Air Arena, FedEx Field and the proposed Largo Town Center Metro Station.

JUSTIFICATION: This interchange would improve access to existing and proposed development in the area and relieve safety concerns at the I-95/I-495 interchanges at MD 202 and MD 214.

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 12)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	1,942	126	700	728	388	0	0	0	0	1,816	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	1,942	126	700	728	388	0	0	0	0	1,816	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

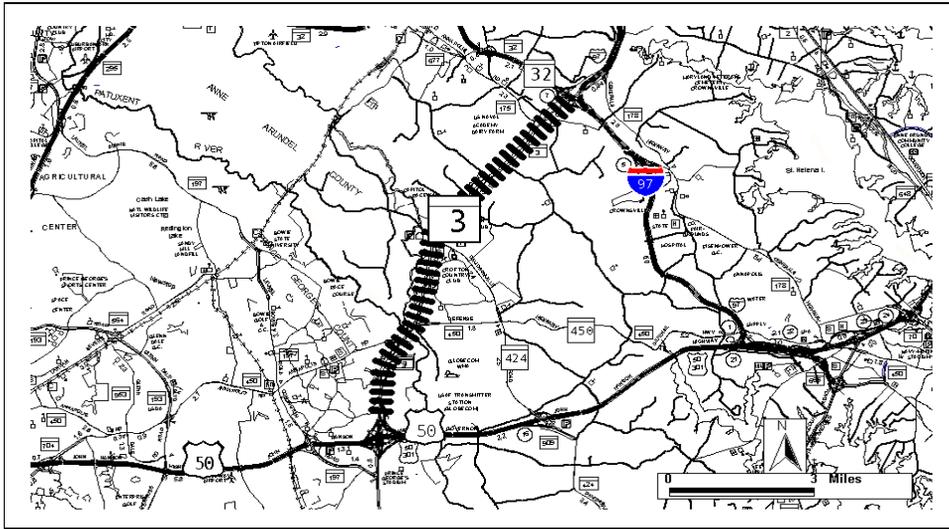
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 189,100

PROJECTED (2025) - 219,600

OPERATING COST IMPACT N/A



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 22)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,532	1,196	976	360	0	0	0	0	0	1,336	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	2,532	1,196	976	360	0	0	0	0	0	1,336	0
Federal-Aid	1,772	837	683	252	0	0	0	0	0	935	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

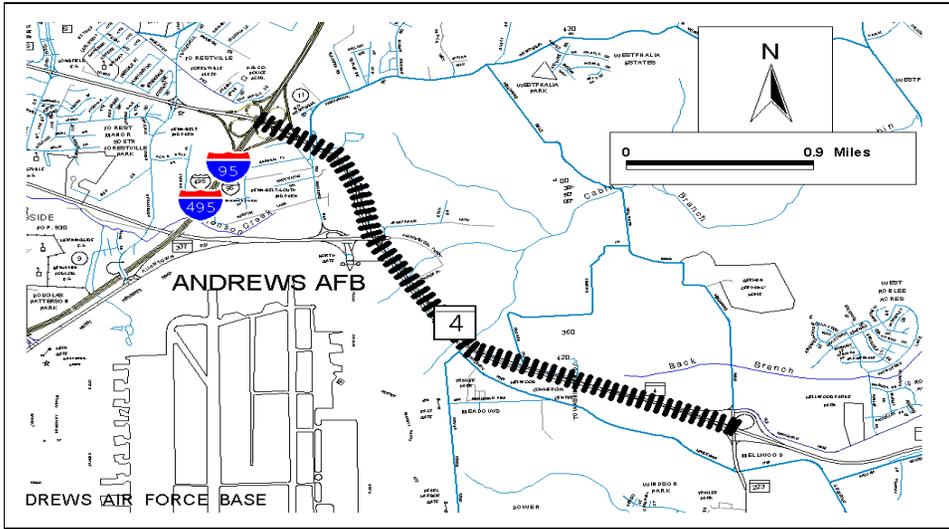
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 67,100

PROJECTED (2025) - 105,400

OPERATING COST IMPACT N/A



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 12)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Engineering to begin during the current fiscal year. An additional \$16.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$2.0 million to Engineering to begin design of the MD 4/Suitland Parkway Interchange.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PROJECT CASH FLOW								
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
Planning	1,614	1,614	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	500	900	600	0	0	0	0	2,000	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	3,614	1,614	500	900	600	0	0	0	0	2,000	0
Federal-Aid	1,130	1,130	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

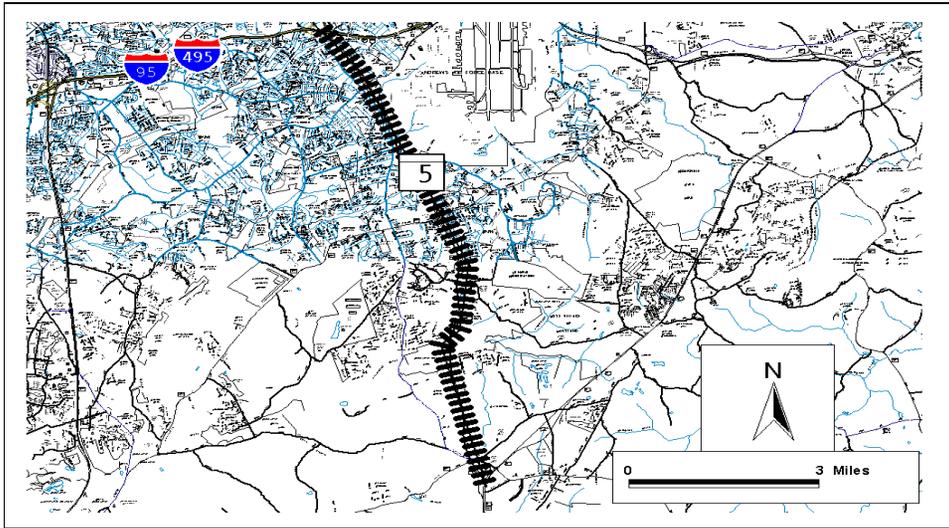
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 70,375

PROJECTED (2025) - 106,250

OPERATING COST IMPACT N/A



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 Ave. Metro Station Access Study (Line 13)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 20)
- US 301, South Corridor Transportation Study (Line 22)
- Southern Maryland Mass Transportation Analysis (MTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....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

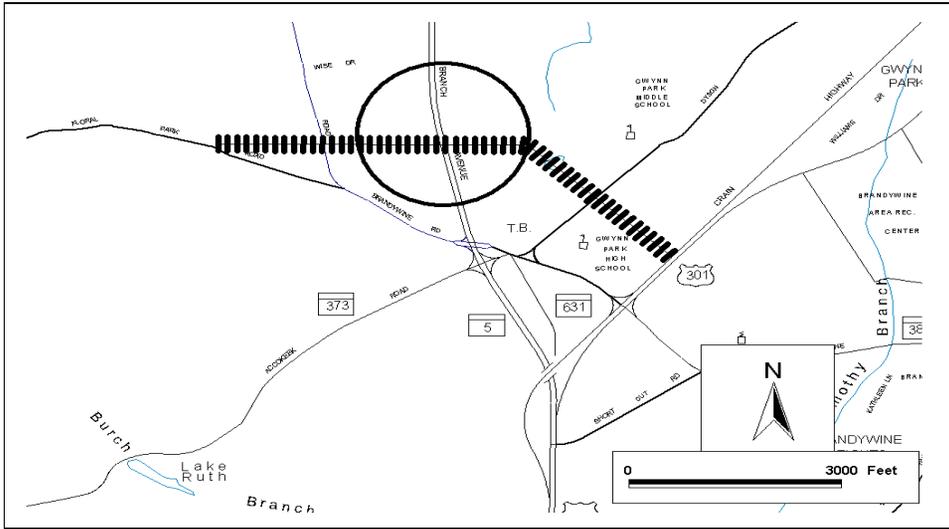
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 91,775

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 19)
 US 301, South Corridor Transportation Study (Line 22)
 Southern Maryland Mass Transportation Analysis (MTA)
 Intermodal Projects Implementation Program (TSO)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 on hold pending progress on connecting adjacent development roadways.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	568	568	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	568	568	0	0	0	0	0	0	0	0	0	0
Federal-Aid	398	398	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

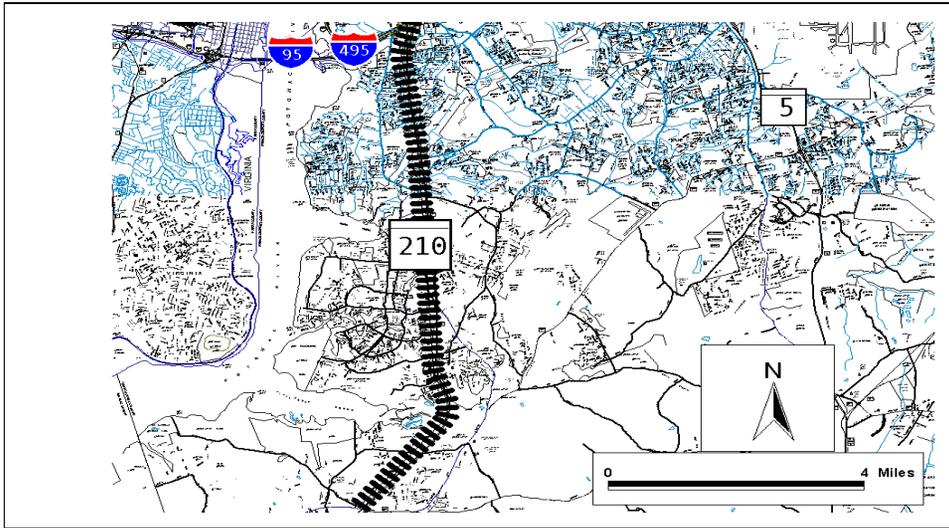
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 83,075

PROJECTED (2025) - 174,575

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 12)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 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	<u>PROJECT CASH FLOW</u>										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	<u>FOR PLANNING PURPOSES ONLY</u>					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	2,800	2,383	350	67	0	0	0	0	0	417	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	2,383	350	67	0	0	0	0	0	417	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

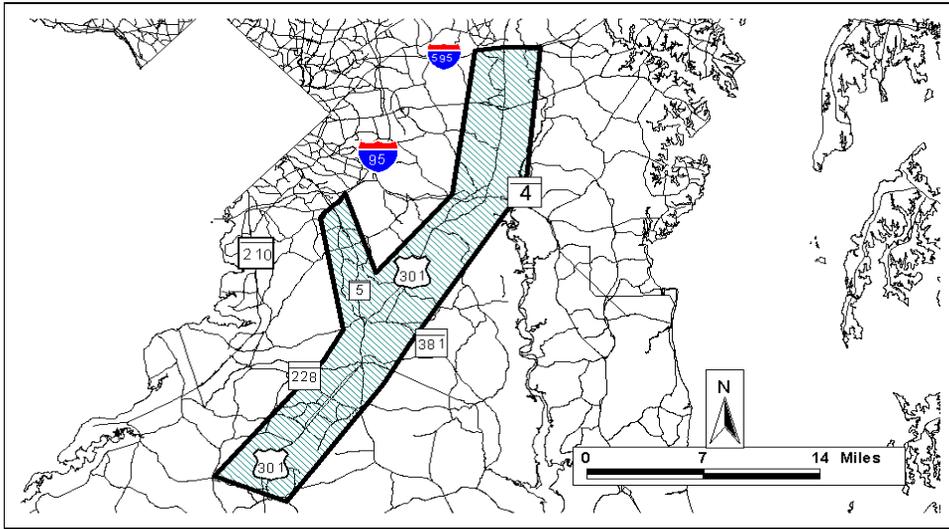
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 72,535

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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Project Planning underway. An additional \$1.6 million is needed to complete Planning. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$13.8 million is due to a legal settlement on properties required for the project and additional protective Right-of-way funds.

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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	10,164	9,498	333	333	0	0	0	0	666	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	47,550	18,087	3,310	8,275	8,275	5,000	2,302	2,301	29,463	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	57,714	27,585	3,643	8,608	8,275	5,000	2,302	2,301	30,129	0
Federal-Aid	7,115	6,649	233	233	0	0	0	0	466	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

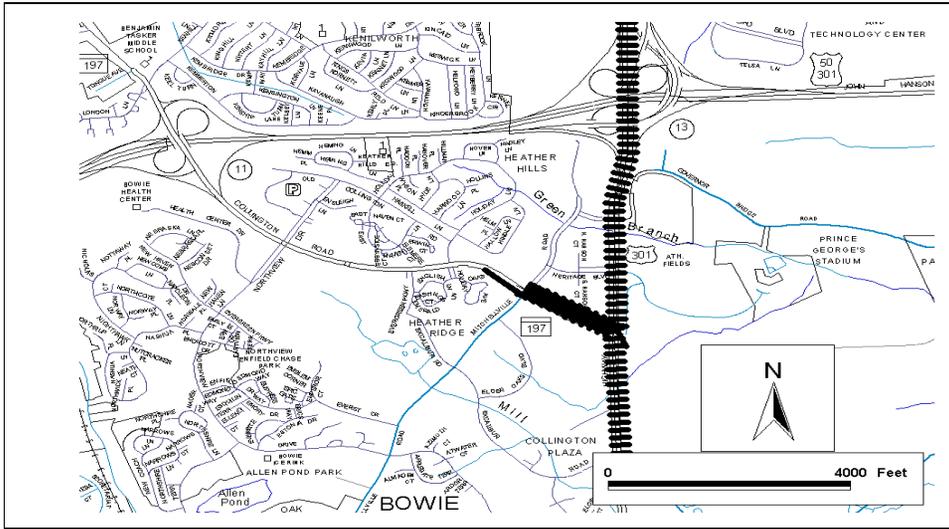
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 83,000

PROJECTED (2025) - 149,925

OPERATING COST IMPACT N/A



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:

- 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 3, US 50 to MD 32 (Line 17)
- US 301, South Corridor Transportation Study (Line 22)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,617	1,325	292	0	0	0	0	0	0	292	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	1,617	1,325	292	0	0	0	0	0	0	292	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

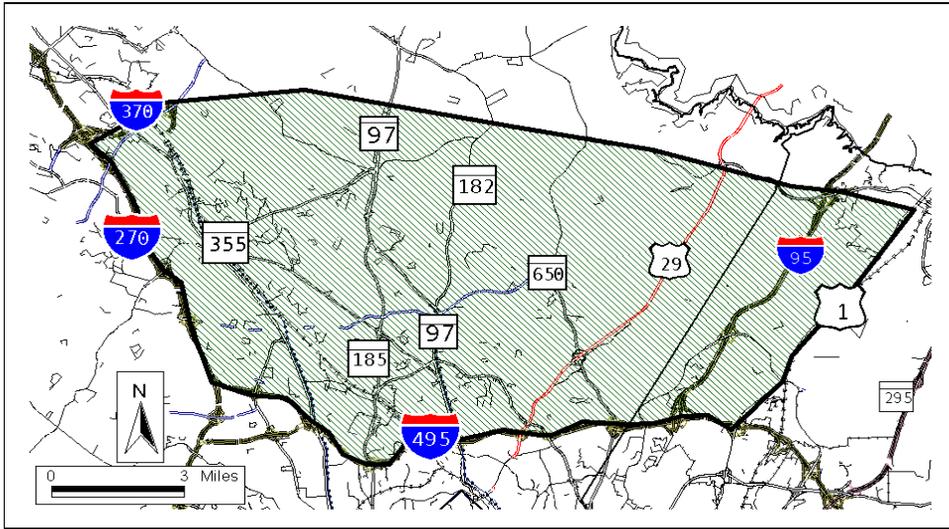
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 66,825

PROJECTED (2025) - 107,000

OPERATING COST IMPACT N/A



PROJECT: InterCounty Connector

DESCRIPTION: Study to construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

JUSTIFICATION: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS:

- Project Not Location Specific 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 9)
- I-95/Contee Road Interchange (Line 11)
- MD 28/MD 198, MD97 to I-95 (Line 25)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 26)
- US 29 Interchanges (Montgomery County - Lines 5,6,7,14,15)

STATUS: Planning underway. \$65.3 million PP and \$51.1 million R/W in FY 04/05 is anticipated to be funded in MdTA's program. A concept funding plan to complete the project has been developed that will be refined during the upcoming year. Amount shown is in accordance with that concept plan.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added to the Development and Evaluation Program.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE			
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER														
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2006			YEAR 2007	YEAR 2008	YEAR 2009
Planning	21,100	1,376	19,724	0	0	0	0	0	0	0	0	0	0	19,724	0
Engineering	0	0	0	0	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	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21,100	1,376	19,724	0	0	0	0	0	0	0	0	0	0	19,724	0
Federal-Aid	7,800	1,073	6,727	0	0	0	0	0	0	0	0	0	0	6,727	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

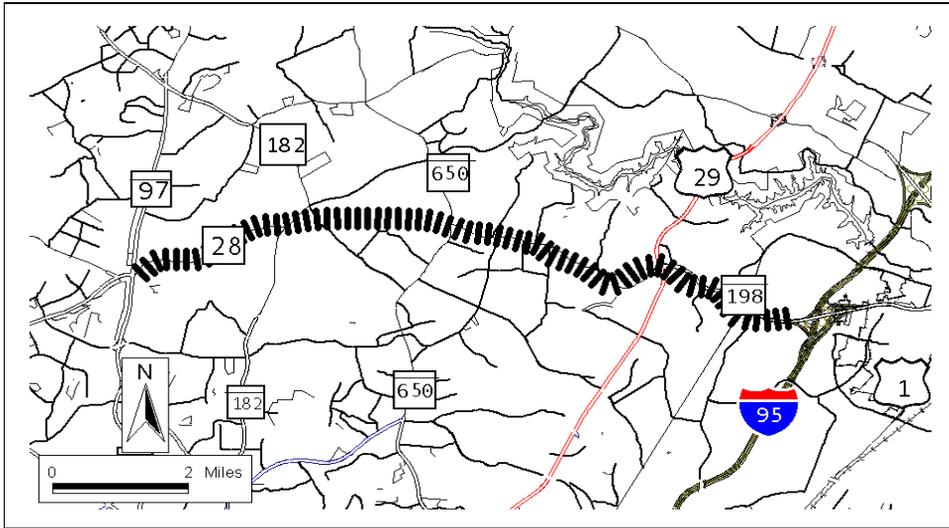
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT N/A



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct 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 9)
- I-95/Contee Road Interchange (Line 11)
- InterCounty Connector (Line 24)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 26)
- US 29 Interchanges (Montgomery County - Lines 5,6,7,14,15)
- MD 97/MD 28 Interchange (Montgomery County - Line 19)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$1.2 million is due to an increase in wetland impacts, additional sidewalks, and an advanced Right-of-way purchase for WSSC property.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	3,118	1,877	932	309	0	0	0	0	1,241	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	110	0	110	0	0	0	0	0	110	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,228	1,877	1,042	309	0	0	0	0	1,351	0
Federal-Aid	2,183	1,314	652	216	0	0	0	0	869	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

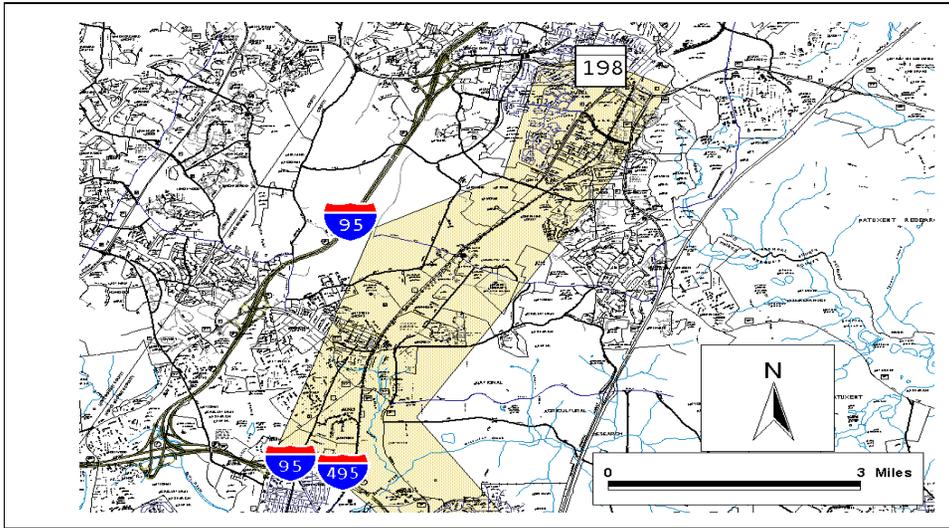
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 16,300 - 32,000 (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 5)
- East/West Intersection Improvement Program (Line 9)
- InterCounty Connector (Line 24)
- MD 28/MD 198, MD 97 to I-95 (Line 25)
- US 1, College Avenue to Sunnyside Avenue (Line 29)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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	----

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	4,494	4,444	50	0	0	0	0	0	50	0
Engineering	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	4,494	4,444	50	0	0	0	0	0	50	0
Federal-Aid	3,111	3,111	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

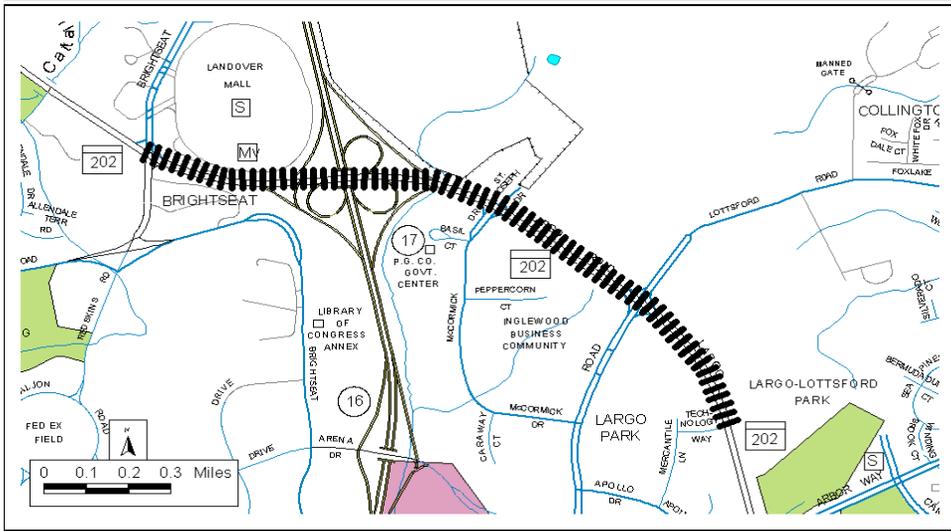
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 35,750

PROJECTED (2025) - 76,500

OPERATING COST IMPACT N/A



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve intersections along the MD 202 corridor between Brightseat Road and Technology Way. These improvements will provide enhanced access to the Largo Town Center Metro Station. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Largo Town Center Metro Station scheduled to open the Winter of 2004/2005, and will also relieve congestion along MD 202 during peak periods.

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-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 18)
- I-95/495, MD 214 to MD 202 (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 to begin during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added to the Development and Evaluation Program

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,100	0	200	950	950	0	0	0	0	0	2,100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,100	0	200	950	950	0	0	0	0	0	2,100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

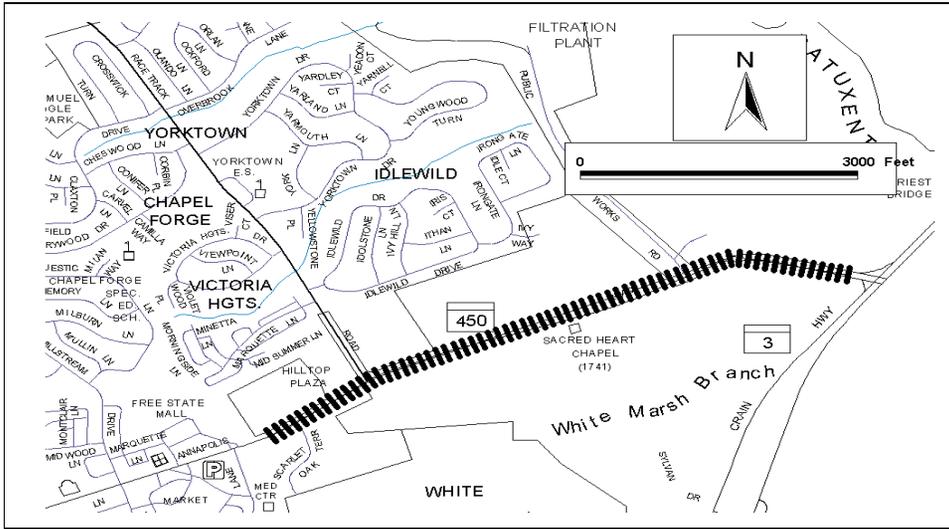
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 44,750

PROJECTED (2025) - 57,300

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:

- 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, East of Whitfield Chapel Road to Seabrook Road (Line 6)
- MD 450, MD 193 to Stonybrook Drive (Line 7)
- MD 3, US 50 to MD 32 (Line 17)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					2006	2007	2008	2009	2009		
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	6	6	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	1,340	1,340	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

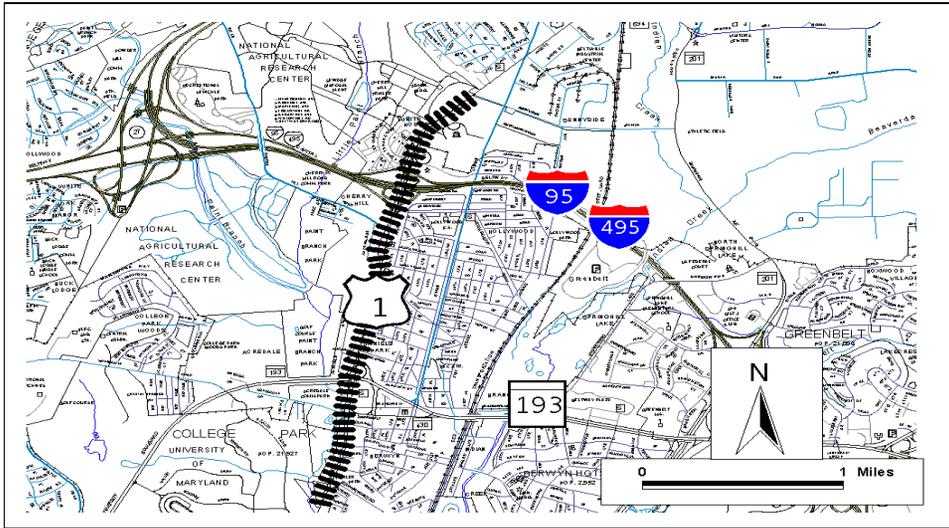
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 24,100

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 5)
- University of Maryland Arena Access Improvements (Line 10)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
Planning	1,103	994	109	0	0	0	0	0	0	0	109	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,103	994	109	0	0	0	0	0	0	0	109	0
Federal-Aid	0	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 (2002) - 61,800

PROJECTED (2025) - 90,800

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 3	Crain Highway; at Bridge 16240 over Belair Drive; resurface bridge approaches	59	Completed
2	I 95	Capital Beltway; Darcy Road to US 50; resurface	8,772	Completed
3	MD 193	Enterprise Road; Lottsford Road to MD 214; resurface	262	Completed
4	MD 201	Kenilworth Avenue; Good Luck Road to Pontiac Street; resurface	695	Completed
5	MD 214	Central Avenue; Largo Road to Campus Way; resurface	101	Completed
6	MD 223	Piscataway Road; Livingston Road to north of Delancey Street; resurface	331	Completed
7	MD 953	Glenn Dale Road; Glenn Avenue to road end; resurface	26	Completed
8	MD 953	Glenn Dale Road; MD 193 to Glenn Avenue; resurface	491	Completed
<u>Bridge Replacement/Rehabilitation</u>				
9	MD 4	Pennsylvania Avenue; Bridges 1610803 and 1610804 over Marlboro Racetrack Road; bridge rehabilitation	1,102	Completed
<u>Safety/Spot Improvement</u>				
10	MD 202	Largo Road; North of Buck Lane; reconstruct shoulder	42	Completed
11	MD 202	Largo Road; at Pines One Condominium; fencing	15	Completed
12	MD 212	Riggs Road; at MD 410; provide double left turn lanes southbound and adjust signal phasing	838	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
13	MD 381	Brandywine Road; at Gibbons Church Road; drainage improvement	20	Completed
14	MD 500	Queens Chapel Road; at Belcrest Road; lengthen left turn lane, modify signal and signing	167	Completed
<u>Traffic Management</u>				
15	MD 4	Pennsylvania Avenue; at Walters Lane; modify traffic signal	36	Completed
16	I 95	Capital Beltway; at MD 5; lighting	733	Completed
17	MD 193	University Boulevard; at MD 212; modify traffic signal	24	Completed
18	MD 193	Greenbelt Road; at MD 564; modify traffic signal	49	Completed
19	MD 198	Sandy Spring Road; at Van Dusen Road; modify traffic signal	20	Completed
20	MD 214	Central Avenue; at Summerfield Boulevard/Ritchie Road; modify traffic signal	13	Completed
21	MD 704	Martin Luther King Jr. Highway; at Ardwick Ardmore Road; modify traffic signal	31	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
22		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.	707	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Pedestrian/Bicycle Facilities (cont'd)</u>				
23		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	Completed
<u>Archaeological Planning & Research</u>				
24		Archeological Artifacts Cataloging/Preservation - Development of a database, cataloging and preservation of artifacts retrieved from the Oxon Hill Manor site.	43	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
25	US 1	Rhode Island Avenue; District of Columbia Line to 38th Street; resurface	75	FY 2004
26	I 95	Capital Beltway; US 50 to MD 295; resurfce	9,708	FY 2004
27	MD 193	University Boulevard; MD 650 to 23rd Avenue; resurface	450	FY 2004
28	MD 210	Indian Head Highway; Old Fort Road South to Kerby Hill Road; resurface	2,604	Under construction
29	US 301	Crain Highway; North of weigh station to Excalibur Road; resurface	3,286	Under construction
30	MD 337	Allentown Road; MD 5 (Branch Avenue) to Forestville Road; resurface	1,945	FY 2004
31	MD 450	Annapolis Road; 65th Avenue to Riverdale Road; resurface	2,054	Under construction
32	MD 725	Old Marlboro Pike; Spring Branch Drive to Service Lane; resurface	1,008	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
33	US 1 ALT	Bladensburg Road; Bridge 16008 over the Anacostia River; bridge deck replacement	2,288	FY 2004
<u>Safety/Spot Improvement</u>				
34		Various locations along I 495 and I 95 in Montgomery and Prince George's Counties; guard rail	642	Under construction
35	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
36	MD 5	Branch Avenue; at Surratts Road; provide additional thru lane northbound	1,233	Completed
37	MD 193	Greenbelt Road; at Cherrywood Lane and 60th Avenue; widen to provide double left turn lanes eastbound	634	Completed
38	MD 193/650	University Boulevard/New Hampshire Avenue; MD 193 from MD 320 (Piney Branch Road) to Adelphi Road and MD 650 from Erskine Street to Merrimac Drive; safety improvements (Funded for preliminary engineering only) (Note: Project also shown in Montgomery County.)	1,000	PE Underway
39	MD 202	Largo Road; at Brightseat Road; extend left turn lane	495	Under construction
40	US 301	Crain Highway; at South Osborne Road; provide double left turn lanes, modify signal and signing	581	Under construction
41	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	Concepts Underway
42	MD 414	St. Barnabas Road; at Wheeler Road/Winston Street; provide double left turn lanes, modify signals and signing	560	Under construction
43	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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
44	MD 704	Martin Luther King Jr. Highway; at Sheriff Road; add right turn lane, modify signal and signing	562	Under construction
<u>Neighborhood Conservation</u>				
45	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	
46	US 1	Baltimore Avenue; Contee Road to Oak Street in Laurel; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	826	
47	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	
48	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound)	2,423	Under construction
49	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	
50	MD 193	Greenbelt Road; US 1 to Soil Conservation Road in Greenbelt; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	88	
51	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	
52	MD 197	Laurel Bowie Road; MD 450 to Rustic Hill Drive; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	350	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Neighborhood Conservation (cont'd)</u>				
53	MD 202	Largo Road; Phase II - US 50 to MD 450 in Cheverly; streetscape	6,650	Under construction
54	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	
55	MD 450	Annapolis Road; St. Christopher's Church to I 95/I 495 (Capital Beltway) in New Carrollton; streetscape	2,107	Under construction
56	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	
57	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	
58	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	
59	MD 564	Chestnut Avenue; 11th Street to corporate limits of Bowie; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	40	
60	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	
61	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>				
62	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)	4,339	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Noise Barriers (cont'd)</u>				
63	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane)	6,878	FY 2005
64	I 95	Capital Beltway; Cherry Hill Road Overpass to CSX Railroad; noise barriers (Knollwood, Powder Mill Estates and Hollywood)	4,050	FY 2004
<u>C.H.A.R.T. Projects</u>				
65		Traffic Response and Information Partnership Center in Forestville; establish traveler's information center for advanced management	1,500	Under construction
<u>Environmental Preservation</u>				
66	US 1	Rhode Island Avenue; District of Columbia Line (Eastern Avenue) to 33rd Street; urban stormwater retrofit	91	Under construction
67	US 50	John Hanson Highway; at MD 202 Interchange; landscape	220	Under construction
<u>Sidewalks</u>				
68	US 1	Baltimore Avenue; Kitts Music Store to MD 193; retrofit sidewalks	56	Completed
69	US 1	Baltimore Avenue; Guilford Road to College Avenue; retrofit sidewalks (Project is dependent upon contribution from City of College Park.)	101	FY 2004
70	US 1	Baltimore Avenue; Queensbury Road to MD 410; retrofit sidewalks (SHA to reimburse Riverdale Park)	18	FY 2004
71	MD 193	Greenbelt Road; Cherrywood Lane to 62nd Avenue; retrofit sidewalks	51	FY 2004

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

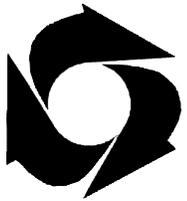
STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
72	MD 193	Greenbelt Road; Baltimore Washington Parkway Ramp at Greenway Shopping Center; retrofit sidewalks	50	FY 2004
73	MD 197	Laurel Bowie Road; South Laurel Drive to Baltimore Washington Parkway Ramp; retrofit sidewalks	49	Completed
74	MD 208	38th Street; Allison Street to Hamilton Street; retrofit sidewalks	10	FY 2004
75	MD 208	38th Street; Perry Street to US 1; retrofit sidewalks	45	FY 2004
76	MD 208	38th Street; CSX Bridge to US 1 in Brentwood; retrofit sidewalks - 700 linear feet	63	FY 2004
77	MD 210	Indian Head Highway; I 95 to Arapahoe Drive; retrofit sidewalks	46	FY 2004
78	MD 410	East West Highway; at 23rd Avenue; retrofit sidewalks	16	FY 2004
<u>Intersection Capacity Improvements</u>				
79	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 concept studies only)	35	Concepts Underway
<u>Enhancements</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
80		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 2004

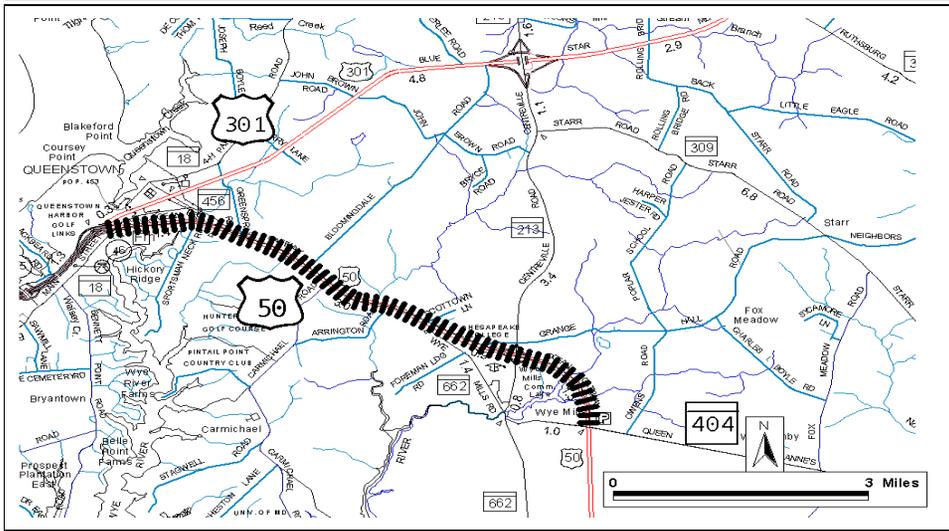
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
81		<p align="center"><u>Fiscal Years 2004 and 2005 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Environmental Mitigation</u></p> <p>Annacostia East Restoration - Restoration of 15 acres of landfill to tidal wetlands to improve water quality from highway runoff.</p>	2,500	FY 2005



Queen Anne's



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire controls of access and replace at-grade intersections with interchanges. Shoulders and service roads 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 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Engineering underway. An additional \$12.5 million is needed to complete Engineering. Partial Right-of-way underway. An additional \$53.9 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008			2009
Planning	1,557	1,557	0	0	0	0	0	0	
Engineering	7,712	5,291	1,525	831	65	0	0	2,421	
Right-of-way	11,283	6,109	1,524	2,950	700	0	0	5,174	
Construction	0	0	0	0	0	0	0	0	
Total	20,552	12,957	3,049	3,781	765	0	0	7,595	
Federal-Aid	10,890	5,467	2,231	2,724	467	0	0	5,422	

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

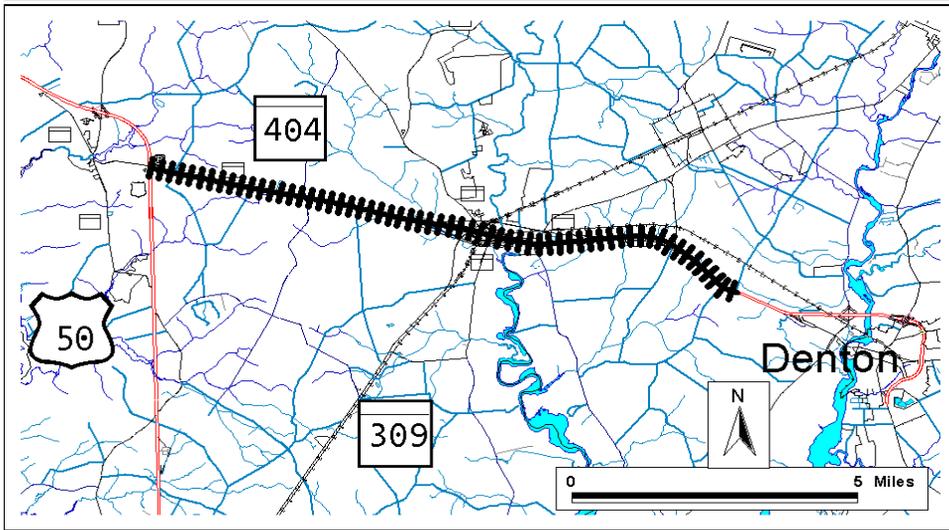
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 40,625

PROJECTED (2025) - 62,000

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, Double Hills Road to east of MD 16 South (Caroline County - Line 2)
- MD 404, South of Legion Road to south of Double Hills Road (Caroline County Line 1)
- US 50, US 301 to MD 404 (Line 1)
- MD 404, Access Controls (System Preservation Program - Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 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	<u>PROJECT CASH FLOW</u>										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	<u>FOR PLANNING PURPOSES ONLY</u>					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	425	420	5	0	0	0	0	0	0	5	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	425	420	5	0	0	0	0	0	0	5	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2002) - 16,700
21,700 (Summer)
- PROJECTED (2025) - 22,400
27,700 (Summer)

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 301	Blue Star Memorial Highway; Bloomingdale Road to north of MD 305; resurface northbound roadway	1,294	Completed
2	US 301	Blue Star Memorial Highway; Bloomingdale Road to Queenstown; resurface southbound roadway (includes modified crossover at MD 456)	2,670	Completed
3	MD 304	Ruthsburg Road; Limits of Centreville to US 301; resurface	188	Completed
<u>Safety/Spot Improvement</u>				
4	MD 404	Queen Anne's Highway; at MD 309; widen to provide right turn lanes	746	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
5	US 50	Blue Star Memorial Highway; Kent Island Narrows to Queenstown; resurface eastbound roadway	2,793	Under construction
6	MD 300	Sudlersville Road; Sudlersville Cemetery Road to the Delaware State Line; resurface	932	FY 2005
<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
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

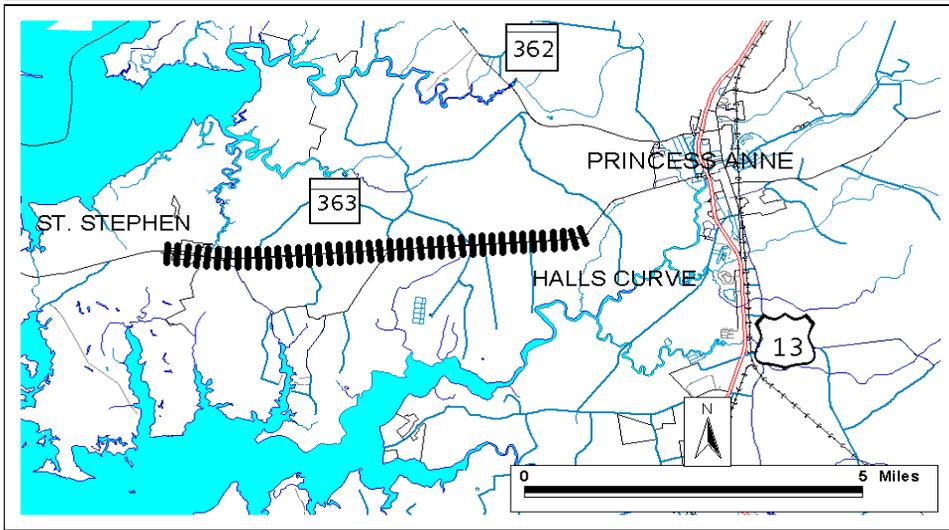
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Neighborhood Conservation</u>				
9	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	
10	MD 213	Liberty Street and Commerce Street through Centreville; urban street reconstruct (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	52	
11	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>				
12	MD 300	East Main Street; 200 feet west of Linden Street to 400 feet west of Linden Street in Sudlersville; retrofit sidewalks	60	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
13		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.	477	FY 2005



Somerset



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:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					YEAR 2006			YEAR 2007	YEAR 2008	YEAR 2009
Planning	273	273	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	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	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	273	273	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	191	191	0	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 (2002) - 2,625

PROJECTED (2025) - 4,300

OPERATING COST IMPACT N/A

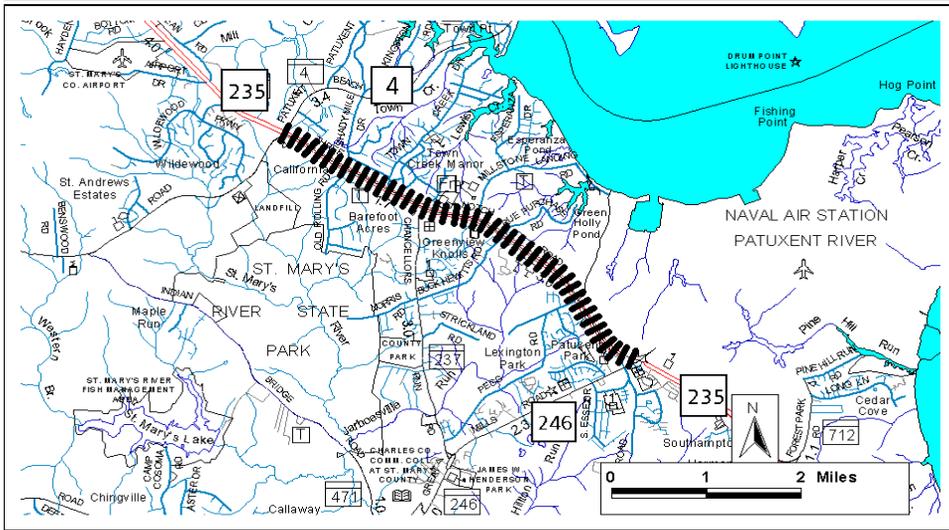
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13	Ocean Highway; Worcester County Line to Costen Road; resurface	375	Completed
<u>Safety/Spot Improvement</u>				
2	US 13	Ocean Highway; at MD 364; red signal ahead signs and flasher	30	Completed
3	MD 413	Crisfield Highway; Cullen Parkway to US 13; install shoulder rumble strips	62	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
4	US 13	Ocean Highway; MD 673A (Sam Barnes Road) to MD 640 (Revells Neck Road); resurface northbound roadway	175	FY 2004
5	US 13	Ocean Highway; South of MD 675 North to the Wicomico County Line; resurface northbound roadway	581	Under construction
6	MD 358	Jacksonville Road; Crisfield City Limits to end of state maintenance; resurface	123	FY 2004
7	MD 363	Deal Island Road; St. Stephan to Hall's Curve; resurface	530	FY 2004
<u>Sidewalks</u>				
8	MD 675	Somerset Avenue and MD 363 (Manokin Avenue); at various locations in Princess Anne; retrofit sidewalks - 1,000 linear feet	100	FY 2004



St. Mary's



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:

- 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 237, Pegg Road to MD 235 (Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 for the segment from MD 4 to Pegg Road. Construction underway for the segment from Pegg Road to MD 246.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	1,441	1,441	0	0	0	0	0	0	0	0	0
Engineering	5,686	5,686	0	0	0	0	0	0	0	0	0
Right-of-way	28,099	25,358	2,741	0	0	0	0	0	0	2,741	0
Construction	39,612	33,578	6,034	0	0	0	0	0	0	6,034	0
Total	74,838	66,063	8,775	0	0	0	0	0	0	8,775	0
Federal-Aid	52,131	45,389	6,742	0	0	0	0	0	0	6,742	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

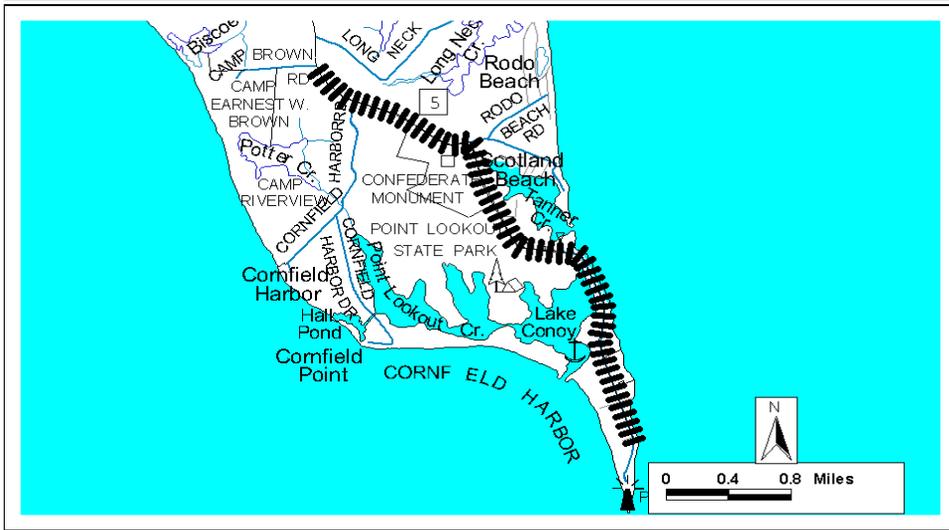
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 56,400

PROJECTED (2025) - 78,300

OPERATING COST IMPACT \$23,300 per year



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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	451	451	0	0	0	0	0	0	0	0	0
Engineering	907	623	50	184	50	0	0	0	0	284	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	1,358	1,074	50	184	50	0	0	0	0	284	0
Federal-Aid	635	436	35	129	35	0	0	0	0	199	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

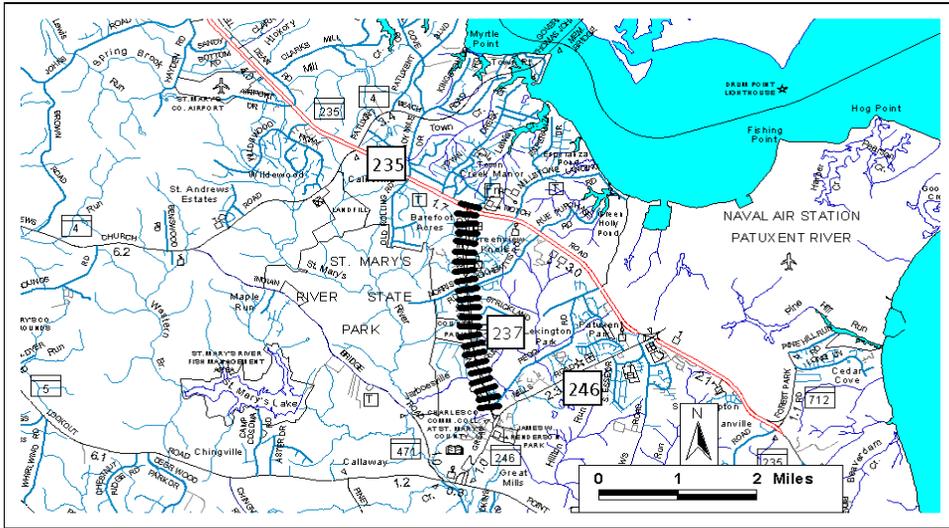
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 3,975 (Summer Peak)

PROJECTED (2025) - 4,700 (Summer Peak)

OPERATING COST IMPACT N/A



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:

- 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 235, MD 246 to MD 4 (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 underway. Protective Right-of-way funding to be used as properties become available. An additional \$8.3 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$0.8 million to Engineering and \$5.0 million to 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	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	747	747	0	0	0	0	0	0	0	0	
Engineering	2,169	1,157	462	550	0	0	0	0	1,012	0	
Right-of-way	7,125	1	354	2,604	2,604	854	354	354	7,124	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	10,041	1,905	816	3,154	2,604	854	354	354	8,136	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 (2002) - 14,400

PROJECTED (2025) - 23,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

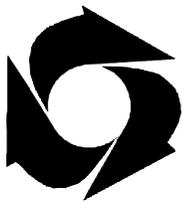
STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 236	Thompson Corner Road; Budds Creek Road to 0.15 mile north of Robert Welding Lane; resurface	122	Completed
2	MD 242	Colton Point Road; Beach Road to south of MD 470; mill and resurface	281	Completed
3	MD 244	Medleys Neck Road; Breton Beach Road to White Point Road; resurface	128	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 235	Three Notch Road; MD 245 to the southern segment of Sandgates Road; resurface	1,413	FY 2005
5	MD 235	Three Notch Road; Laurel Grove Road to MD 5; resurface	1,008	Completed
6	MD 235	Three Notch Road; 1.0 mile south of MD 712 to MD 712; resurface	220	Completed
7	MD 245	Hollywood Road; South of Bridge 18025 to north of old MD 245; resurface	180	Completed
8	MD 246	Great Mills Road; West of Saratoga Drive to South Coral Drive; resurface	454	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	PE Underway

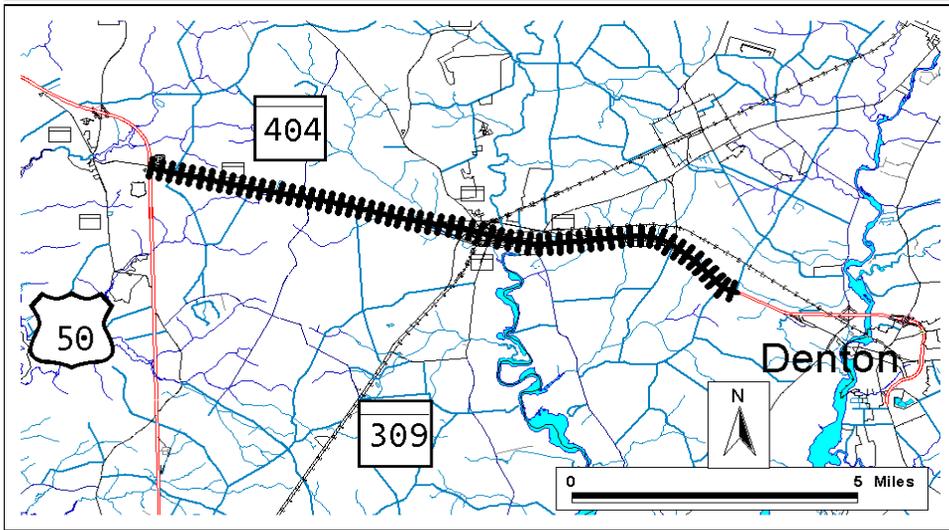
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (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	



Talbot



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 South (Caroline County - Line 2)
- 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 1)
- US 50, Access Control (System Preservation Program - Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	425	420	5	0	0	0	0	0	0	5	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	425	420	5	0	0	0	0	0	0	5	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2002) - 16,700
21,700 (Summer)
- PROJECTED (2025) - 22,400
27,700 (Summer)

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

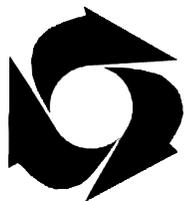
STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
		<u>Fiscal Year 2003 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 309	Cordova Road; Asches Acres Road to 1 mile east in Cordova; resurface	111	Completed
		<u>Fiscal Years 2004 and 2005</u>		
		<u>Resurface/Rehabilitate</u>		
2	MD 33	St. Michaels Road; Pea Neck Road to Oak Creek; resurface	404	FY 2005
3	US 50	Ocean Gateway; MD 404 to MD 662B; resurface westbound roadway	1,323	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
4	MD 331	Dover Road; Bridge 20023 over the Choptank River; bridge rehabilitation (Note: Project also shown in Caroline County.)	1,924	Completed
		<u>Neighborhood Conservation</u>		
5	MD 33	Talbot Street; Within the corporate limits of St. Michaels; urban street reconstruct (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	340	
6	MD 331	Dover Street; US 50 to east of Higgins Street in Easton; urban street reconstruct	1,287	Under construction
7	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	
8	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	

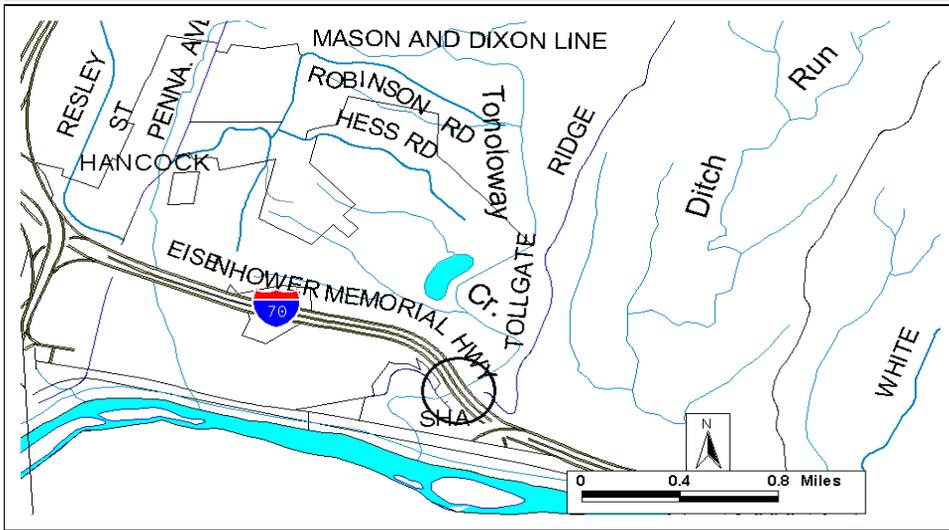
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Access Controls</u>				
9	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>				
10	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)	75	PE Underway



Washington



PROJECT: I-70, Dwight D. Eisenhower Highway

DESCRIPTION: Widen and rehabilitate Bridges 2109203 and 2109204 over Great Tonoloway Creek.

JUSTIFICATION: These steel girder bridges, built in 1965, have structurally deficient decks 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: The cost decrease of \$1.0 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 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	2006	2007	2008	2009	0	0
Engineering	785	779	6	0	0	0	0	0	6	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,424	739	4,507	2,178	0	0	0	0	6,685	0
Total	8,209	1,518	4,513	2,178	0	0	0	0	6,691	0
Federal-Aid	6,542	1,190	3,610	1,742	0	0	0	0	5,352	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

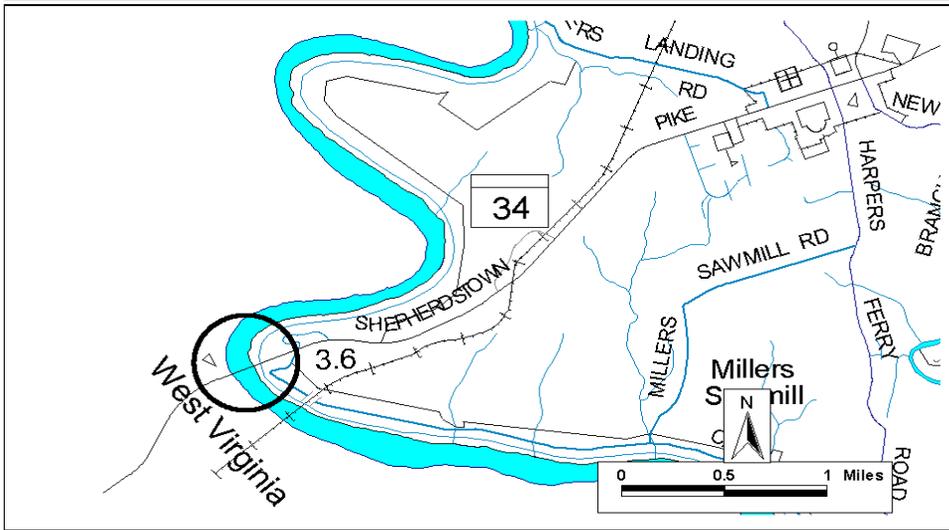
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 37,325

PROJECTED (2025) - 59,000

OPERATING COST IMPACT N/A



PROJECT: MD 34, Shepherdstown Pike

DESCRIPTION: Replace Bridge 2100200 over the Potomac River. Shoulders and a sidewalk 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:

- 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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 by West Virginia. Project schedule is controlled by West Virginia. The cost shown is Maryland's remaining share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost decrease of \$3.5 million is due to additional discretionary funds being received for the bridge replacement.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE		
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER													
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					YEAR 2006			YEAR 2007	YEAR 2008	YEAR 2009
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,060	2,054	6	0	0	0	0	0	0	0	0	0	0	6
Right-of-way	49	24	25	0	0	0	0	0	0	0	0	0	0	25
Construction	3,845	62	1,327	1,872	584	0	0	0	0	0	0	0	0	3,783
Total	5,954	2,140	1,358	1,872	584	0	0	0	0	0	0	0	0	3,814
Federal-Aid	4,677	1,646	1,065	1,498	468	0	0	0	0	0	0	0	0	3,031

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

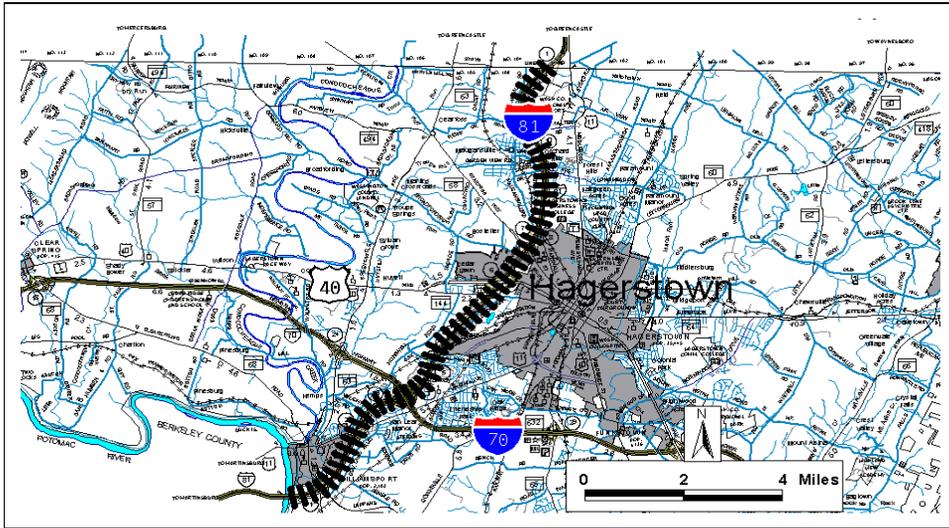
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 5,775

PROJECTED (2025) - 9,000

OPERATING COST IMPACT N/A



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to reconstruct I-81 from the West Virginia State line to the Pennsylvania State line (12.08 miles).

JUSTIFICATION: Existing I-81 is a 4 lane freeway that experiences operational problems due to the heavy traffic volumes, much of which is truck traffic (approximately 34%). Projected residential and commercial development, particularly in the Hagerstown area, will further contribute to 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:

- Hagerstown Regional Airport expansion (Washington County)
- I-81, Feasibility Study (Pennsylvania)
- I-81, Martinsburg to Falling Waters Interchange (West Virginia)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Project Planning underway. An additional \$1.4 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2006			YEAR 2007	YEAR 2008	YEAR 2009
Planning	1,500	846	400	254	0	0	0	0	0	0	0	654	0
Engineering	0	0	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	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,500	846	400	254	0	0	0	0	0	0	0	654	0
Federal-Aid	1,050	592	280	178	0	0	0	0	0	0	0	458	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 36,200 - 63,000

PROJECTED (2025) - 56,000 - 102,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 68	Clearspring Road; CSX Transportation to Structure 21036 over Conococheague Creek; mill and resurface	40	Completed
2	I 70	Eisenhower Memorial Highway; Structure 21089 to Structure 21136; mill and resurface bridge approaches	155	Completed
3	I 81	Maryland Veterans Memorial Highway; at Showalter Road interchange; mill and resurface	104	Completed
4	MD 491	Raven Rock Road; Warner Hollow Road to the Frederick County Line; overlay	750	Completed
5	MD 632	Downsville Pike; 0.09 mile south of Fairway Lane to Downsville Road; resurface	1,156	Completed
<u>Bridge Replacement/Rehabilitation</u>				
6		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	4,729	Completed
<u>Safety/Spot Improvement</u>				
7	MD 550	Fort Ritchie Road; 0.09 mile north of Larrabee Avenue; replace retaining wall	129	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
8	US 11	Middleburg Pike; Mougans Avenue to Showalter Road; resurface	1,116	FY 2004
9	US 40	National Pike; East corporate limits of Clear Spring to 0.40 mile east of Spickler Road; resurface	897	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10	US 40 ALT	Boonsboro Pike; 0.19 mile west of MD 67 to the Frederick County Line; resurface	2,477	Completed
11	MD 66	Mapleville Road; Fish Hatchery Road to MD 64; resurface	965	Completed
12	US 340	Jefferson Pike; Bridge 21041 over the Potomac River to the Frederick County Line; resurface	1,430	FY 2005
<u>Bridge Replacement/Rehabilitation</u>				
13	CO 120	McDade Road; Bridge 21064 over US 40; bridge deck replacement	919	Under construction
<u>Safety/Spot Improvement</u>				
14	US 40	National Pike; at MD 63; geometric improvements	1,283	Under construction
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	Under construction
16	I 70	Eisenhower Memorial Highway; Eastbound at ramp to I 81 North; geometric improvements (Funded for preliminary engineering only)	115	PE Underway
<u>Neighborhood Conservation</u>				
17	US 40	West Washington Street and Franklin Street; Walnut Street to Potomac Street in Hagerstown; urban street reconstruct	1,902	Completed
18	US 40 ALT	Main Street; Phases 1 & 2 - MD 68 to 0.05 mile west of MD 67 in Boonsboro; urban street reconstruct	4,397	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	

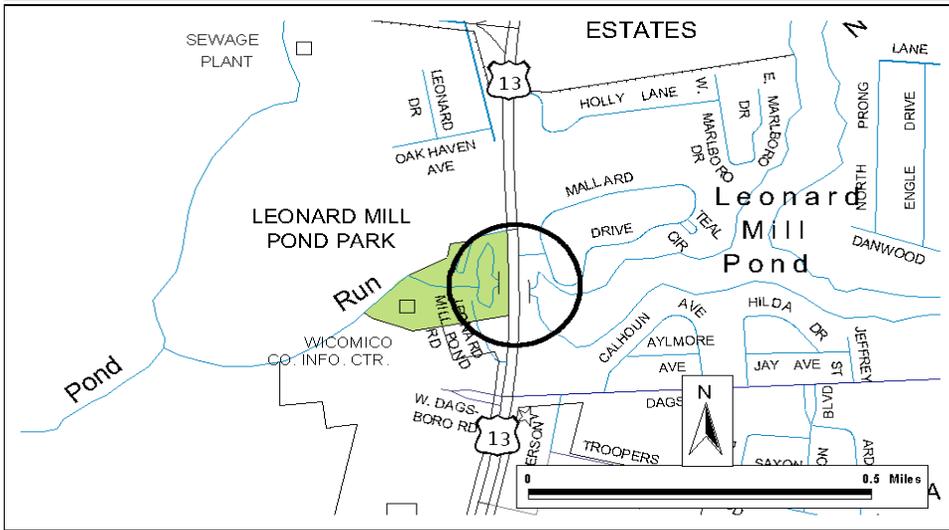
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Sidewalks</u>				
20	US 40	West Washington Street; University of Maryland Education Center - Baldwin Building in Hagerstown; retrofit sidewalks along eastbound roadway - 125 linear feet	11	FY 2004
21	MD 58	Salem Avenue; Woodpoint Avenue to Key Circle in Hagerstown; retrofit sidewalks along eastbound and westbound roadways (various locations) - 555 linear feet	35	FY 2004
22	MD 144	Main Street; Sheetz Store Lot to Methodist Street in Hancock; retrofit sidewalks along westbound roadway - 250 linear feet; MD 144 - Western Pike; Park Road to MD 522 in Hancock; retrofit sidewalks along westbound roadway - 582 linear feet; MD 522 - High Street; Virginia Avenue to MD 522 in Hancock; retrofit sidewalks along westbound roadway - 392 linear feet	37	FY 2004



Wicomico



PROJECT: US 13; Ocean Highway

DESCRIPTION: Replace and widen Bridge 2200200 northbound over Leonards Mill Pond. Includes widening approaches between Dagsboro Road and Connelly Mill Road (0.5 miles).

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 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
				.....2006.....	.....2007.....	.....2008.....	.....2009.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	438	435	3	0	0	0	0	0	0	3	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,429	22	2,407	0	0	0	0	0	0	2,407	0	
Total	2,867	457	2,410	0	0	0	0	0	0	2,410	0	
Federal-Aid	2,268	341	1,927	0	0	0	0	0	0	1,927	0	

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 37,800

PROJECTED (2025) - 54,900

OPERATING COST IMPACT \$600 per year

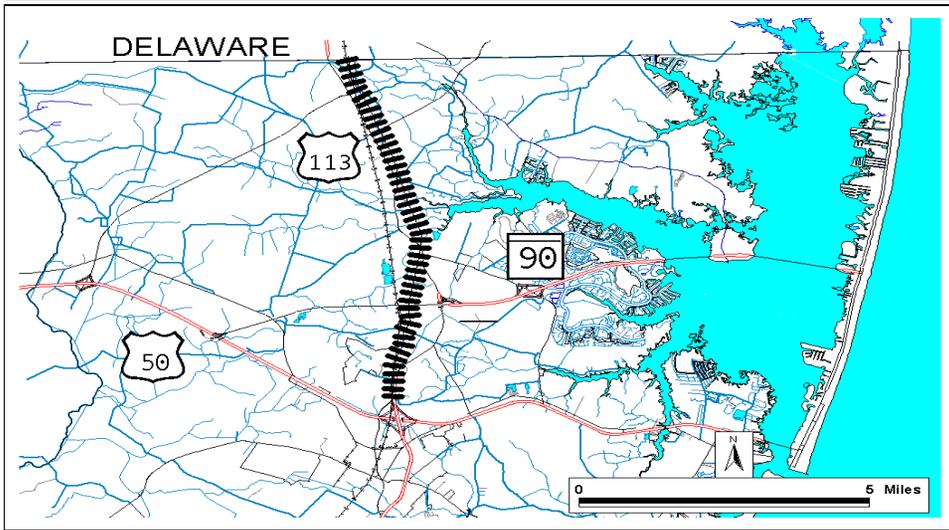
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 50	Ocean Gateway; White Richarson Road to Walston Switch Road; resurface westbound roadway	700	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
2	US 13	Ocean Highway; Naylor Mill Road to the Delaware State Line; resurface southbound roadway and construct bike path	597	Completed
3	US 13	South Fruitland Boulevard; Somerset County Line to US 13 Business and US 13 Business from US 13 to Main Street in Fruitland; resurface	435	FY 2004
4	US 50	Salisbury Parkway/Ocean Gateway; East Main Street to Walston Switch Road; resurface (also includes geometric improvements to US 50/MD 350 at Beaglin Park Drive)	1,500	FY 2005
5	MD 54	State Street; Waller Road to US 13; resurface	155	FY 2004
<u>Safety/Spot Improvement</u>				
6	US 13 BUS	North Salisbury Boulevard; at Church Street; provide right turn lane from Church Street onto US 13 Business	434	Under construction
<u>Access Controls</u>				
7	US 50	Ocean Gateway; Vienna Bypass to Naylor Mill Road; purchase right-of-way for access controls	200	FY 2004



Worcester



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 2)
- US 113, Access Controls (System Preservation Program - Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	2,859	2,859	0	0	0	0	0	0	0	0	0
Engineering	4,549	4,549	0	0	0	0	0	0	0	0	0
Right-of-way	12,621	12,255	366	0	0	0	0	0	0	366	0
Construction	49,680	44,970	4,710	0	0	0	0	0	0	4,710	0
Total	69,709	64,633	5,076	0	0	0	0	0	0	5,076	0
Federal-Aid	50,074	46,029	4,045	0	0	0	0	0	0	4,045	0

FUNCTION :

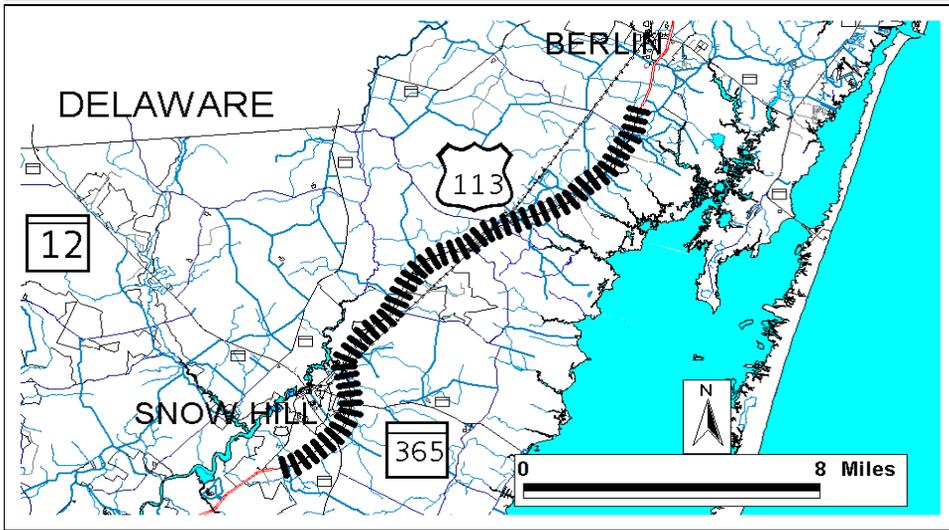
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2002) -** 9,275 - 16,650
- PROJECTED (2025) -** 11,000 - 22,000
14,500 - 31,000 (summer)

OPERATING COST IMPACT \$41,000 per year



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 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	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 Engineering underway. An additional \$4.6 million is needed to complete Engineering. Partial Right-of-way to begin during current fiscal year. An additional \$2.0 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$1.1 million to Engineering for Phase 2 (Hayes Landing to Massey Branch) and the MD 12 Interchange study. Added \$0.2 million to Right-of-way for Phase 1 (Woodside to Public Landing Road).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,341	1,117	1,491	1,965	725	43	0	0	4,224	0
Right-of-way	200	0	50	150	0	0	0	0	200	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,541	1,117	1,541	2,115	725	43	0	0	4,424	0
Federal-Aid	3,004	782	799	956	438	30	0	0	2,222	0

FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2002) -** 5,900 - 11,150
- PROJECTED (2025) -** 8,000 - 15,000
10,000 - 21,000 (summer)

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 50	Ocean Gateway; MD 818 to west of Herring Creek; resurface westbound roadway	525	Completed
2	MD 359	Bypass Road; End of road to MD 756 and spur connecting MD 359 to US 113 South; resurface	120	Completed
3	MD 378	Baltimore Avenue; 15th Street to South Division Street; resurface	703	Completed
<u>Traffic Management</u>				
4	MD 376	Assateague Road; at Hunting Hound Road; lighting	18	Completed
5	MD 378	Baltimore Avenue; at 8th Street; install traffic signal	65	Completed
<u>Sidewalks</u>				
6	US 13 BUS	Market Street; in Pocomoke City; retrofit sidewalks	250	Completed
<u>Pilot Program</u>				
7	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	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
8	US 13	Ocean Highway; Virginia State Line to Sheephouse Road; resurface	580	FY 2005
9	US 113	Worcester Highway; Carter Road to north of Corkers Creek; resurface northbound roadway	1,109	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER 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, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10	MD 374	Libertytown Road/Broad Street; 0.30 mile west of Ironshire Station Road to MD 818; resurface	380	FY 2004
<u>Safety/Spot Improvement</u>				
11	MD 589	Racetrack Road; at Cathell Road; reconstruct intersection	235	Under construction
<u>Sidewalks</u>				
12	MD 528	Coastal Highway/Philadelphia Avenue; 26th Street to the Delaware State Line; retrofit sidewalks	830	Under construction
<u>Access Controls</u>				
13	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	50	FY 2004