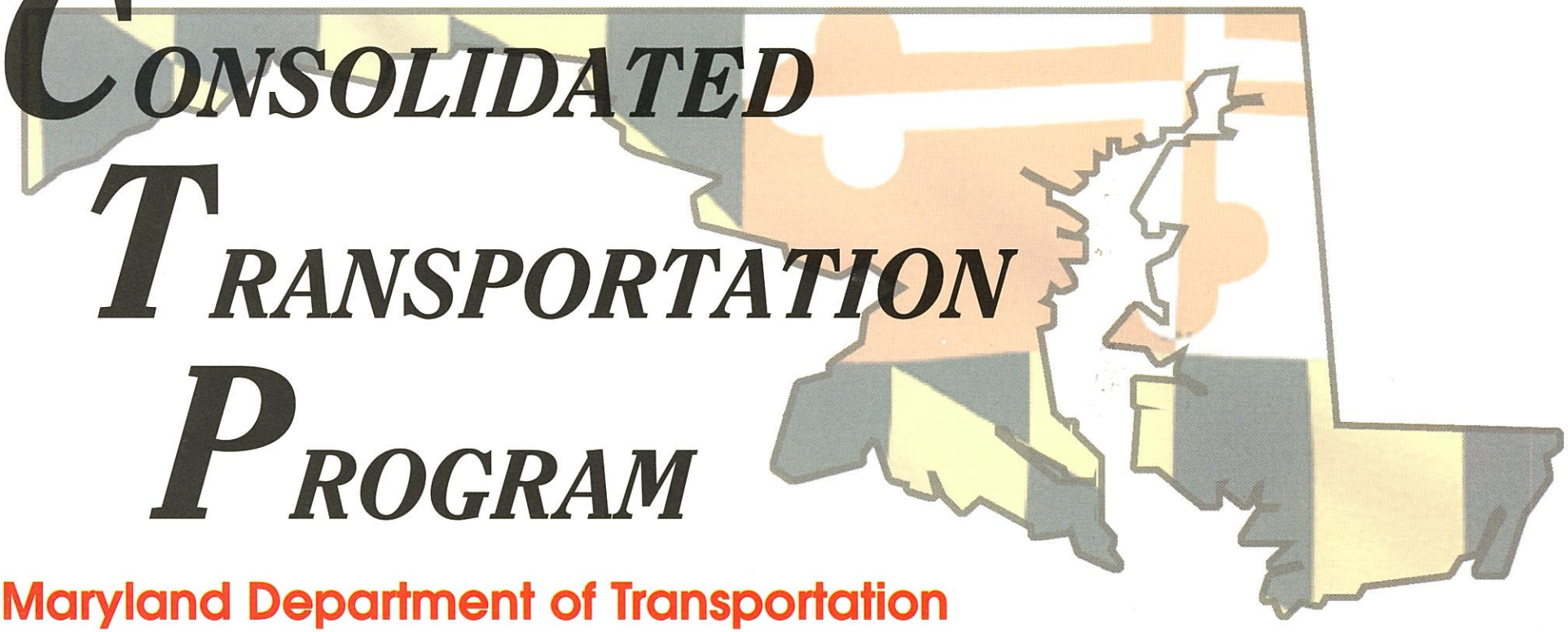
CONSOLIDATED TRANSPORTATION PROGRAM



Maryland Department of Transportation

Parris N. Glendening, *Governor* • Kathleen Kennedy Townsend, *Lt. Governor*
John D. Porcari, *Secretary*

2001 State Report on Transportation

FY 2001-2006

TABLE OF CONTENTS

SUMMARY OF THE CONSOLIDATED TRANSPORTATION PROGRAM A-1

SIGNIFICANT CHANGES TO THE FY 2000-2005 CTP A-11

FY 2000 ACCOMPLISHMENTS A-21

OPERATING AND CAPITAL PROGRAM SUMMARY A-30

SUMMARY OF FEDERAL AID OBLIGATIONS A-32

SYSTEM PRESERVATION MINOR PROJECT PROGRAM LEVELS A-34

MAJOR BRIDGE PROJECTS A-37

NEIGHBORHOOD CONSERVATION PROGRAM A-41

BICYCLE AND PEDESTRIAN RELATED PROJECTS A-51

THE SECRETARY'S OFFICE B-1

MOTOR VEHICLE ADMINISTRATION C-1

MARYLAND AVIATION ADMINISTRATION D-1

MARYLAND PORT ADMINISTRAITON E-1

MASS TRANSIT ADMINISTRATION F-2

WASHINGTON METROPOLITAN AREA TRANSIT G-1

STATE HIGHWAY ADMINISTRATION H-1

MARYLAND TRANSPORTATION AUTHORITY I-1

GLOSSARY J-1

Maryland's CONSOLIDATED TRANSPORTATION PROGRAM

Flying out of Baltimore-Washington International Airport. Crossing the Chesapeake Bay on the William Preston Lane, Jr. Bridge. Riding light rail in Baltimore. Driving an interstate highway to Western Maryland. Receiving cargo through the Port of Baltimore. Renewing your drivers license.

Maryland's transportation system touches the lives of the State's citizens everyday. It influences Maryland's economy, environment, communities, and its overall quality of life. Efforts to maintain the safety, efficiency and condition of this transportation system demand constant attention. This includes thousands of miles of highways and transit routes, a major international airport, a thriving port and the servicing of millions of customers. The Maryland Department of Transportation (MDOT) is the state's largest agency, with nearly 10,000 employees and an annual capital and operating budget of approximately $2.5 billion.

Every year, the Maryland Department of Transportation releases the State Report on Transportation – 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. Governor Parris N. Glendening adopted this plan in January of 1999. It is updated every three years.

This document, the Consolidated Transportation Program (CTP), is the second section of the report. It describes how MDOT will achieve its goals, listing projects to be funded over a six-year period. Every year, a 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.

About $1.5 billion in projects have been added to this year's capital budget. This includes two major initiatives of Governor Parris N. Glendening – the Baltimore-Washington International Airport (BWI) and improving transit service. Additions to the CTP include $766 million for an expansion and upgrades at BWI, ensuring it remains a leader in customer service among commercial airports. The CTP includes $250 million in capital projects from the Governor's $750 million transit initiative. The remaining balance will fund highway and other transit improvements, Smart Growth initiatives and projects at the Port and Motor Vehicle Administrations. The BWI additions were made possible by the addition of $678 million from alternative financing sources outside of traditional Transportation Trust Fund sources. The transit initiatives are funded through redirected revenue sources.

Maryland's Consolidated Transportation Program remains a unique, flexible funding tool. By having all transportation systems funded under one budget, MDOT can direct resources to specific needs. Also, the system encourages multi-modal solutions, looking for the best mode or modes of transportation to address a problem. Maryland also has a unique process to gather public input from every jurisdiction -- the Secretary's Annual Capital Program Tour.

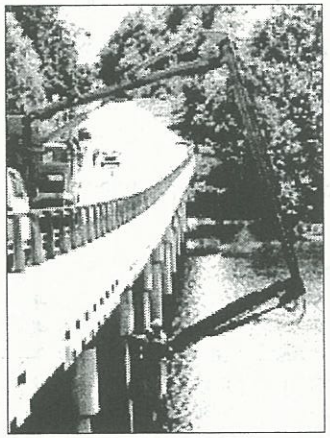
The following pages provide some background on how to read this document, how the public can get involved, how funding decisions are made and some of the highlights of this year's budget.



Improving Maryland's quality of life

MDOT priorities: How this budget affects your community

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



Preservation and safety are top priorities

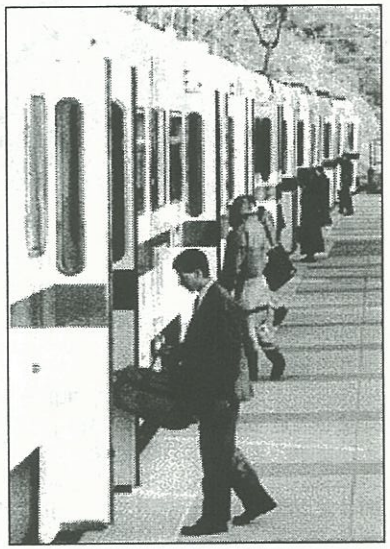
Mobility – The core of MDOT's mission is mobility. This means getting people and goods to destinations and markets. The CTP includes capital projects that preserve and enhance a transportation system to accommodate intrastate, interstate and international travel and to facilitate commerce. These projects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

Smart Growth – This initiative protects Maryland's farmland, open space and existing communities from sprawl. MDOT uses the CTP as a Smart Growth tool to revitalize communities and slow sprawl.

Smart Growth means focusing our resources in existing communities and where growth can best be accommodated. It means we pay special attention to congestion management, commercial area revitalization, pedestrian and bicycle facilities, noise mitigation and landscaping and aesthetic designs.

Doubling transit ridership – Governor Glendening called for Maryland to double transit ridership by the year 2020. This effort includes a recently announced $750 million plan to create the next generation of transit in Maryland. This will implement Smart Card and other cutting edge technology, simplify the base transit fare structure around the state, purchase new buses and rail cars to provide customers with a better ride, expand existing services to better connect people and opportunities, and develop new transit options including neighborhood shuttles.

Creating the next generation of transit



Economic Development – Maryland's transportation system plays a crucial role in the State's ability to attract investment and business. Ports, airports, highways and transit systems are all vital in moving people and goods. Maintaining and improving Maryland's reliable, high-quality transportation system is essential for growth in the State's economy. MDOT uses its resources to develop a transportation network that moves goods, retains and expands employment and promotes business and leisure travel and tourism.



Expanding and upgrading BWI

Environment – The Maryland Department of Transportation is committed to protecting the environment. The Department ensures that State transportation activities are consistent with goals for restoring the Chesapeake Bay and achieving health-based air quality standards. MDOT is also proactive and innovative in how it addresses environmental concerns, on program and project levels, in daily operations and through public outreach.

Transportation choices – Besides improving transit, MDOT is upgrading pedestrian and bicycle facilities to increase the public's transportation choices. Whenever possible, the Maryland State Highway Administration constructs sidewalks along all new or expanded facilities. There is also a program to add sidewalks to existing State facilities. MDOT is currently developing the State's first Bicycle and Pedestrian Access Master Plan. Overseeing this plan is the recently hired Director of Bicycle and Pedestrian Access, a newly created position at MDOT. In Maryland's most congested areas, MDOT also promotes ridesharing and teleworking.

Providing transportation choices



Where the money comes from…

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are all earmarked for a special fund – the Transportation Trust Fund (TTF). This fund is separate from the State's General Fund, which pays for most other State government programs.

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

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

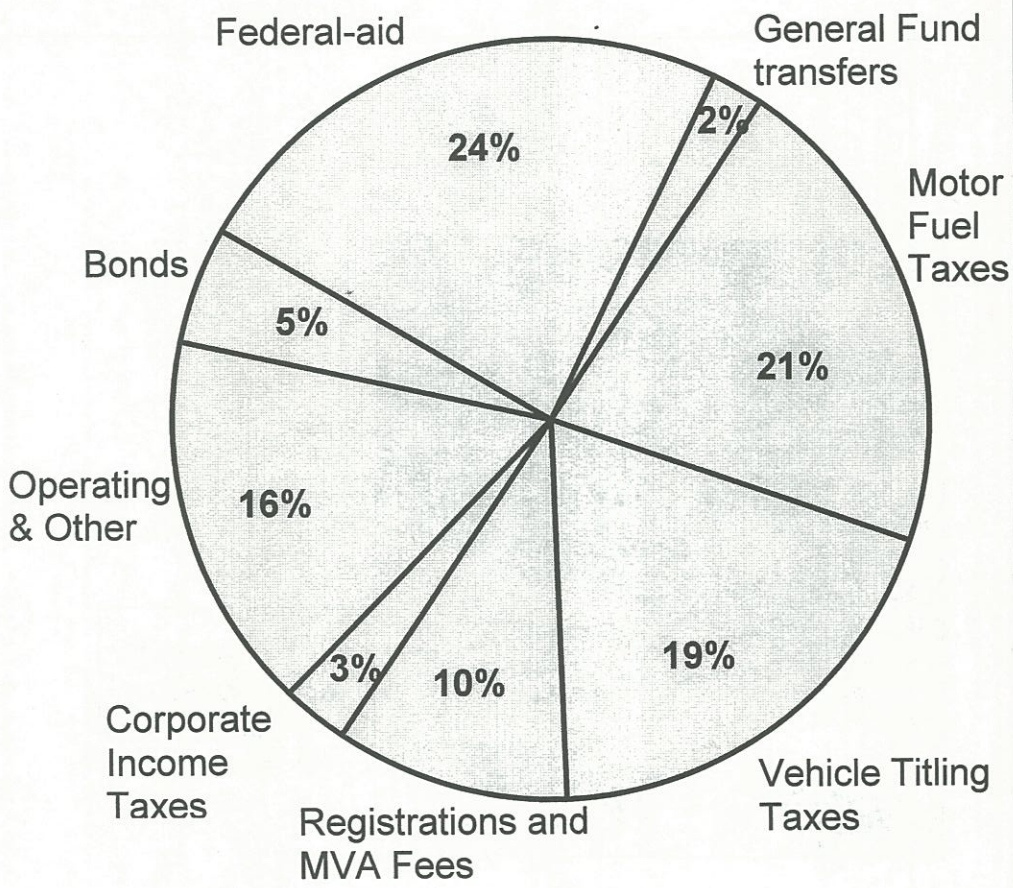
Where the money goes…

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

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

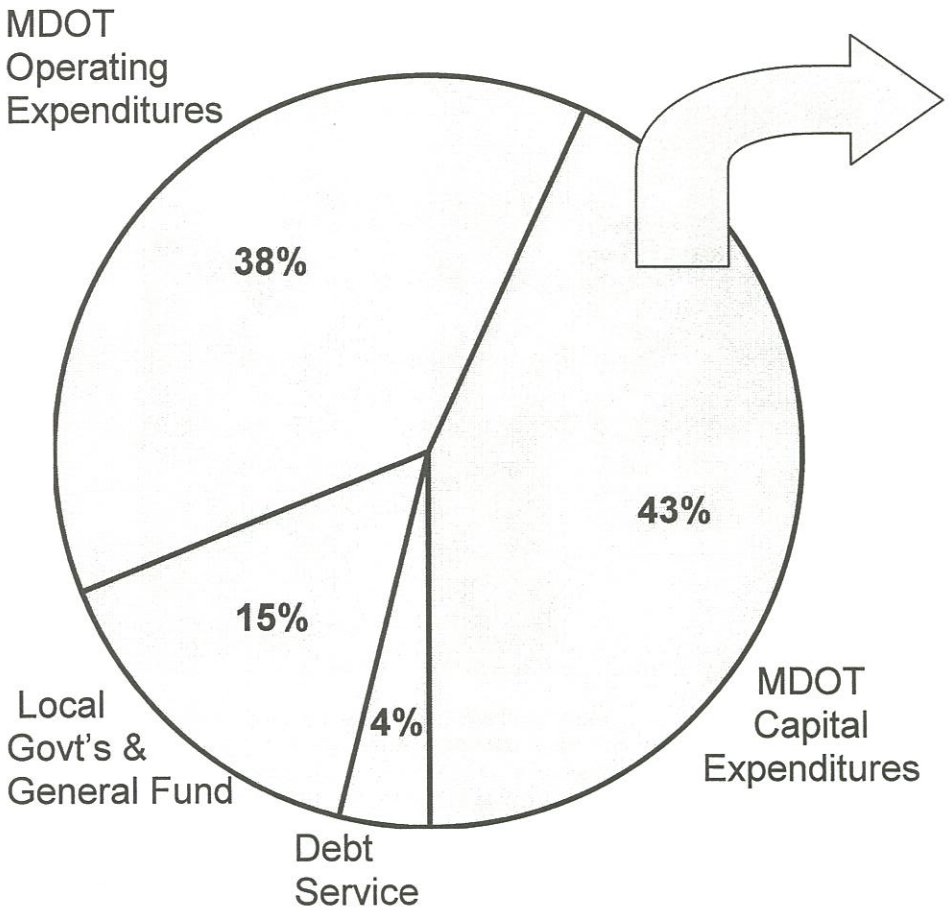
This FY 2001-2006 CTP totals about $9.5 billion: $8.3 billion of which comes through the Trust Fund and $1.2 billion from "Other" fund sources.

Transportation revenues:



Transportation Trust Fund:

Where the revenues go…



Capital expenditures:

FY 2001-2006 CTP SUMMARY
($ MILLIONS)

	STATE FUNDS *	FEDERAL AID	OTHER**	TOTAL	PERCENT OF TOTAL
TSO	76.8	3.5	-	80.3	0.8
MVA	129.9	-	-	129.9	1.4
MAA	403.5	129.7	700.3	1,233.5	13.0
MPA	479.4	-	4.5	483.9	5.1
MTA	498.6	974.3	-	1,472.9	15.6
WMAT	481.8	751.2	433.1	1,233.0	13.0
SHA	2,018.5	2,801.2	-	4,819.7	51.0
TOTAL	4,088.5	4,226.8	1,137.9	9,453.2	100.0

*Special Funds through the Transportation Trust Fund, includes General Fund appropriations.

** Funds not received through the Trust Fund. Includes some funds from MD Transportation Authority, Passenger Facility Charges, Certificates of Participation, Customer Facility Charges, and MD Army National Guard/DOD funds.

TSO – The Secretary's Office
MVA – Motor Vehicle Administration
MAA – Maryland Aviation Administration
MPA – Maryland Port Administration
MTA – Mass Transit Administration
WMAT – Washington Metropolitan Area Transit
SHA – State Highway Administration

Shaping Maryland's transportation system

The public's role - When developing Maryland's transportation system, MDOT seeks public input throughout the process of assembling the Maryland Transportation Plan, preparing the CTP, studying possible projects and when designing facilities.

The Maryland Transportation Plan, the department's guiding document, is created in consultation with focus groups of transportation stakeholders and experts. The public then comments on it before the Governor adopts the final version.

The public and local governments also have an important role in shaping this document. 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 used to revise 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.



Working with the public

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

For information on projects, call the MDOT's Office of Planning and Capital Programming, which assembles the CTP, at 410-865-1275; TTY for the Deaf 410-865-1342. For more information on MDOT and links to each of the modal administrations, visit http://www.smarttransportation.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 and maintenance issues. Then, the project is evaluated for consistency with MDOT goals and objectives. The availability of funding, including federal funds, is evaluated. Also, input by local officials is a major consideration.

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

Smart Growth calls for State infrastructure spending to be directed into designated growth areas – existing communities and areas planned locally for new growth. In the CTP, major capital project descriptions list whether it is within a Smart Growth Area or if the project appears subject to an exception provision of the law. Also, as new projects are planned, each modal administration conducts an analysis to determine the consistency of the project with local plans and State development policies. This is subject to independent review by the Maryland Transportation Commission. Inconsistent projects are modified to be consistent or are terminated. All new projects added to the FY 2001-2006 CTP are subject to this review.

How to read this document

The Maryland Department of Transportation is divided into agencies responsible for different modes of travel. Projects in the CTP are listed under the agency 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 contains a description of the project, its status, its justification, and its compliance status with Smart Growth. 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 establish the scope and location of proposed transportation facilities. Also, the need for the project is evaluated.

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

Right-of-Way – This funding is approved at different points during the project, to provide the necessary land for the project or to protect corridors for future projects.

Construction - This last stage includes the costs of actually building the designed facility. Construction does not begin until a project receives necessary environmental permits, the State meets air quality requirements, and contracts are bid.

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

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

Following this introduction are other lists, which can help the reader understand changes in the CTP. One shows significant changes from last year's CTP. It lists major projects added to the CTP or projects that have advanced to a new stage of development. It also lists changes in construction schedules and projects removed from the CTP.

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

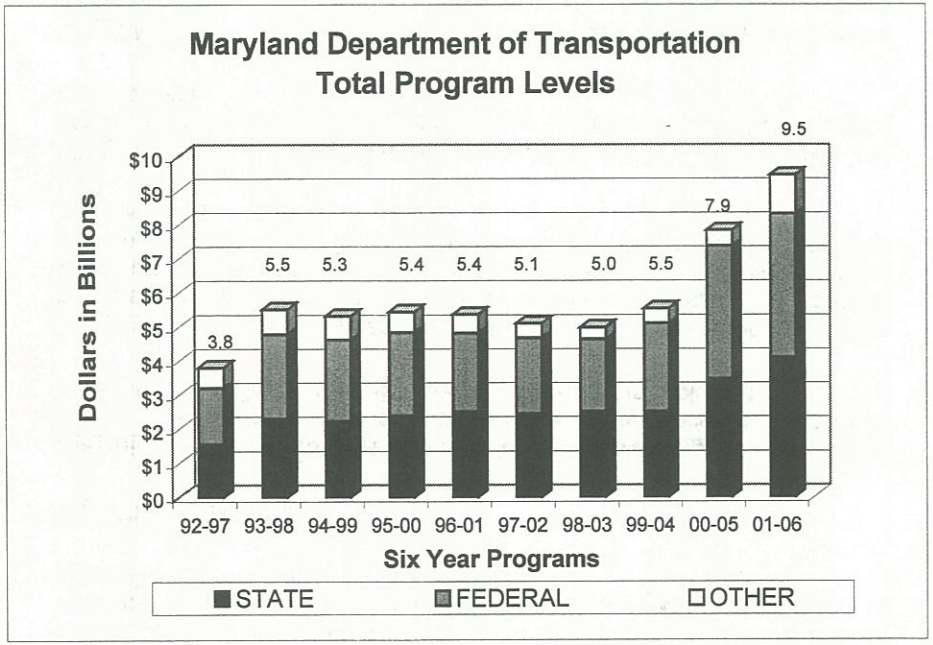
Additional copies

For general information on or additional copies of the CTP or the MTP, call Cindy Johnson, MDOT Office of Planning and Capital Programming, at (410) 865-1288; TTY for the Deaf (410) 865-1342. The charge for the CTP is $20.00 plus $2.50 for postage and handling. There is no charge for the MTP. These documents are available in alternative format upon request. This CTP will also be available by May of 2001 on the MDOT web page at http://www.mdot.state.md.us/ctp/ctp.html

Visit MDOT and the modes online:
http://www.smarttransportation.com/

PROGRAM HIGHLIGHTS

The FY 2001-2006 CTP totals about $9.5 billion. About 45 percent of the capital program will be supported by federal funds, predominately for highway and transit projects.



ECONOMIC TRENDS AND ASSUMPTIONS

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

- The long-term (6-year) trend in bond interest rates is projected to fluctuate within a range from 4.6 percent to 5.3 percent during the program period with inflation between 2.0 to 3.0 percent annually.
- The nation's economy has experienced a period of sustained growth and 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 2.3 percent in FY2001, 2.4 percent in FY 2002 and increase about 1 percent thereafter.
- Auto sales have been increasing consistently due to the combination of improved economic conditions and increased consumer confidence. Now, with pent-up demand satisfied and the economy projected to moderate, auto sales are expected to weaken in FY 2002, and then follow its normal cyclical pattern throughout the forecast period.

REVENUE PROJECTIONS

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

- Opening Balance: It is the goal of the Department to maintain a $100 million fund balance over the program period to accommodate the Department's working cash flow requirements throughout the year.

- Motor Vehicle Fuel Tax: This is projected to be $2.8 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.

- Motor Vehicle Titling Tax: This is projected to yield $2.8 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 has cycles with periods of decline and growth. It is projected that the out-years of the six-year planning period will experience a normal business cycle around an underlying upward trend.

- Motor Vehicle Registration, Miscellaneous, and Other Fees: These fees are projected to generate $1.4 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 $470 million. The Department receives a portion (approximately 25 percent) of the 7 percent corporate income tax.

- Federal Aid: This source is projected to contribute $4.3 billion for operating and capital programs. This amount does not include $433 million received directly by Washington Metropolitan Area Transit Authority. The majority of federal aid is capital, only $132 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 $2.0 billion, with $675 million from MTA; $486 million from MPA; and $876 million from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other port-related revenues. These MPA revenues are projected to increase an average of 2.5 percent annually. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees. These revenues are forecast to include additional revenues from the garage and terminal expansion, and to increase an average of 4.5 percent annually.

- Bond Proceeds: It is projected that $1.0 billion of bonds will be sold in the six-year period. The level of bonds which can be issued is dependent on the net revenues of the Department. This level of bonds is affordable within the financial parameters used by the Department.

- Other Sources: The remaining sources are projected to provide $506 million. Transfers from the State's General Fund for two large capital projects account for $370 million. The remaining $136 million includes investment income of 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, and represented a significant change in the way the funds are distributed and used. TEA-21 authorized a minimum level of guaranteed highway and transit funding which is expected to result in significantly higher funding than previous acts.

The ability to complete the program as scheduled, will, of course, depend upon actual federal appropriations. Transit funding is of particular concern. An estimated 37 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 2001 FTA Urbanized Area capital assistance for Baltimore, Washington and Small Urban Systems for Bus, Metro, Light Rail, and MARC is $45.1 million. An annual estimated amount of $46 million is assumed for the period of FFY 2001 to FFY 2003.

The MTA has assumed an average annual amount of $25 million from FFY 2001 to FFY 2003 for rail modernization funds.

The TEA-21 authorizes a maximum of $185 million in New Starts funds for MARC improvements for FY 1998 to FY 2003. The actual appropriation for MARC was $31 million in FFY 1998, $17 million in FFY 1999, $2.2 million in FFY 2000, and $10 million in FFY 2001. In light of the high level of competition for discretionary earmarks, the Department has estimated future federal appropriations for a total of $120 million over the program period.

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, and $3 million in FFY 2001. The Department has estimated future federal appropriations of $111 million over the program period.

Highways: Federal highway programs are authorized by multiple-year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in a given year. This ceiling is referred to as Obligational 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 2001 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: For WMATA Metrorail construction, the post Stark-Harris authorization provides a federal participation rate of 62.5 percent. This program assumes an annual federal apportionment of $200 million through FFY 1998 and $50 million in FFY 1999.

There are no additional federal funds provided after FFY 1999, based upon the "Fast Track" Metrorail Construction Program schedule. Local expenditures that match prior federal funding contributions will continue beyond FY 1999.

WMATA also 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, and $7.5 million in FFY 2001. A Full Funding Grant Agreement was approved in December of 2000. As a result, the Department will receive an additional $260 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 $21 million for the six-year program period.

The MAA anticipates an additional $85 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 2000-2005 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, $1327.2 million worth of projects have been added to the CTP. Of that amount thirty-two projects at a cost of $605.3 million were added to the Construction Program. Fifteen projects at a cost of $31.1 million were added to the Development and Evaluation Program (D&E). In addition, nine projects were moved from the D&E Program to the Construction Program at a cost of $690.8 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Motor Vehicle Administration	
e-MVA Service Delivery Systems	12.4
Maryland Aviation Administration	
New Concourse A Terminal Expansion at BWI Airport	175.5
Central Utility Plant Expansion and Upgrade of Electrical Substation at BWI Airport	28.1
Remote Aircraft Parking at BWI Airport	2.8
Installation of Moving Walkways and Escalators at BWI Airport	14.5
Purchase of New Bus Fleet For Shuttle Services at BWI Airport	30.0
Purchase of Hangar at Martin State Airport	1.4
Maryland Port Administration	
Protective Land Acquisition Program - Phase I	5.0
North American Paper Hub	18.8
Forest Products Warehouse - Lot 5B	8.8
Autoprocessor Expansion at DMT	3.3

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Mass Transit Administration	
Point of Rocks MARC Station Parking Expansion	2.4
Light Rail Cab Code Signaling for Phase II Extensions	10.1
Metro Owings Mills Joint Development	13.0
Agencywide Elevator Rehabilitation	8.3
Transit Vehicle Automated Stop Announcement	5.0
Small Bus Procurement for Neighborhood Shuttle Services	8.0
Mobility Bus Procurement	2.1
Statewide Smart Card Implementation	50.8
Redevelopment of 901 N. Howard Street	7.2
"Ride-On" Service Expansion	5.4
"The Bus" Service Expansion	8.8
Washington Metropolitan Area Transit	
WMATA System Access Initiative	69.9

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
State Highway Administration	
MD 695, Baltimore Beltway; Add an additional lane in each direction from I-97 to MD 10. (Anne Arundel)	9.8
MD 286, Bethel Road; Replace Bridge 7053 over Back Creek. (Cecil)	0.8
US 29, Columbia Pike; Reconstruct portions of US 29 between MD 100 and MD 99. (Howard)	20.3
MD 115, Muncaster Mill Road; Provide safety improvements along MD 115 from MD 28 to MD 124. (Montgomery)	10.0
I-495, Capital Beltway; Replace Bridge 15115 over MD 187. (Montgomery)	4.7
I-295 / I-495, National Harbor; Interchange access ramps. (Prince George's)	55.8
MD 34, Shepherdstown Pike; Replace Bridge 21002 over the Potomac River. (Washington)	9.4
MD 374, Burbage Crossing Road; Replace Bridge 23017 over Pocomoke River. (Wicomico)	1.1
MD 354, Powellville Road; Replace Bridges 22019 and 22020 at Adkins Pond. (Wicomico)	1.8
Total	**605.3**

PROJECTS ADDED TO THE D&E PROGRAM

PROJECT DESCRIPTION	PHASE	TOTAL COST ($ MILLIONS)
Motor Vehicle Administration		
Montgomery County Branch Office	PE, RW	3.5
Document Imaging and Workflow System - Phase 2	PE	0.8
Maryland Aviation Administration		
Terminal Parking Garage Expansion, Phase II, at BWI Airport	PE	3.3
People Mover System, Phase I at BWI Airport	PP	2.0
New Terminal Area Fire Station at BWI Airport	PE	0.3
Mass Transit Administration		
Baltimore Region New Transit Corridor Study	PP	3.7
New Light Rail Station at Texas Study	PP, PE	2.2
Greenbelt Transit Oriented Development	RW	10.0
Statewide Busway Corridor Study	PP	1.0

PROJECTS ADDED TO THE D&E PROGRAM (Cont'd)

PROJECT DESCRIPTION	PHASE	TOTAL COST ($ MILLIONS)
State Highway Administration		
Owings Mills Access Improvements; Roadway improvements to support the proposed transit oriented development at the Owings Mills Metro Station. (Baltimore)	PE	1.0
MD 404, Shore Highway; Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to the Denton Bypass. (Caroline)	PP	0.2
MD 140, Baltimore Boulevard; Study to provide grade separated interchanges at MD 97 South, Center Street and Englar Road in Westminster. (Carroll)	PP	1.0
US 15, Catoctin Mountain Highway; Study to reconstruct the existing interchange at MD 26. (Frederick)	PP	0.2
US 219 North, Chestnut Ridge Road; Study to reconstruct US 219 from I-68 to the Pennsylvania state line (2.54 miles). (Garrett)	PP	0.4
MD 28 (Norbeck Road) / MD 198 (Spencerville Road); Corridor study to consider capacity improvements in the MD 28 and MD 198 corridor. (Montgomery)	PP	1.5
	Total	**31.1**

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

PROJECT DESCRIPTION	ADDITIONAL COST ($ MILLIONS)
Maryland Aviation Administration	
15R Parallel Taxiway and Aircraft Parking Ramp at BWI Airport	53.3
Terminal Entrance Roadway Improvements, Phase II, Upper Level Commercial Roadway Widening and Pedestrian Overpasses at BWI Airport	172.0
New Elm Road Public Parking Structure and Surface Lot at BWI Airport	196.2
Consolidated Rental Car Facility at BWI Airport	130.7
Mass Transit Administration	
MARC Edgewood Station Improvements	0.3
Cold Spring Light Rail Station Park and Ride	7.0
State Highway Administration	
MD 216 Relocated, Scaggsville Road; Construct a 6 lane highway on new location to replace existing MD 216 from west of I-95 to US 29. (Howard)	21.5
MD 450, Annapolis Road; Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross. (Prince George's)	54.1
MD 450, Annapolis Road; Upgrade and widen existing MD 450 to a multi-lane divided highway from Bell Station Road to Stonybrook Drive. (Prince George's)	55.7
Total	**690.8**

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2000-2005 CTP, for the following twelve major projects.

PROJECT DESCRIPTION	JUSTIFICATION	FISCAL YEAR
The Secretary's Office		
Transit Station Smart Growth Initiative	One year delay to further refine program objectives.	FY 2001 to FY 2002
Maryland Aviation Administration		
Runway 15/33 Reconstruction at Martin State Airport	Construction start deferred due to resolution of design components with FAA.	FY 2001 to FY 2002
Maryland Port Administration		
Roll-On/Roll-Off (RoRo) Hub Facility, Phase I	Delay to allow customer input into the design.	FY 2001 to FY 2002
Niche Cargo Warehouse	Delay due to redesign of the warehouse from a Refrigerated to a Niche Cargo Warehouse.	FY 2001 to FY 2002
Intermodal Container Transfer Facility Improvements	Delay due to re-evalution of the site to determine leasing vs. investment options.	FY 2001 to FY 2002
Mass Transit Administration		
Hyattsville MARC Station - New Station Site	Design and Construction delayed due to concerns voiced by CSX.	FY 2002 to FY 2003
Smart Bus Retrofit	Delay due to software development and systems engineering.	FY 2001 to FY 2002
State Highway Administration		
MD 732, Guilford Road;Replace Bridge 13029 over CSX Railroad. (Anne Arundel, Howard)	Delay to allow additional time for roadway connection design by Howard County.	FY 2001 to FY 2002
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)	Delay due to project re-advertisement.	FY 2000 to FY 2001

CONSTRUCTION SCHEDULE DELAYS(Cont'd)

PROJECT DESCRIPTION		FISCAL YEAR
State Highway Administration		
I-270 (East Spur);Construct a new interchange on I-270 at the Rockledge Drive Connector, and upgrade the interchange at MD 187. (Montgomery)	Delayed due to developer participation/coordination issues & the interdependence of two contracts.	FY 2000 to FY 2001
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)	Construction delayed due to change in project scope.	FY 2001 to FY 2002
I-95 / I-495, Capital Beltway;Construct a new interchange at I-95 / I-495 (Capital Beltway) and Ritchie Marlboro Road. (Prince George's)	Right-of-way clearance problems.	FY 2000 to FY 2001

CONSTRUCTION SCHEDULE ADVANCEMENTS

The start of construction has been advanced from the schedule shown in the FY 2000-2005 CTP, for the following three major projects.

PROJECT DESCRIPTION	JUSTIFICATION	FISCAL YEAR
Motor Vehicle Administration		
Document Imaging and Workflow System (DIWS)	Contract award was accomplished earlier than originally planned.	FY 2001 to FY 2000
Maryland Aviation Administration		
Midfield Cargo Complex at BWI Airport, Phase II - Cargo Support Area & Airfield Improvements	Project advanced in order to temporarily relocate tenant parking to provide additional public parking closer to the terminal.	FY 2001 to FY 2000
State Highway Administration		
I-70, Baltimore National Pike;Interchange improvements at MD 85 ext/ MD 355 & intersection improvements at Adventist Drive / New Design Road. (Frederick)	Construction start advanced from FY 2004 to FY 2003	FY 2004 to FY 2003

COST & SCOPE CHANGES

In total, seventy-three major construction projects experienced significant changes in project cost or scope, for a net increase of $213.1 million. Thirty-six projects increased in cost by a total of $157.6 million, while twenty-six projects experienced a decrease in cost of $75.7 million. The scope of eleven projects changed, which caused a net increase totaling $178.2 million, while one project experienced a reduction in scope of $47 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms(PIF).

FY 2000 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed twenty major projects in FY 2000, at a total cost of $207.1 million. These projects are listed below.

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Motor Vehicle Administration	
Westminster Office Construction	2.6
Maryland Aviation Administration	
Relocation of Ridgewood Mobile Home Park	11.0
Runway 28 Remote Aircraft Parking/Deicing Ramp at BWI Airport	12.4
Martin Midfield Complex, Phase I Infrastructure For Hangar Office Complex-Martin State Airport	7.6
Maryland Port Administration	
South Locust Point Warehouse	7.9
MPA Facilities Planning Study	0.8
Mass Transit Administration	
Light Rail: Cromwell Storage and Service Facility	12.6
Space Reallocation and Renovation of Washington Boulevard Bus Facility	8.0
State Highway Administration	
US 220 Relocated; Constructed a new 2 lane highway from I-68 east of Cumberland to the Pennsylvania State line. (Allegany)	38.9
US 1, Belair Road; Upgraded existing US 1 from Cliffvale Road to Miller Avenue. (Baltimore)	4.4
MD 765 Extended, Solomons Island Road; Constructed a new service road from South of Patuxent Point Parkway to South of Spinnaker Way. (Calvert)	2.7
MD 26, Liberty Road; Replaced / Relocated 2 lane Bridge 10026 over Israel Creek. (Frederick)	2.7

FY 2000 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS (Cont'd.)

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
State Highway Administration	
US 219, Garrett Highway; Replaced Bridge 11037 over Bear Creek and Fish Hatchery Road. (Garrett)	3.8
MD 97, Roxbury Mills Road; Replaced Bridge 13038 over the Patuxent River. (Howard, Montgomery)	3.3
MD 355, Frederick Avenue; Reconstructed MD 355 to a 6 lane divided highway from MD 124/ Montgomery Village Avenue to Middlebrook Road . (Montgomery)	35.1
MD 28, Darnestown Road; Replaced Bridge 15002 and approach roads over Seneca Creek. (Montgomery)	4.8
MD 228, Berry Road; Upgraded MD 228 to a 4 lane divided highway from MD 210 to west of Mattawoman Creek (3.10 miles). (Prince George's)	3.9
MD 450, Annapolis Road; Reconstructed to a 4-6 lane arterial from Seabrook Road to MD 193 (2.56 miles). (Prince George's)	41.9
MD 242, Colton Point Road; Replaced Bridge 18020 over St. Clement Creek. (St. Mary's)	0.9
MD 64, Smithsburg Pike; Replaced Bridge 21059 over CSX. (Washington)	1.8
Total	**207.1**

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

Work was also completed on 357 projects to preserve the existing transportation system and facilities during FY 2000. The preservation effort included the following:

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Rehabilitation and resurfacing on 154 segments of highway	98.2
Rehabilitation of 4 bridges	9.3
Safety and geometric improvements at 21 locations	12.5
99 projects including neighborhood conservation, streetscape and minor reconstruction, noise barriers, C.H.A.R.T., environmental preservation, commuter action improvements, sidewalks, enhancement and traffic management.	37.1
79 rehabilitation projects for aviation, railroad, port, transit, motor vehicle facilities, the Secretary's Office	38.6
Total	**195.7**

AWARDS

In FY 2000, a total of 49 projects were awarded for construction at a cost of $287.5 million. Among these projects are the following:

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
MVA	Westminster Full Service Branch Office	1.7
MAA	MdTA Police Facility at BWI	1.3
MAA	Central Utility Plant Upgrade at BWI	1.6
MAA	Midfield Cargo Communication Ductbank at BWI	1.0
MAA	New Interim & Permanent Tenant & Public Parking Facilities	8.8
MAA	Comprehensive Paving at BWI and Martin State Airport	2.5
MAA	Airside/Landside Pavement & Miscellaneous Improvements at BWI and Martin State Airport	3.6
MPA	Cargo Shed - Area 400 at Dundalk Marine Terminal	6.7
MTA	Metro-Subway Escalator Rehabilitation	34.4
MTA	Direct Fixation Fastener Replacement	1.7
MTA	Old Court and Milford Mill Station Platform Rehabilitation	2.9
MTA	Charles Center Station Entrance Weatherization	1.3
MTA	MARC Service Extension to Frederick, MD	18.5
MTA	MARC Frederick Extension Signal System	3.5
MTA	Gilroy Road Grade-Crossing Signal Improvements	1.2
MTA	Cromwell Light Rail Maintenance Facility	22.1
SHA	MD 2; MD 214 to Virginia Avenue (Anne Arundel)	22.3
SHA	MD 32; Interchanges at Samford Road (Anne Arundel)	6.7

AWARDS (Cont'd)

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
SHA	I-695; At Providence Road (Baltimore)	3.7
SHA	US 50; Woods Road to Bucktown Road (Dorchester)	3.4
SHA	MD 475; East Patrick Street to South Street (Frederick)	4.0
SHA	US 1 Relocated; US 1 Bus. To North of Hickory (Harford)	30.7
SHA	I-270; At MD 124 (Montgomery)	4.5
SHA	US 50; At Columbia Park Road (Prince George's)	7.2
SHA	MD 235; MD 237 to Pegg Road (St. Mary's)	32.6
SHA	UMES; Access Road (Somerset)	6.9
SHA	MD 64; Bridge over CSX (Washington)	1.8
SHA	US 50 Relocated; West Road to Scenic Drive (Wicomico)	11.2
SHA	US 50 Relocated; Scenic River to US 13 (Wicomico)	30.8

DEPARTMENT OF TRANSPORTATION
FY 2002 CAPITAL PROGRAM AND BUDGET
($MILLIONS)

THE SECRETARY'S OFFICE

Construction Program		General Fund Appropriation	General	50.0
Major Projects	180.9	Facilities and Capital Equipment	J01A0103	24.5
System Preservation Minor Projects	16.9	WSTC Capital Grants	J01A0105	125.8
Development and Evaluation Program	1.7			
Capital Salaries, Wages and Other Support Costs	0.8			
TSO TOTAL	200.3			200.3

STATE HIGHWAY ADMINISTRATION

Construction Program		General Fund Appropriation	General	18.8
Major Projects	493.9	State System Construction and Equipment	J02B0101	861.6
System Preservation Minor Projects	357.3	County and Municipality Capital Program	J02B0103	4.5
Development and Evaluation Program	33.7			
SHA TOTAL	884.9			884.9

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	28.0
Major Projects	16.6			
System Preservation Minor Projects	7.3			
Development and Evaluation Program	3.3			
Capital Salaries, Wages and Other Support Costs	0.8			
MVA TOTAL	28.0			28.0

MASS TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	216.6
Major Projects	140.7			
System Preservation Minor Projects	61.2			
Development and Evaluation Program	9.0			
Capital Salaries, Wages and Other Support Costs	5.7			
MTA TOTAL	216.6			216.6

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	115.3
Major Projects	66.1			
System Preservation Minor Projects	39.4			
Development and Evaluation Program	6.3			
Capital Salaries, Wages and Other Support Costs	3.5			
MPA TOTAL	115.3			115.3

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	156.5
Major Projects	97.4			
System Preservation Minor Projects	43.4			
Development and Evaluation Program	10.8			
Capital Salaries, Wages and Other Support Costs	4.9			
MAA TOTAL	156.5			156.5

DEPARTMENT TOTAL

Construction Program				
Major Projects	995.6			
System Preservation Minor Projects	525.5			
Development and Evaluation Program	64.8			
Capital Salaries, Wages and Other Support Costs	15.7			
GRAND TOTAL	1,601.6			1,601.6

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2002 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
($MILLIONS)

ADMINISTRATION AND PROGRAM	OPERATIONS	CAPITAL	REVENUES	DEBT SERVICE	MDTA TRANSFERS	TOTAL
The Secretary's Office (J01A01)						
The Secretary's Office	17.8	-	-	-	-	17.8
Operating Grants-in-Aid	9.0	-	-	-	-	9.0
Facilities and Capital Equipment	-	24.5	-	-	-	24.5
WMAT Operating Grants	126.8	-	-	-	-	126.8
WMAT Capital Grants	-	125.8	-	-	-	125.8
Information Technology Services	33.6	-	-	-	-	33.6
MdTA Transfers	-	-	-	-	-	-
Subtotal	187.2	150.3	-	-	-	337.5
Debt Service Requirements (J01A04)						
	-	-	-	119.9	-	119.9
Subtotal	-	-	-	119.9	-	119.9
State Highway Administration (J02B01)						
State System Construction and Equipment	-	861.6	-	-	-	861.6
State System Maintenance	174.3	-	-	-	-	174.3
County and Municipality Capital Program	-	4.5	32.8	-	-	37.3
Highway Safety Operating Program	10.1	-	-	-	-	10.1
County and Municipality Program	430.0	-	-	-	-	430.0
Subtotal	614.4	866.1	32.8	-	-	1,513.3

Maryland Port Administration (J03D00)						
Port Operations	85.7	-	-	-	-	85.7
Port Facilities and Capital Equipment	-	115.3	-	-	-	115.3
Subtotal	85.7	115.3	-	-	-	201.0
Motor Vehicle Administration (J04E00)						
Motor Vehicle Operations	125.7	-	-	-	-	125.7
Facilities and Capital Equipment	-	28.0	-	-	-	28.0
Subtotal	125.7	28.0	-	-	-	153.7
Mass Transit Administration (J05H00)						
Transit Administration	33.4	-	-	-	-	33.4
Bus Operations	155.2	-	-	-	-	155.2
Rail Operations (Includes MARC)	114.4	-	-	-	-	114.4
Capital Equipment (Includes MARC)	-	216.6	-	-	-	216.6
Statewide Programs Operations	68.9	-	-	-	-	68.9
Subtotal	371.9	216.6	-	-	-	588.5
Maryland Aviation Administration (J06I00)						
Airport Operations	87.5	-	-	-	-	87.5
Airport Facilities and Capital Equipment	-	156.5	-	-	-	156.5
Subtotal	87.5	156.5	-	-	-	244.0
DEPARTMENT TOTAL	1,472.4	1,532.8	32.8	119.9	-	3,157.9

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

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR
OPERATING PROGRAM	2001	2002	2003	2004	2005	2006	TOTAL
The Secretary's Office [A]	57.9	60.4	62.0	63.0	65.0	67.0	375.3
WMAT Grants (WMAT) [A, D]	137.4	126.8	135.0	143.0	151.0	159.0	852.2
Motor Vehicle Administration	117.6	125.7	129.0	133.0	140.0	145.0	790.3
Maryland Aviation Administration	77.1	87.5	95.0	99.0	103.0	107.0	568.6
Maryland Port Administration	82.7	85.7	88.0	90.0	92.0	94.0	532.4
Mass Transit Administration [B, D]	303.0	371.9	406.0	426.0	444.0	459.0	2,409.9
State Highway Administration [C]	176.5	184.4	192.0	199.0	206.0	213.0	1,170.9
TOTAL OPERATING	952.2	1,042.4	1,107.0	1,153.0	1,201.0	1,244.0	6,699.6
Special Funds	923.3	1,013.2	1,088.0	1,134.0	1,182.0	1,225.0	6,565.5
Federal Funds	28.7	29.0	19.0	19.0	19.0	19.0	133.7
Reimbursable Funds	0.2	0.2	-	-	-	-	0.4
CAPITAL PROGRAM							
The Secretary's Office [A]	17.6	24.5	11.5	8.9	9.1	8.7	80.3
WMAT Grants (WMAT) [A, H, D]	164.9	255.2	285.6	221.7	177.3	128.3	1,233.0
Motor Vehicle Administration	37.1	28.0	18.8	15.8	15.1	15.1	129.9
Maryland Aviation Administration	95.8	156.5	125.3	55.2	48.7	51.7	533.2
Maryland Port Administration	63.4	115.3	115.9	71.7	55.6	57.5	479.4
Mass Transit Administration [D]	165.3	216.6	297.6	309.6	256.9	226.9	1,472.9
State Highway Administration [H]	763.4	884.9	977.2	836.8	775.6	581.8	4,819.7
TOTAL CAPITAL	1,307.5	1,681.0	1,831.9	1,519.7	1,338.3	1,070.0	8,748.4
Special Funds	626.8	781.7	859.4	718.4	603.8	498.4	4,088.5
Federal Funds	680.7	899.3	972.5	801.3	734.5	571.6	4,659.9

	CURRENT YEAR 2000	BUDGET YEAR 2001	Planning Years 2002	2003	2004	2005	SIX-YEAR TOTAL
DISTRIBUTION OF SHARED REVENUES							
County and Municipality Program [C]	423.4	430.0	427.0	425.0	433.0	442.0	2,580.4
County and Municipality Capital [E]	39.1	37.3	-	-	-	-	76.4
TOTAL DISTRIBUTION OF SHARED REVENUES	462.5	467.3	427.0	425.0	433.0	442.0	2,656.8
Special Funds	427.5	434.5	-	-	-	-	862.0
Federal Funds [E]	35.0	32.8	-	-	-	-	67.8
TRANSFERS TO MdTA	19.9	-	-	-	-	-	19.9
DEBT SERVICE REQUIREMENTS							
Debt Service Requirements (Special Funds) [G]	111.8	119.9	141.0	158.0	177.0	153.0	860.7
DEPARTMENT TOTAL	2,853.9	3,310.6	3,506.9	3,255.7	3,149.3	2,909.0	18,985.4
Special Funds	2,109.3	2,349.3	2,088.4	2,010.4	1,962.8	1,876.4	12,396.6
Federal Funds	744.4	961.1	991.5	820.3	753.5	590.6	4,861.4
Reimbursable Funds	0.2	0.2	-	-	-	-	0.4

[A] - WSTC operating and capital grants in the Secretary's Office budget are shown separately for information purposes. Capital Program WSTC Grants lines includes $433 million in federal funds received by WMATA directly and not included in the MDOT budget. FY 2002 includes $79.4 million.

[B] - Special funds include partial recover of transit operating deficits through Federal Transit Administration grants in FY 2001 and FY 2002.

[C] - The County and Municipality Funds (Highway User Revenues) in the State Highway Administration budget are shown separately for information purposes.

[D] - "Other" funds are not included in the totals; however, funds for the Governor's Transit Initiative are included in these numbers.

[E] - County and Municipality capital funds pass through from Federal government are not included in FY 2003-2006.

[F] - Payback of funds spent by MdTA to build the BWI Garage.

[G] - Debt Service for County Bonds not included in FY 2003-2006.

[H] - Transfer of funds from the General Fund for construction of the Woodrow Wilson Bridge and the Addison Road Metro Rail Extension are included in these totals.

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 2001-FY 2006 CTP/STP.

	Federal Fiscal Year					
	2001	**2002**	**2003**	**2004**	**2005-06**	**TOTAL**
SURFACE TRANSPORTATION PROGRAM (STP)	82.0	79.0	87.0	123.0	208.0	579.0
NATIONAL HIGHWAY SYSTEM (NHS)	102.0	148.0	126.0	88.0	135.0	599.0
INTERSTATE MAINTENANCE (IM)	40.0	59.0	56.0	44.0	67.0	266.0
BRIDGE (BR)	40.0	34.0	30.0	30.0	70.0	204.0
CONGESTION MANAGEMENT/AIR QUALITY (CMAQ)	69.0	62.0	59.0	48.0	100.0	338.0
MINIMUM GUARANTEE	0.0	0.0	5.0	2.0	4.0	11.0
HIGH PRIORITY PROJECTS - TEA-21	20.0	35.0	23.0	0.0	0.0	78.0
ENHANCEMENTS	10.0	10.0	10.0	15.0	39.0	84.0
APPALACHIA DEVELOPMENT (APD)	6.0	5.0	0.0	0.0	0.0	11.0
STATEWIDE PLANNING AND 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	47.0	29.0	42.0	34.0	64.0	216.0
DEMONSTRATION	3.0	3.0	3.0	0.0	0.0	9.0
URBANIZED AREA FORMULA SEC9,	44.5	50.2	53.0	53.5	105.6	306.8
NEW STARTS, FIXED GUIDEWAY, MODERNIZATION AND BUS	63.2	102.1	114.9	117.3	143.5	541.0
ELDERLY AND PERSONS WITH DISABILITIES	1.6	1.2	1.2	1.3	1.3	6.6
RURAL AREA FORMULA	1.2	1.2	1.2	1.2	0.0	4.8
WOODROW WILSON BRIDGE	46.0	151.0	157.0	161.0	168.0	683.0
TOTALS	589.5	783.7	782.3	732.3	1,133.4	4,021.2

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 2001-FY 2006 CTP/STIP.

SYSTEMS PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year 20001	2002	2003	2004	2005-06	TOTAL
Environmental Projects						
National Highway System	10.0	5.0	10.0	13.0	26.0	64.0
Surface Transportation Program	3.0	2.0	3.0	3.0	8.0	19.0
Enhancement	10.0	10.0	10.0	15.0	38.0	83.0
National Recreational Trails	1.0	1.0	1.0	1.0	2.0	6.0
Safety and Spot Improvements						
National Highway System	4.0	7.6	2.0	2.0	10.0	25.6
Surface Transportation Program	2.0	8.9	8.0	8.0	25.0	51.9
Interstate Maintenance	5.0	2.0	2.0	2.0	6.0	17.0
Minimum Guarantee	12.0	2.0	5.0	5.0	10.0	34.0
Resurfacing and Rehabilitation						
National Highway System	15.0	14.5	0.0	15.0	50.0	94.5
Surface Transportation Program	17.0	14.3	22.0	50.0	74.0	177.3
Interstate Maintenance	20.0	24.2	25.0	25.0	50.0	144.2
Minimum Guarantee	0.0	0.0	5.0	2.0	4.0	11.0
High Priority	3.0	3.0	3.0	0.0	0.0	9.0
Minimum Allocation	35.0	25.0	37.0	29.0	54.0	180.0
Bridge Replacement and Rehabilitation						
Bridge Replacement and Rehabilitation	40.0	33.8	30.0	30.0	70.0	203.8
Surface Transportation Program	5.0	4.0	5.0	5.0	10.0	29.0
Interstate Maintenance	3.0	3.0	3.0	0.0	0.0	9.0
Urban Reconstruction/Revitalization						
National Highway System	2.0	2.0	2.0	5.0	10.0	21.0
Surface Transportation Program	7.0	5.0	10.0	12.0	30.0	64.0
Congestion Management						
National Highway System	0.0	3.1	0.0	0.0	0.0	3.1
Surface Transportation Program	22.0	8.6	7.0	15.0	30.0	82.6
Congestion Mitigation/Air Quality	15.0	15.0	20.0	22.0	41.0	113.0
High Priority	3.0	3.0	3.0	0.0	0.0	9.0
TOTALS	234.0	197.0	213.0	259.0	548.0	1,451.0

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

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

The following is a listing of estimated system preservation program levels for FY 2001 through FY 2006. Anticipated projects for FY 2001 and FY 2002 within these totals are listed in the project detail section of this document.

	CURRENT YEAR 2001	BUDGET YEAR 2002	Planning Years 2003	2004	2005	2006	SIX-YEAR TOTAL
The Secretary's Office							
Minor Projects	9.0	16.9	4.7	3.6	4.2	3.8	42.2
Motor Vehicle Administration							
Building Improvements	10.4	7.3	4.4	5.2	9.6	9.5	46.4
Maryland Aviation Administration							
Rehabilitation at BWI	32.6	37.2	34.5	28.0	24.4	25.3	182.0
Rehabilitation at Martin State Airport	1.6	2.1	8.0	6.9	7.2	7.4	33.2
Aviation Grants	4.9	2.1	1.8	1.8	1.8	1.8	14.2
Equipment Acquisition and Repair	2.1	3.0	3.2	3.3	3.4	3.5	18.5
TOTAL	41.2	44.4	47.5	40.0	36.8	38.0	247.9
Maryland Port Administration							
Rehabilitation of Various Terminals	13.9	39.4	26.1	21.0	19.8	20.5	140.7

	CURRENT YEAR 2001	BUDGET YEAR 2002	Planning Years 2003	2004	2005	2006	SIX-YEAR TOTAL
Mass Transit Administration							
Commuter Rail and Station Improvements	9.3	13.0	9.2	15.6	17.5	36.3	100.9
Bus System Improvements	9.1	11.8	8.0	3.0	1.1	1.2	34.2
Central Corridor Lt. Rail Line Improvements	7.4	6.7	5.5	6.6	3.5	3.2	32.9
Freight Track Restoration and Construction	1.7	1.9	2.4	3.4	8.9	7.8	26.1
Metro Rail System Improvements	12.0	17.5	15.6	11.9	11.1	11.4	79.5
Agencywide	10.8	10.3	7.0	5.6	3.0	3.2	39.9
TOTAL	50.3	61.2	47.7	46.1	45.1	63.1	313.5
State Highway Administration							
Minor Projects	291.9	250.7	230.9	246.8	257.2	275.9	1,553.4
Capital Facilities	14.3	13.6	5.0	1.6	1.6	1.6	37.7
Reimbursable	11.0	11.0	11.0	11.0	11.0	11.0	66.0
Highway Planning	15.5	15.5	12.2	12.1	13.4	14.4	83.1
State Aid in Lieu of Federal*	4.0	4.5	4.5	4.5	4.5	4.5	26.5
Neighborhood Conservation	30.0	30.3	47.8	25.0	25.9	29.0	188.0
Noise Barriers	4.8	16.0	15.5	18.1	21.1	18.5	94.0
Sidewalks	3.0	3.3	3.2	3.6	3.0	3.3	19.4
Enhancement Program	10.0	10.0	10.0	10.0	10.0	10.0	60.0
Access Controls	1.1	1.3	1.4	1.5	1.5	1.5	8.3
Truck Weigh	1.1	1.1	1.1	1.1	1.1	1.2	6.7
TOTAL	386.7	357.3	342.6	335.3	350.3	370.9	2,143.1
CTP SYSTEM PRESERVATION PROJECTS GRAND TOTAL	**511.5**	**526.5**	**473.0**	**451.2**	**465.8**	**505.8**	**2,933.8**

* Funds distributed through the Counties and Municipalities Program.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR 2001	BUDGET YEAR 2002	Planning Years 2003	2004	2005	2006	SIX-YEAR TOTAL
Maryland Transportation Authority							
Rehabilitation at Baltimore Harbor Tunnel	4.2	5.6	3.9	7.5	3.0	0.2	24.4
Rehabilitation at Francis Scott Key Bridge	4.2	4.7	7.9	14.0	2.1	0.1	33.0
Rehabilitation at Wm. Preston Lane Memorial Bridge	2.9	9.5	0.7	0.6	2.9	0.1	16.7
Rehabilitation at Thomas J. Hatem Memorial Bridge	0.2	1.2	0.8	0.6	9.4	9.2	21.4
Rehabilitation at Harry W. Nice Memorial Bridge	0.5	4.2	4.0	0.5	3.1	0.1	12.4
Rehabilitation at John F. Kennedy Memorial Highway	17.4	25.8	5.0	7.4	12.9	3.2	71.7
Rehabillitation at Fort McHenry Tunnel	1.8	10.5	11.4	10.7	12.0	13.2	59.6
Studies, Equipment & Insurance (All Facilities)	26.5	31.3	35.9	37.4	36.3	30.9	198.3
TOTAL MARYLAND TRANSPORTATION AUTHORITY	57.7	92.8	69.6	78.7	81.7	57.0	437.5

MAJOR BRIDGE PROJECTS

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

PIF LINE#	PROGRAM/PROJECT	(PIF) DESCRIPTION
	Anne Arundel County	
	Construction Program	
6.	MD 174, Quarterfield Road -- Secondary	Replace existing 2 lane bridge over I-97.
7.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad.
	Baltimore County	
	Construction Program	
1.	I-695, Baltimore Beltway -- Interstate	Replace Dulaney Valley Road (MD 146) Bridge 3162 and Providence Road Bridge 3163 over I-695.
4.	I-695, Baltimore Beltway -- Interstate	Reconstruction of the existing MD 140 interchange.
5.	I-695, Baltimore Beltway -- Interstate	Widen and reconstruct the I-695 bridges over MD 25A, including Joppa Road.
8.	MD 439, Old York Road and MD 45, York Road -- Secondary	Replace Bridge 3208 and Bridge 3210 over I-83.
	Development and Evaluation Program	
14.	I-695, Baltimore Beltway -- Interstate	Study to reconstruct the existing MD 26 interchange.
	Carroll County	
	Construction Program	
1.	MD 140, Baltimore Boulevard -- Primary	Widening and reconstruction of the bridges over MD 97 North and MD 27.
	Development and Evaluation Program	
4.	MD 140, Baltimore Boulevard -- Primary	Study to provide grade separated interchanges at MD 97 South, Center Street and Englar Road in Westminster.

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	(PIF) DESCRIPTION
	Cecil County	
	Construction Program	
1.	MD 272, North East Road -- Secondary	Replace Bridge 7034 over Northeast Creek.
2.	MD 286, Bethel Road -- Secondary	Replace Bridge 7053 over Back Creek.
	Frederick County	
	Construction Program	
3.	MD 26, Liberty Road -- Secondary	Replaced / Relocated 2 lane Bridge 10026 over Israel Creek.
4.	MD 76, Motters Station Road -- Secondary	Replace Bridge 10048 over Maryland-Midland RR.
	Garrett County	
	Construction Program	
1.	US 219, Garrett Highway -- Primary	Replaced Bridge 11037 over Bear Creek and Fish Hatchery Road.
	Howard County	
	Construction Program	
5.	MD 97, Roxbury Mills Road -- Secondary	Replaced Bridge 13038 over the Patuxent River.
8.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad.
	Montgomery County	
	Construction Program	
5.	I-495, Capital Beltway -- Interstate	Replace Bridge 15115 over MD 187.
10.	MD 28, Darnestown Road -- Secondary	Replaced Bridge 15002 and approach roads over Seneca Creek.
11.	MD 97, Roxbury Mills Road -- Secondary	Replaced Bridge 13038 over the Patuxent River.

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.
	St. Mary's County	
	Construction Program	
2.	MD 242, Colton Point Road -- Secondary	Replaced Bridge 18020 over St. Clement Creek.
	Washington County	
	Construction Program	
2.	MD 34, Shepherdstown Pike -- Secondary	Replace Bridge 21002 over the Potomac River.
3.	MD 64, Smithsburg Pike -- Secondary	Replaced Bridge 21059 over CSX.
	Wicomico County	
	Construction Program	
2.	MD 354, Powellville Road -- Secondary	Replace Bridges 22019 and 22020 at Adkins Pond.
3.	MD 374, Burbage Crossing Road -- Secondary	Replace Bridge 23017 over Pocomoke River.
	Worcester County	
	Construction Program	
2.	MD 374, Burbage Crossing Road -- Secondary	Replace Bridge 23017 over Pocomoke River.

NEIGHBORHOOD CONSERVATION PROGRAM

The following cash flow shows the Neighborhood Conservation funds included in the Final FY 2001-2006 CTP. For analysis purposes, fiscal years 01 and 02 are segregated because projects are specifically identified for those years. Fiscal years 03-06 are grouped together because they are planning years. Projects have not been programmed in a specific fiscal year because of project scheduling and development uncertainties.

NEIGHBORHOOD CONSERVATION PROGRAM CASH FLOW
FINAL FY 2001-2006 CTP

MODE	FY 00 & PRIOR	FY 01	FY 02	FY03-FY 06	TOTAL
MTA	$ 1,548,000	$ 1,002,000	$ 1,139,000	$ 14,905,000	$ 18,594,000
SHA	$45,374,000	$30,000,000	$30,300,000	$127,700,000	$233,374,000
TOTAL	$46,922,000	$31,002,000	$31,439,000	$142,605,000	$251,968,000

NEIGHBORHOOD CONSERVATION PROGRAM

The following lists the Neighborhood Conservation Program projects included in the CTP. Additional information on the Program can be found under the respective State Highway Administration or Mass Transit Administration section.

ROUTE/PROJECT	LIMITS/DESCRIPTION	BENEFITS	ESTIMATED COMPLETION
A. COMPLETED PROJECTS			
		Allegany County	
US 40 Alt.	Bowery St. to MD 36 in Frostburg	Major drainage improvement	Fall 2000
		Baltimore County	
MD 144	Sanford Ave. to I-695 in Catonsville	Pedestrian Safety	Spring 2000
MD 144	Bus stop improvements at Catonsville Library	Community Revitalization	Spring 2000
		Baltimore City	
Orleans Street	Bus shelters	Transportation enhancement	Fall 2000
		Frederick County	
MD 17	At B Street Roundabout in Brunswick	Intersection Safety	Fall 2000
		Harford County	
MD 924	Gordon St. to US 1 Bus. In Bel Air	Traffic Calming	Fall 1999
		Prince George's County	
US 1 Alt.	Phase I, D.C. Line to Anacostia River in Port Towns	Master Plan Development	Spring 2000
MD 202	Phase I, I-95 to MD 450 in Landover	Master Plan Development	Spring 2000

* Project not yet funded for construction

ROUTE/PROJECT	LIMITS/DESCRIPTION	BENEFITS	ESTIMATED COMPLETION
		Queen Anne's County	
MD 18C	Charity Lane to Wall St. in Queenstown	Pedestrian Safety	Summer 2000
		Talbot County	
MD 33	Perry Cabin Park to south of Trusty St. in St. Michaels	Local Revitalization	Spring 2000
		Washington County	
US 40	Potomac St. to Cannon Ave. in Hagerstown	Master Plan Development	Fall 1999
B. CONCEPTUAL PROJECTS			
		Allegany County	
MD 36	Jealous Row to Jennings Run Bridge	Pedestrian Safety	NA*
		Anne Arundel County	
MD 648	MD 176 to MD 10	Access to Light Rail	NA*
MD 170	MD 2 to I-895	Pedestrian Access	NA*
MD 170	I-895 to MD 648	Pedestrian Access	NA*
US 40	Ingleside Ave. to St. Agnes Lane	Local Revitalization	NA*
MD 7	US 40 to I-695	Master Plan Development	NA*
MD 45	Stevenson Lane to Northern Parkway	Master Plan Development	NA*
MD 43	I-695 to I-95	Gateway Improvement	NA*
MD 157	Peninsula Blvd. to Wise Ave	Pedestrian Access, Traffic Calming	NA*
MD 151	Morse Lane to Wise Avenue	Traffic Safety	NA*

* Project not yet funded for construction

ROUTE/PROJECT	LIMITS/DESCRIPTION	BENEFITS	ESTIMATED COMPLETION
		Baltimore County (Con't)	
MD 150	MD 700 to MD 587	Access to Transit	NA*
MD 147	Taylor Ave. to Joppa Rd.	Master Plan Development	NA*
MD 144	Bishops Lane to the Baltimore City Line	Local Revitalization	NA*
Arbutus Transit	Bridge Improvements	Enhances Transit District	Fall 2001
		Baltimore City	
Bel Air Road	Bridge Improvement and Bus Shelter at Sinclair Lane	Addresses Structural Deficiencies	Summer 2001
		Calvert County	
MD 261	First St. to Old Bayside Rd.	Local Revitalization and Drainage Improvement	NA*
		Caroline County	
MD 480	Cedar Lane to MD 313	Pedestrian Access	NA*
MD 404 Bus.	First St. to Sixth St.	Local Revitalization	NA*
MD 404 Alt.	Talbot County Line to eastern limits of Hillsboro	Local Revitalization	NA*
		Carroll County	
MD 851	Howard County Line to Cooper Drive	Drainage Improvement	NA*
MD 30	Through Hampstead	Traffic Safety	NA*
MD 140	Through Taneytown	Drainage Improvement	NA*
		Cecil County	
MD 268	Main Street to Railroad Avenue.	Master Plan Development	NA*

* Project not yet funded for construction

ROUTE/PROJECT	LIMITS/DESCRIPTION	BENEFITS	ESTIMATED COMPLETION
		Frederick County	
MD 180	US 340 to Holder Road	Pedestrian Access	NA*
MD 144 FB	Royal Oak Dr. to east limits of New Market	Historic Preservation	NA*
		Harford County	
MD 924	MD 22 to Gordon Street	Local Revitalization	NA*
		Kent County	
MD 213	East Cross Street and South Main Street in Galena	Traffic Calming	NA*
		Montgomery County	
MD 547	MD 355 to Kenilworth Ave.	Pedestrian Access	NA*
MD 195	MD 193 to Garland Ave.	Traffic Calming	NA*
MD 186	MD 410 to Woodbine Street	Local Revitalization	NA*
		Prince George's County	
US 1	Hamilton Ave. to MD 410	Pedestrian Safety	NA*
MD 704	D.C. Line to Hill Road	Intersection Improvement	NA*
MD 650	D.C. Line to MD 410	Pedestrian Safety	NA*
MD 500	D.C. Line to MD 410	Pedestrian Safety, Traffic Calming	NA*
MD 459	MD 210 to US 50	Local Revitalization	NA*
MD 450	Anacostia River to MD 202	Pedestrian Safety	NA*
MD 210	D.C. Line to MD 414	Pedestrian Safety	NA*
MD 202	US 50 to MD 450	Master Plan Development	Fall 2003
MD 197	MD 450 to Rustic Hill Drive	Pedestrian Safety	NA*
MD 193	Mandan Rd. to US 1	Bike Access	NA*
MD 193	MD 195 to Adelphi Rd.	Master Plan Development	NA*

* Project not yet funded for construction

ROUTE/PROJECT	LIMITS/DESCRIPTION	BENEFITS	ESTIMATED COMPLETION
		Queen Anne's County	
MD 213	Liberty St. and Commerce St. through Centreville	Local Revitalization	NA*
		St. Mary's County	
MD 5 Bus	MD 5 to MD 5 in Leonardtown	Local Revitalization	NA*
MD 246	MD 235 to Saratoga Dr.	Master Plan Development	NA*
		Talbot County	
MD 333	Strand Seth St. to South Morris St.	Local Revitalization	NA*
MD 33	Within limits of St. Michaels	Local Revitalization	NA*
		Washington County	
MD 845A	Within corporate limits of Keedysville	Drainage Improvement	NA*
		Wicomico County	
US 13 Bus.	Bateman St. to Zion Rd.	Traffic and Pedestrian Safety	NA*
C. PROJECTS UNDER DESIGN			
		Allegany County	
US 40 Alt.	East of Red Hill Road to Long Drive	Local Revitalization	NA*
US 40 Alt.	Through Frostburg	Major Drainage Improvement	Fall 2002
US 220	South of MD 53 to north of MD 636	Local Revitalization and Intersection Improvements	NA*
MD 135	MD 36 to eastern limits of Westernport	Traffic Calming	Fall 2002

* Project not yet funded for construction

ROUTE/PROJECT	LIMITS/DESCRIPTION	BENEFITS	ESTIMATED COMPLETION
		Anne Arundel County	
MD 175	At MD 677	Intersection Improvements	NA*
		Baltimore County	
Arbutus Transit	Bridge Improvement, bus shelters, lighting	Addresses Structural Decay	Spring 2001
		Baltimore City	
Washington Blvd.	Fence installation	Safety	Summer 2001
Mondawmin Metro	Station enhancements	Addresses Structural and Functional Deficiencies	Fall 2001
Johns Hopkins Metro	Pedestrian streetscape improvements	Pedestrian Environment	Fall 2001
Cultural Centre	Parking garage for light rail station	Replacement parking for Joint Development Project	Fall 2001
Centre Street	Sidewalk improvements for light rail station	Pedestrian Area Improvement	Fall 2001
		Calvert County	
MD 765	Through town of St. Leonard	Traffic Calming	NA*
		Carroll County	
MD 75	South limits of Union Bridge to Bridge 6013	Master Plan Development	NA*
MD 31	Coe Dr. to Church St.	Traffic Safety	NA*
MD 30	Beaver St. to Holland Dr.	Traffic Safety	NA*
		Cecil County	
Perryville MARC	Pedestrian improvements	Improve Pedestrian Flow	Fall 2001
MD 7D	Bridge St. to South St.	Master Plan Development	Fall 2002
MD 273	Within limits of Rising Sun	Commercial Redevelopment	NA*
MD 272	US 40 to south of Irishtown Rd.	Traffic Calming	NA*
MD 222/MD 7B	MD 222 from MD 7B to US 40	Drainage Improvement	Fall 2002

* Project not yet funded for construction

ROUTE/PROJECT	LIMITS/DESCRIPTION	BENEFITS	ESTIMATED COMPLETION
		Dorchester County	
MD 16/14	MD 16 and MD 14 in East New Market	Historic Enhancement	NA*
		Frederick County	
US 40 Alt.	Through Middletown	Historic Preservation	NA*
MD 144 FA	Bentz St. to Jefferson St.	Master Plan Development	NA*
		Harford County	
MD 7A	Otsego St. to Congress St.	Master Plan Development	Summer 2002
MD 755	MD 24 to Willoughby Beach Road	Pedestrian Safety	NA*
MD 755	MARC Station to Willoughby Beach Road	Pedestrian Access	NA*
MD 132	MD 462 to US 40	Pedestrian Access	Fall 2002
Edgewood MARC	Station renovations	Enhances Transit Station	Spring 2002
		Kent County	
MD 445	South of Boundary Ave. to MD 20	Pedestrian and Bike Access	NA*
MD 292	Within Corporate limits of Betterton	Drainage Improvement	NA*
MD 291	Through Town of Millington	Drainage Improvement	NA*
		Montgomery County	
MD 547	Kenilworth Ave. to Weymouth Street	Traffic Calming	NA*
MD 192	Plyers Mill Road to Kensington Parkway	Traffic Calming	Fall 2002
MD 117	MD 355 to Summitt Ave.	Local Revitalization	Fall 2002
		Prince George's County	
US 1	Farragut Ave. to Hamilton Ave.	Pedestrian Safety	Fall 2001
US 1	Contee Rd. to Oak Street	Master Plan Development	NA*
US 1	Gorman Ave. to Howard Co. Line	Master Plan Development	NA*

* Project not yet funded for construction

ROUTE/PROJECT	LIMITS/DESCRIPTION	BENEFITS	ESTIMATED COMPLETION
	Prince George's County (Con't)		
Mt. Rainier	Bus shelter and lighting	Transportation Enhancement	Fall 2001
MD 450	St. Christopher's Church to Ramada Conference Center	Transit Access	NA*
Laurel MARC	Pedestrian improvements for station	Improve Pedestrian Environment	Spring 2002
	Queen Anne's County		
MD 19/19A	MD 213 to MD 19A	Traffic Calming	NA*
MD 18B	Chester River Beach Rd. to Grasonville Elementary School	Pedestrian Safety, Drainage Improvement	Fall 2002
	Talbot County		
MD 331	US 50 to end SHA maintenance	Local Revitalization	NA*
	Washington County		
US 40	Walnut Street to Potomac Street	Master Plan Development	Fall 2002
MD 144 WB	Church St. to Tollgate Rd.	Local Revitalization	Fall 2002
	Wicomico County		
MD 347	Bridge 22014 to south of Athol Rd.	Drainage Improvement	Summer 2002
	Worcester County		
MD 528	Division St. to the Inlet	Pedestrian Safety	NA*

* Project not yet funded for construction

ROUTE/PROJECT	LIMITS/DESCRIPTION	BENEFITS	ESTIMATED COMPLETION
D. PROJECTS UNDER CONSTRUCTION			
		Allegany County	
Westernport Transit	Bus shelters	Transportation enhancement	Spring 2001
		Anne Arundel County	
MD 171	MD 2 to Baltimore City Line	Traffic Calming	Summer 2001
		Baltimore County	
MD 542	North of Joppa Rd. to Taylor Ave.	Pedestrian Safety, Access to Transit	Fall 2002
MD 45	Investment Place to Fairmount Ave.	Traffic Safety	Summer 2001
MD 26	Rolling Rd. to west of Washington Ave.	Commerical Redevelopment	Spring 2001
MD 150	Selig Ave. to MD 700	Local Revitalization	Fall 2002
MD 140	Glengyle Ave. to south of I-695	Commerical Redevelopment	Spring 2001
		Baltimore City	
Charles/Fayette Streets	Pedestrian improvements for MTA Bus	Pedestrian Improvement	Summer 2001
		Carroll County	
MD 32	MD 526 to MD 31	Master Plan Development	Spring 2001
		Charles County	
MD 210	East of Dogwood St. to Naval Surface Warfare Center	Traffic Calming	Summer 2001

* Project not yet funded for construction

ROUTE/PROJECT	LIMITS/DESCRIPTION	BENEFITS	ESTIMATED COMPLETION
		Frederick County	
Brunswick MARC	Pedestrian improvements	Improve Pedestrian Link	Spring 2001
		Harford County	
Aberdeen MARC	Parking lot enhancements	Safety	Spring 2001
		Montgomery County	
WMATA Bus	Transit center improvements	Economic Revitalization	Spring 2001
MD 320	Ritchie Ave. to MD 787	Pedestrian Safety	Fall 2002
		Prince George's County	
US 1	Oak Street at MD 198	Master Plan Development	Spring 2003
US 1	At 34th St. and Perry St.	Traffic Calming, Transit Access	Spring 2001
Laurel MARC	Pedestrian improvements	Improve Pedestrian Environment	Spring 2001
		Washington County	
US 40 Alt.	MD 68 to west of MD 67	Master Plan Development	Fall 2002
		Worcester County	
MD 528	9th St. to 26th St.	Pedestrian Safety	Spring 2001

* Project not yet funded for construction

BICYCLE AND PEDESTRIAN RELATED PROJECTS

The following lists the Bicycle and Pedestrian Related Projects in the Consolidated Transportation Program. Additional information can be found under the respective Secretary's Office, Mass Transit Administration or State Highway Administration section.

DESCRIPTION	COST/DISTANCE
THE SECRETARY'S OFFICE	
Silver Spring Transit Station & MARC Station Relocation includes hiker/biker trail	
MASS TRANSIT ADMINISTRATION	
MARC Edgewood Station Improvements includes SHA pedestrian improvements to MD 755	
MARC Frederick Extension	
Provide bicycle racks and lockers at the downtown and suburban station	$20,000
Silver Spring Transit Center and MARC Station Relocation	
Provide hiker-biker trail access through the station connecting to the Montgomery County trail network	Included
Neighborhood Conservation Program	
Baltimore City	
Belair Edison Community Association improvements	$232,000
Charles Street streetscape improvements	$619,000
Mondawmin Metro Station enhancements	$90,000
Baltimore County	
Arbutus Transit District public art pedestrian improvement	$50,000

Neighborhood Conservation Program (Con't)

Prince George's County

Laurel MARC Station streetscape improvements on Main Street	$155,000
Riverdale streetscape improvements along Riverdale Avenue	$200,000

Systems Preservation - Minor Projects Program

pedestrian shelters
MARC ADA equipment
sidewalk at Warren Road Station - Light Rail
Hunt Valley sidewalk access

Transit Station Development Incentive Program

Allegany County

Passenger amenities and pedestrian improvements	$176,500

Baltimore City

Pedestrian improvements near Centre Street Light Rail	$500,000

Montgomery County

Pedestrian improvements at the Gaithersburg MARC Station	$112,500
Pedestrian improvements at the Twinbrook Metro Station	$382,000

Access 2000 Improvements

Baltimore Region

Provide bicycle racks on MTA buses for pilot program	$200,000
Provide bicycle lockers at seven Baltimore Metro stations	$140,000

Baltimore County

Warren Road sidewalk connection	$198,000
Hunt Valley area sidewalk construction	$760,000

Access 2000 Improvements (Con't)

Cecil County

Sidewalk and crosswalk improvements at Perryville MARC Station	$41,805

Montgomery County

Pedestrian improvements on Georgia Avenue at Silver Spring Metro	$37,500

Prince George's County

Sidewalk and pedestrian improvements at the West Hyattsville Metro	$401,000

Statewide

Provide bicycle holddown accommodations on MARC rail cars	$500,000

Governor's Transit Initiative

Montgomery County

Streetscape and pedestrian improvements in Friendship Heights

STATE HIGHWAY ADMINISTRATION

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

Retrofit Sidewalk Program

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

Allegany County

MD 51 - Vancouver Street to Springdale Street	2,024 Linear Feet

Retrofit Sidewalk Program (Con't)

Anne Arundel County	
MD 677 - Higgins Road to MARC Station	500 Linear Feet
Baltimore County	
US 40 - Nuwood Road to Double T Diner	2,000 Linear Feet
MD 122 - Woodlawn Drive to I-695	1,000 Linear Feet
MD 140 - Owings Mill Blvd. to Enchanted Hills Road	1,000 Linear Feet
MD 140 - High Falcon Road to Franklin Blvd.	5,500 Linear Feet
MD 159 - North Point Road to Eastpoint Mall	2,500 Linear Feet
Calvert County	
MD 2 in Solomon's Island	500 Linear Feet
Caroline County	
MD 311 - Bee Tree Road to Bell Street	200 Linear Feet
MD 331 - Maple Avenue to Ledrum Avenue	500 Linear Feet
MD 404 Bus - 1st Street to 7th Street	500 Linear Feet
MD 404 Alt - Cemetery Road to Academy Ave.	500 Linear Feet
Carroll County	
MD 75 - Green Valley Road to Union Bridge	320 Linear Feet
MD 97 - Westminster	500 Linear Feet
Cecil County	
MD 7 - Main Street to Mauldin Avenue	360 Linear Feet
MD 213 - Elementary School Annex to Medical Center	440 Linear Feet
MD 213 - MD 7 to US 40	1,750 Linear Feet
MD 273 in Rising Sun	340 Linear Feet

Retrofit Sidewalk Program (Con't)

Dorchester County	
MD 343 - St Claire to Maces Lane	1,000 Linear Feet
MD 392 - Pine Street to Miner Road	1,450 Linear Feet
Garrett County	
US 219 at Alder Street in Oakland	271 Linear Feet
Harford County	
MD 22 - Barnes Street to Maitland Street	270 Linear Feet
MD 24 - Rock Spring Church Road to Dellcrest Road	3,600 Linear Feet
MD 462 - Hillcrest Drive to Windemere Road	1,920 Linear Feet
MD 924 - Homestead Street to Heighe Street	500 Linear Feet
Kent County	
MD 313 - MD 291 to Millington Firehouse	500 Linear Feet
Montgomery County	
MD 97 - Glenallan Avenue to Metro	1,000 Linear Feet
MD 97 - Brookville Road to Longwood Park	1,200 Linear Feet
MD 107 - Tom Fox Ave. to Hersberger Lane	870 Linear Feet
MD 109 - Barnesville	800 Linear Feet
MD 117 - Firstfield Road to Longdraft Road	1,500 Linear Feet
MD 185 - Kensington	500 Linear Feet
MD 187 - Huntington Parkway	400 Linear Feet
MD 189 - Wooton Parkway to Dunster Lane	2,600 Linear Feet
MD 191 - West Avenue to MD 185	500 Linear Feet
MD 193 - Carroll Ave. to Takoma Park	100 Linear Feet
MD 547 - at Stillwater Avenue	100 Linear Feet
MD 650 - Powder Mill Road to Lockwood Drive	500 Linear Feet

Retrofit Sidewalk Program (Con't)

Prince George's County	
US 1 at Edgewood Road	200 Linear Feet
MD 197 - BWI Expressway to Muirkirk Road	920 Linear Feet
MD 202 - Bladensburg Elementary School to 55th Avenue	500 Linear Feet
MD 208 - CSX bridge to US 1	700 Linear Feet
MD 332 - Ventura Avenue to Addison Road	500 Linear Feet
MD 410 - at MD 500	500 Linear Feet
MD 410 - MD 500 to US 1	1,110 Linear Feet
MD 450 - 54th Street to BWI Parkway	11,500 Linear Feet
MD 458 - MD 4 to Marlboro Pike	2,200 Linear Feet
MD 500 at Mt. Rainier	112 Linear Feet
MD 501 - MD 500 to MD 211	2,365 Linear Feet
MD 650 - Dilston Road to North Hampton Drive	1,800 Linear Feet
MD 650 - Metzerott Road to Northampton Drive	1,490 Linear Feet
MD 650 - MD 320 to Langley Park	630 Linear Feet
MD 650 - at MD 193	500 Linear Feet
Queen Anne's County	
MD 300 - MD 837 to MD 313	500 Linear Feet
MD 302 - Dixon Road to Busic Church Road	370 Linear Feet
MD 313 - Post Office to MD 302	500 Linear Feet
St. Mary's County	
MD 5 - MD 246 to Bay Ridge Road	500 Linear Feet
Talbot County	
MD 303 - Park Avenue to RR tracks	500 Linear Feet
Washington County	
US 11 - Fountaindalew Elementary School	685 Linear Feet
US 40 - Cleveland Avenue to Eastern Avenue	2,000 Linear Feet
US 40 in Hagerstown	2,100 Linear Feet
MD 65 - West Oakridge Drive to Downsville Road	4,224 Linear Feet

Retrofit Sidewalk Program (Con't)

Wicomico County

MD 347 - Culver Street to Bebron	1,800 Linear Feet
MD 675B - MD 54 to Pine Street	500 Linear Feet

Worcester County

MD 394 - Snow Hill to Dighton Road	
Total Retrofit Sidewalk Program (= $2,221,882)	**85,457 Linear Feet**

Neighborhood Conservation Program

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

Allegany County

US 40 Alt. - Bowery Street to MD 36

Anne Arundel County

MD 170 - MD 2 to I-895
MD 170 - I-895 to MD 648
MD 171 - MD 2 to Baltimore City line
MD 175 - MD 677 in Odenton
MD 648 - MD 176 to MD 10

Baltimore County

MD 7 - US 40 to I-695
MD 26 - Rolling Road to Washington Avenue
US 40 - Ingleside Avenue to St. Agnes Lane
MD 43 - I-695 to I-95
MD 45 - Baltimore City line to Stevenson Lane
MD 45 - Investment Place to Fairmount Avenue

Neighborhood Conservation Program (Con't)

Baltimore County (Con't)

MD 140 - Glengyle Avenue to I-695
MD 144 - Sanford Road to I-695
MD 144 - Bishops Lane to Balt. City line
MD 147 - Taylor Avenue to Joppa Road
MD 150 - MD 700 to MD 587
MD 150 - Selig Avenue to MD 700
MD 151 - I-695 to Wise Avenue
MD 157 - Peinsula Blvd. to Wise Avenue
MD 542 - Taylor Avenue to Joppa Road

Calvert County

MD 765 - Town of St. Leonard

Carroll County

MD 32 - MD 526 to MD 31
MD 30 in Manchester

Cecil County

MD 7D in Elkton
MD 222/7B - MD 7B to US 40

Charles County

MD 210 in Indianhead

Frederick County

MD 17 in Brunswick

Harford County

MD 7A - Congress Avenue to Otsego Street
MD 132 - MD 462 to US 40

Neighborhood Conservation Program (Con't)

Montgomery County

MD 117 - MD 355 to Summitt Avenue
MD 186 - MD 410 to Woodbine Street
MD 192 - Plyers Mill Road to Kensington Pkwy.
MD 195 - Garland Avenue to MD 193
MD 547 - MD 366 to Kenilworth Avenue

Prince George's County

US 1 - Farragut Avenue to Hamilton Avenue
US 1 - Oak Street to MD 198
US 1 - 34th Street to Perry Street
MD 202 - I-195 to MD 450

Queen Anne's County

MD 18B - Chester River Beach Road to Grasonville Elem. School
MD 18C - Charity Lane to Wall Street

Washington County

US 40 in Hagerstown
US 40 Alt - MD 68 to MD 67
US 40 in Hagerstown
MD 65 - West Oak Drive to Downsville Road
MD 144 in Hancock

Wicomico County

MD 347 - Quantico Creek to Athol Road

Worcester County

MD 528 - 9 th Street to 26 th Street

Total Neighborhood Conservation Program that will accommodate bicycles and pedestrians **$89,542,000**

Streetscapes and Minor Reconstruction

Allegany County

MD 936 - Burns Alley to Church Street

Frederick County

MD 17 in Burkitsville

Montgomery County

MD 189 - Monument St. to MD 28

Prince George's County

MD 201 - Edmonston Road to MD 410
MD 332 - Washington DC line to Ventura Avenue

Washington County

US 40 - in Clear Spring

Total Streetscape Program expenditures that will accommodate bicycles and pedestrians **$7,738,000**

Transportation Enhancements Program

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

Allegany County

Allegheny Highlands Trail from Woodcock Road to New Hope Road - 6.1 miles
Allegheny Highlands Trail - Eastern and Northern Section - 14.9 miles
Canal Place - Canal Street Pedestrian Promenade

Anne Arundel County

Jonas Green Park - trail head and visitor's center
Odenton Road Trail - pedestrian access to Odenton MARC Station
WB&A Trail - 3.6 miles

Transportation Enhancements Program (Con't)

Baltimore City

Frederick Douglass Park - pedestrian promenade
Gwynns Falls Trail - Phase III

Calvert County

Chesapeake Beach Boardwalk

Caroline County

Marshyhope Waterfront pedestrian bridge

Carroll County

Wakefield Valley Community Trail

Harford County

Ma & Pa Trail - Phase II - 2.7 miles

Howard County

Centennial Access Pathway - 0.5 miles
Howard County Spinal Pathway - Phase 3B - 2.0 miles

Montgomery County

Rockville Millennium Trail - 2,5 miles
Rockville Millennium Trail - Phase II
Forest Glen Pedestrian Bridge
Bethesda Trolley Trail I-495 Bridge
Bethesda Trolley Trail I-495 Bridge

Transportation Enhancements Program (Con't)

Prince George's County

Bowie Town Center Pedestrian Bridge over MD 197
District Heights Trail
WB&A Trail
Rhode Island Rail to Trail

Queen Anne's County

Cross Island Trail - 2.5 miles

Somerset County

Princess Anne Streetscape

Talbot County

Easton Rail Trail - 1.4 miles

Washington County

Western Maryland Rail Trail - 9.53 miles

Wicomico County

Northeast Collector Road Bicycle Trail - 0.5 miles

Worcester County

Ocean City Boardwalk - Phase II

Total Bike/Ped Related Enhancement Project expenditures that will accommodate bicycles and pedestrians **$24,263,000**

Primary/Secondary Program

These projects are listed on Project Information Forms in the Consolidated Transportation Program and are included as part of the highway construction project.

Allegany County

US 220 Relocated	
shoulders	9.12 Miles

Anne Arundel County

MD 2 - MD 214 to Virginia Avenue	
wide curb lanes	2.7 Miles
sidewalk	2.7 Miles
MD 32/MD 198 interchange	
wide curb lanes	1 Mile
sidewalk	1 Mile
US 50/MD 2/MD 450 interchange	
parallel trail	0.5 Miles
MD 174/I-97 interchange	
wide curb lanes	1 Mile
sidewalk	1 Mile

Baltimore County

I-695/MD 146/Providence Rd Interchange	
wide curb lanes	2.32 Miles
sidewalk	2.32 Miles
I-695/MD 140 Interchange	
wide curb lanes	1 Mile
sidewalk	1 Mile
I-695/MD 45 interchange	
wide curb lanes	1 Mile
sidewalk	1 Mile
MD 7 - MD 43 to Campbell Blvd.	
wide curb lanes	1 Mile
sidewalk	1 Mile

Primary/Secondary Program (Con't)

Baltimore County (Con't)

US 1 - Cliffvale Road to Miller Road	
wide curb lanes	1.4 Miles
sidewalk	1.4 Miles
MD 43 Extended	
wide curb lanes	6 Miles
sidewalk	5 Miles

Calvert County

MD 4/MD 260 Interchange	
shoulders	1 Mile
MD 765 in Solomon's	
wide curb lanes	1 Mile
sidewalk	1 Mile

Carroll County

MD 140 - MD 97 N. to MD 27	
wide curb lanes	1 Mile
sidewalks	1 Mile

Dorchester County

US 50 - Woods Rd, to Bucktown Road	2 Miles
wide curb lanes	

Frederick County

I-70/MD 85/MD 355 Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
MD 475 - East Street Extended	
sidewalks	0.8 Miles

Primary/Secondary Program (Con't)

Harford County

US 1 - Hickory Bypass/MD 23	1.4 Miles
shoulders	

Howard County

US 29/MD 216 Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
US 29/Johns Hopkins/Gorman Roads	
wide curb lanes	1 Mile
sidewalks	1 Mile
MD 175/Little Patuxent Parkway	
wide curb lanes	1 Mile
MD 216 - I-95 to US 29	
wide curb lanes	5.2 Miles
sidewalks	5.2 Miles

Montgomery County

I-270/MD 187 Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
I-270/Democracy Blvd. Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
I-270/MD 124 Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
I-270/MD 117 Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
US 29/Randolph Road Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile

Primary/Secondary Program (Con't)

Montgomery County (Con't)

US 29/Briggs Chaney Road Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
US 29/MD 198/Blackburn Road Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
MD 28 - Riffle Road to MD 219	
wide curb lanes	6.72 Miles
sidewalks	3.36 Miles
trail	3.36 Miles
MD 355 - MD 24 to Middlebrook Road	
wide curb lanes	5.12 Miles
sidewalks	2.56 Miles
trail	2.56 Miles

Prince George's County

I-95/I-495 Woodrow Wilson Bridge	
parallel pedestrian bridge and trail	
MD 228 - MD 210 to Mattawoman Creek	
shoulders	6.2 Miles
US 50/Columbia Pike Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
MD 212 - US 1 to I-95	
wide curb lanes	4 Miles
sidewalks	4 Miles
MD 450 - Whitfield Chapel Rd. to Seabrook Rd.	
wide curb lanes	1.9 Miles
sidewalks	1.9 Miles
MD 450 - Seabrook Rd. to MD 193 + MD 704	
wide curb lanes	6.02 Miles
sidewalks	4.46 Miles
trail	2.56 Miles

Primary/Secondary Program (Con't)

Prince George's County (Con't)

MD 450 - MD 193 to Bell Station Road	
wide curb lanes	0.8 Miles
sidewalks	0.4 Miles
trail	0.4 Miles
MD 450 - Bell Station Road to Seabrook Road	
wide curb lanes	10.8 Miles
sidewalk	5.4 Miles
trail	5.4 Miles

St. Mary's County

wide curb lanes	9.4 Miles
sidewalk	9.4 Miles

Somerset County

MD 882, UMES access road	
wide curb lanes	1.4 Miles
sidewalk	0.7 Miles
parallel trail	0.7 Miles

Washington County

I-81/Halfway Blvd	
sidewalk	1 Mile

Worcester County

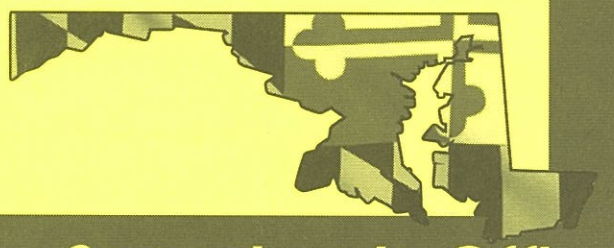
US 113	
shoulders	

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

wide curb lanes	**84.48 Miles = $21,120,000**
shoulders	**35.98 Miles = $8,995,000**
sidewalks	**58.84 Miles = $8,077,555**
trails	**20.48 Miles = $2,662,400**

Resurface/Rehabilitate

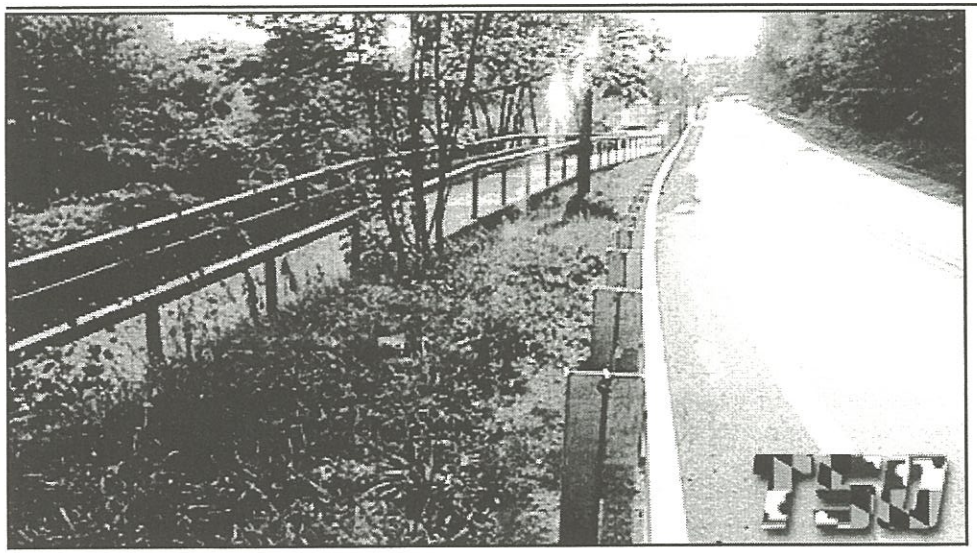
The SHA maintains a regularly scheduled maintenance program to repair and resurface its roadways throughout the State. These projects serve to benefit motorists, cyclists and pedestrians.



The Secretary's Office

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

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	SIX-YEAR TOTAL
Construction Program							
Major Projects	7.1	5.1	4.2	3.3	2.9	2.9	25.5
System Preservation Minor Projects	9.0	16.9	4.7	3.6	4.2	3.8	42.2
Development & Evaluation Program	0.7	1.7	1.7	1.0	1.0	1.0	7.1
SUBTOTAL	16.8	23.7	10.6	7.9	8.1	7.7	74.8
Capital Salaries, Wages & Other Costs	0.8	0.8	0.9	1.0	1.0	1.0	5.5
TOTAL	17.6	24.5	11.5	8.9	9.1	8.7	80.3
Special Funds	16.4	23.3	10.4	8.9	9.1	8.7	76.8
Federal Funds	1.2	1.2	1.1	-	-	-	3.5



PROJECT: Transportation Enhancement Program

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

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

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: The $16.0 million decrease in later funding years is due to the fact that levels of expenditures by Project Sponsors is anticipated to be less than originally projected.

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

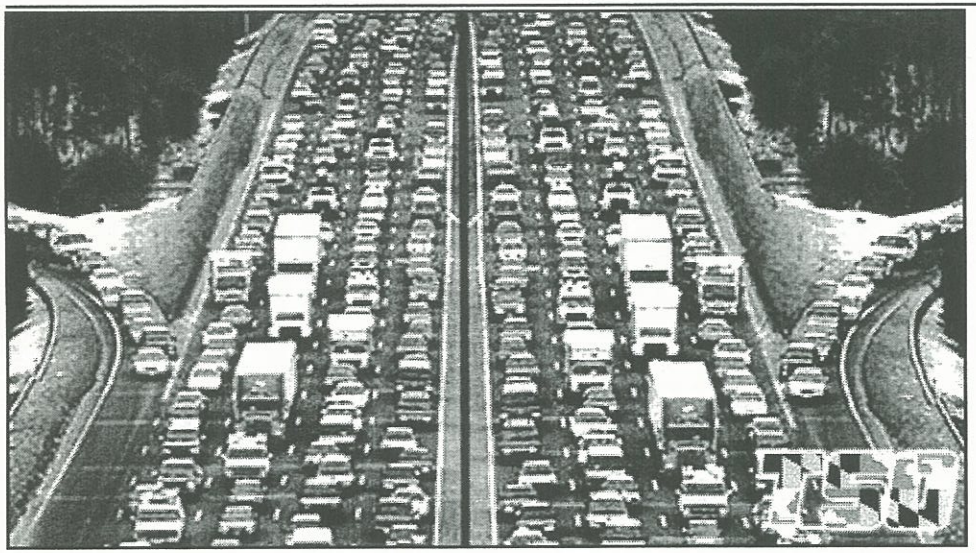
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	134,400	58,400	10,000	10,000	10,000	10,000	10,000	10,000	60,000	16,000
Total	134,400	58,400	10,000	10,000	10,000	10,000	10,000	10,000	60,000	16,000
Federal-Aid	99,400	42,100	7,500	7,500	7,500	7,500	7,500	7,500	45,000	12,300

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	STP	10,338
CO	2002	STP	10,547
CO	2003	STP	10,797
CO	2004	STP	10,797
CO	2005	STP	10,797
CO	2006	STP	10,797
CO	2007	STP	12,000

*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.

0035



STATUS: This program incorporates TERP, TERM and MMI funds as one project. The program is underway, using previoulsy programmed TERP, TERM and MMI funds.

PROJECT: Commute Smart 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. The Commute Smart 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

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

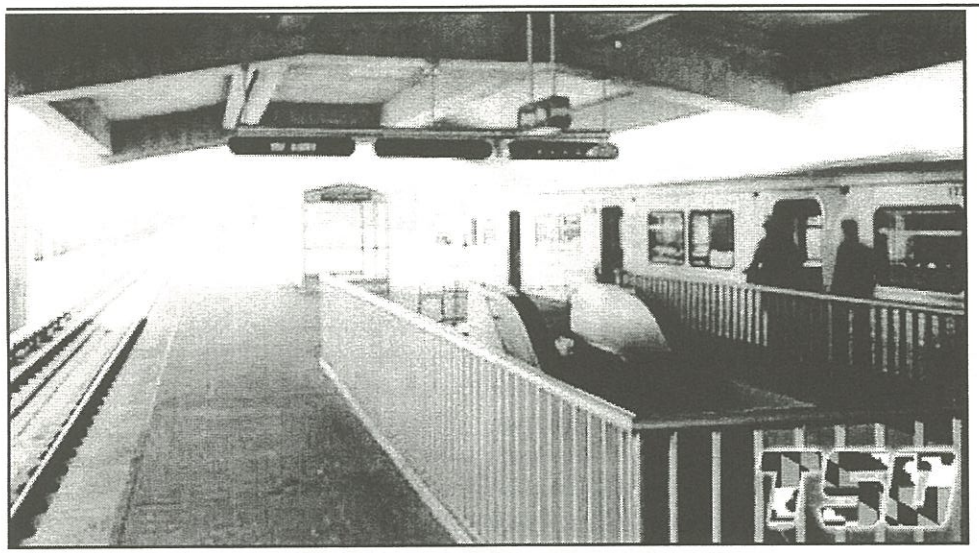
ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,636	8,142	7,150	4,917	3,497	2,584	2,192	2,154	22,494	0
Total	30,636	8,142	7,150	4,917	3,497	2,584	2,192	2,154	22,494	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0006



PROJECT: Transit Station Smart Growth Initiative

DESCRIPTION: This program will provide funds for the construction of transportation related improvements in support of development in the vicinity of rail transit stations. Projects will be proposed by private sector developers and reviewed/selected in consultation with local governments, private development interests, Maryland departments of Housing and Community Development, Business and Economic Development, Planning, and Environment.

JUSTIFICATION: Transit station oriented development is a desirable component of Smart Growth in that it takes advantage of previous investment in transit infrastructure to foster areas of intense development, thereby increasing transit ridership. Funding will be used to leverage greater private sector investments in transit oriented development.

STATUS: Identification of development proposals has been delayed from FY 2001 to FY 2002.

SMART GROWTH STATUS

- [X] Project 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 2000 - 05 CTP: Development proposals have been delayed one year due to a need to further refine program objectives. Net cost change of $450,000 due to $1.2 million transfer to the Mass Transit Administration for station funding, and then inclusion of an additional $750,000 for FY 2006.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,150	0	0	150	750	750	750	750	3,150	0
Total	3,150	0	0	150	750	750	750	750	3,150	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

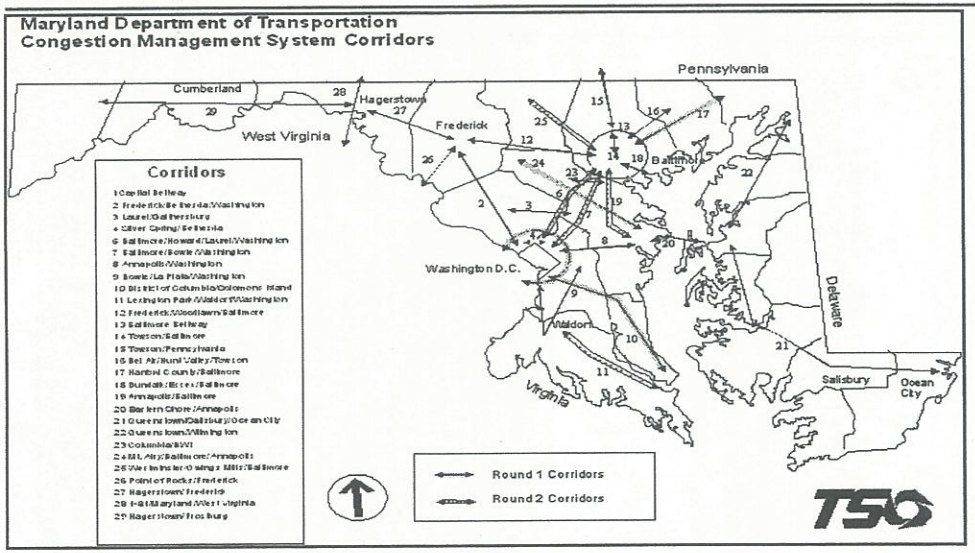
THE SECRETARY'S OFFICE - LINE 4

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior		
	The Secretary's Office		
1	MDOT Headquarters System Rehabilitation (0024)	42	Complete
2	MDOT Lobby and Atrium Renovations (0025)	26	Complete
3	Space Planner for MDOT Headquarters (0026)	8	Complete
4	Johns Hopkins Grant (0031)	20	Complete
5	St. Mary's Grant - FDR Boulevard (0011)	200	Complete
6	Dimensions Healthcare System Grant (Helipad) (0021)	400	Complete
7	Air Quality Analysis (Edwards and Kelcey) (0004)	1,200	Underway
8	Commercial Vehicle Information System Network (CVISN) (0034)	1,800	Underway
9	MDOT Headquarters Energy Study (0027)	100	Underway
10	Minority Business Enterprise - Legal Defense & Education Fund (0040)	43	Underway
11	Minority Business Procurement Contract (0036)	1,000	Underway
12	Port Land Use (HUD GRANT) (0017)	2,000	Underway
13	Abestos Removal Departmentwide (0022)	35	Underway
14	Capital Program Management System (CPMS) (0015)	400	Underway
15	MAA WCOG Air Passenger Study (0044)	129	Underway
16	MDOT Headquarters ADA Rehabilitation (0023)	13	Underway
17	MDOT Headquarters General Building Improvements (0028)	15	Underway
18	Network Hardware/Software Replacement Costs (0020)	3,697	Underway
19	Program Management (0019)	72	Underway
20	Real Estate Advisory Program (0005)	90	Underway
21	Sheperds Mill Road - Grant to Carroll County (0039)	3,500	Underway
22	Southern MD Pedestrian/Bicycle Trail System (0038)	50	Underway
23	Susquehanna Greenways Grant (0037)	13	Underway
24	Transportation Infrastructure Display - Legislative Office (0041)	67	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2002		
	The Secretary's Office		
25	Abestos Removal Departmentwide (0022)	35	Summer, 2001
26	Capital Program Management System (CPMS) (0015)	400	Summer, 2001
27	Key Highway Road Extension (0030)	5,000	Summer, 2001
28	Mainframe Purchase (0042)	2,700	Summer, 2001
29	MDOT Headquarters General Building Improvements (0028)	5	Summer, 2001
30	Network Hardware/Software Replacement Costs (0020)	3,083	Summer, 2001
31	Program Management (0019)	50	Summer, 2001
32	Real Estate Advisory Program (0005)	90	Summer, 2001
33	Rocky Gap Amphitheater Access Road - Grant to Allegany County (0043)	1,100	Summer, 2001
34	Smart Growth Coordination (0045)	200	Summer, 2001
35	Freight Rail Oversight (0032)	185	Summer, 2001
36	Federal Intelligent Transportation Systems (ITS) (0033)	1,300	Summer, 2001



STATUS: Full scale corridor and intermodal studies underway.

PROJECT: Statewide Transportation Planning Studies

DESCRIPTION: To assist statewide planning efforts addressing TEA-21 requirements for a statewide plan, transportation management systems, and various intermodal studies will be conducted. Work will include public involvement, travel demand modelling, alternatives testing, corridor analysis, etc.

JUSTIFICATION: This study effort provides technical support for the Maryland Transportation Plan (MTP), including corridor analysis and congestion forecasting.

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: Total estimated cost increased $6.2 million due to the inclusion of the Intermodal Projects Implementation Plan project ($1.6 million) from last year's FY 2000-2005 CTP, and the inclusion of additional funding ($4.6 million) for other statewide planning efforts.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	8,464	1,511	700	1,650	1,603	1,000	1,000	1,000	6,953	0
Engineering	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	8,464	1,511	700	1,650	1,603	1,000	1,000	1,000	6,953	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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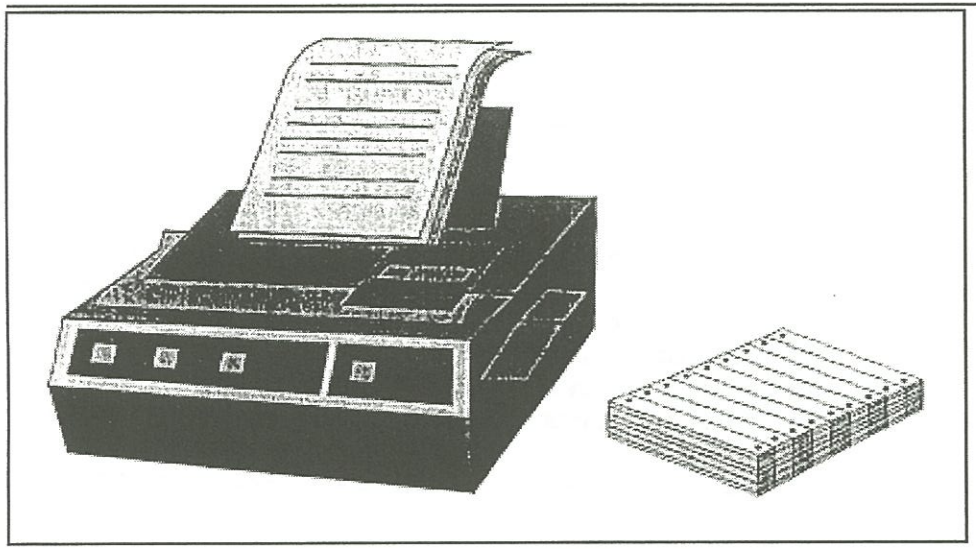


Motor Vehicle Administration

MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	SIX-YEAR TOTAL
Construction Program							
Major Projects	69.3	272.5	334.0	190.9	58.8	8.1	933.6
System Preservation Minor Projects	41.2	44.4	47.5	40.0	36.8	38.0	247.9
Development & Evaluation Program	3.7	10.8	5.8	0.9	-	-	21.2
SUBTOTAL	114.2	327.7	387.3	231.8	95.6	46.1	1,202.7
Capital Salaries, Wages & Other Costs	4.5	4.9	5.1	5.2	5.5	5.6	30.8
TOTAL	118.7	332.6	392.4	237.0	101.1	51.7	1,233.5
Special Funds	83.8	115.5	81.9	43.2	38.2	40.9	403.5
Federal Funds	12.0	41.0	43.4	12.0	10.5	10.8	129.7
Other Funding*	22.9	176.1	267.1	181.8	52.4	-	700.3

*** Other funding includes (Maryland Transportation Authority (MdTA) bond financing; Passenger Facility Charges (PFC's); Certificates of Participation (COPs); Customer Facility Charges (CFC's) and Maryland Army National Guard/Department of Defense (MANG/DOD) funds. These funds are included in the total.**



PROJECT: Document Imaging and Workflow System (DIWS)

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

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

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Document Imaging and Workflow Systems - Phase 2 (D&E Program)

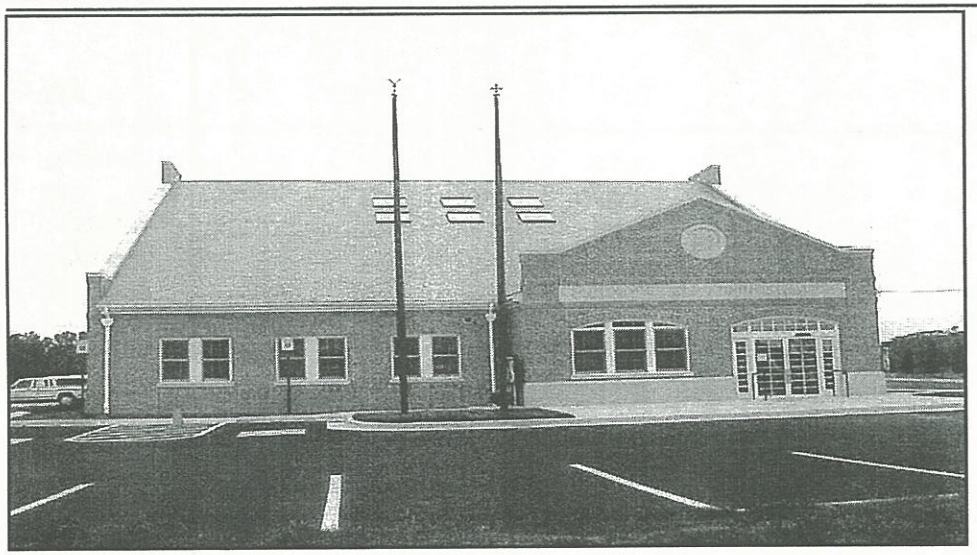
STATUS: Underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction start advanced to FY 2000 from FY 2001.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	494	494	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,000	771	3,041	4,000	3,300	888	0	0	11,229	0
Total	12,494	1,265	3,041	4,000	3,300	888	0	0	11,229	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0303



PROJECT: Westminster Office Construction

DESCRIPTION: Construction of a new full-service office at the Maryland State Police location on MD 140.

JUSTIFICATION: The new full-service facility replaces the inadequate leased space that now offers driver services only, thereby significantly improving customer service.

STATUS: Construction completed and office opened in August, 2000.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

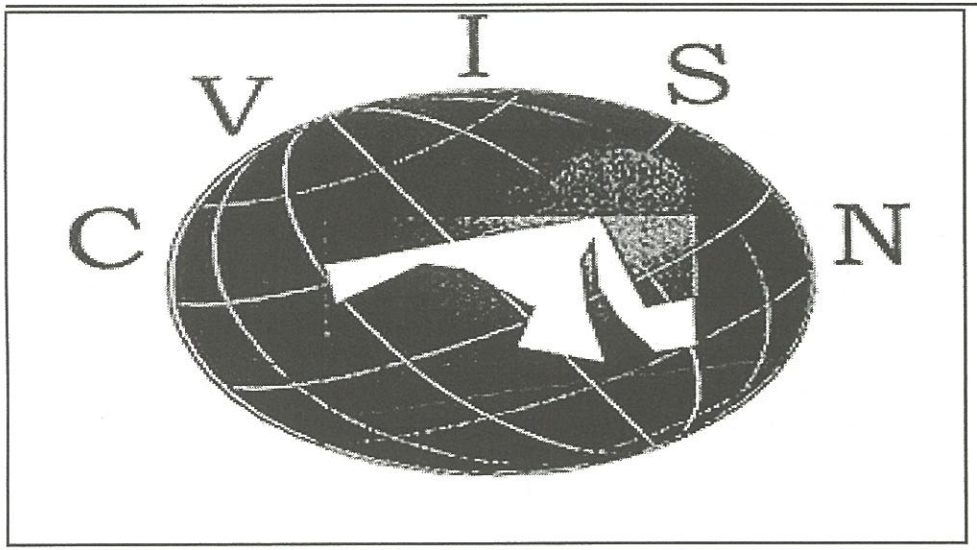
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	111	107	4	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,503	2,067	436	0	0	0	0	0	436	0
Total	2,614	2,174	440	0	0	0	0	0	440	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Transactions projected at 180,000 annually.

OPERATING COST IMPACT: Additional personnel; 9 new PINs approved in FY 2000 Budget.

0112



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

- [X] 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.

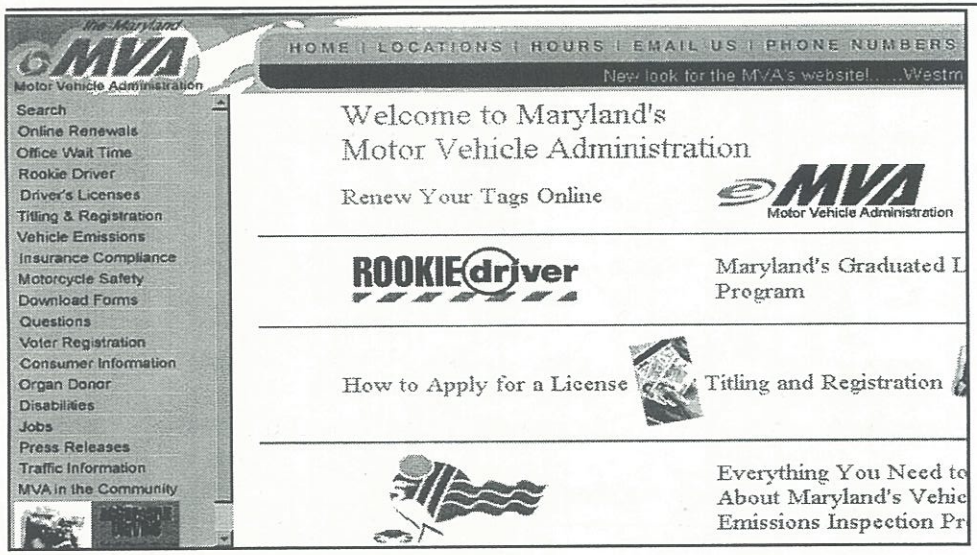
STATUS: Underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	152	152	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,235	386	849	0	0	0	0	0	849	0
Total	1,387	538	849	0	0	0	0	0	849	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0114



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

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

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

STATUS: Requirements studies complete. Request for Proposal for construction is underway.

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: Construction start advanced from FY 2002 to FY 2001. Revised cost estimate from $25 million to $36 million based on completed requirements studies and data equipment cost estimates.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,000	0	400	3,000	3,800	4,500	4,600	4,700	21,000	15,000
Total	36,000	0	400	3,000	3,800	4,500	4,600	4,700	21,000	15,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0610



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. The existing contract will expire in 2001. New information systems technology will enable MVA to improve customer service and financial systems.

STATUS: Underway.

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,395	4,400	995	0	0	0	0	0	995	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	27,605	0	18,756	5,950	2,899	0	0	0	27,605	0
Total	33,000	4,400	19,751	5,950	2,899	0	0	0	28,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0601



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.

STATUS: Underway.

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: Added to the Construction Program. Project scope revised from a minor project to a major project, with cost increasing by $11.7 million from $755,000. Includes additional motor vehicle services on the Internet and an interactive voice response (IVR) phone system.

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

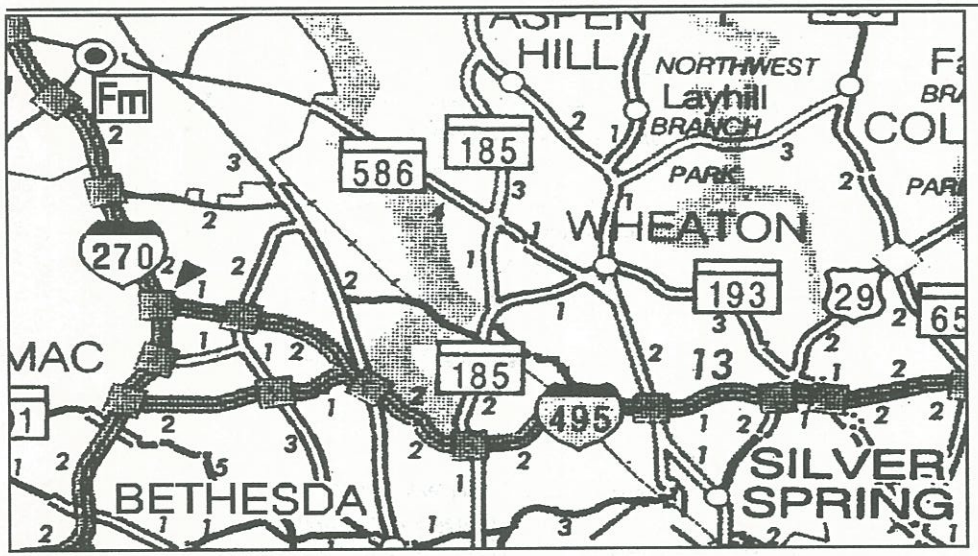
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,380	0	200	480	300	400	0	0	1,380	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,057	160	1,347	3,150	2,800	3,600	0	0	10,897	0
Total	12,437	160	1,547	3,630	3,100	4,000	0	0	12,277	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0534

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 7

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior		
	Building Improvements		
1	Glen Burnie Office - West Entrance Rehabilitation (0550)	47	Complete
2	Elkton Office Construction (0546)	669	Complete
3	Mail Room Equipment Replacement (0608)	559	Complete
4	Automated Compulsory Insurance System [ACIS] (0600)	3,159	Underway
5	Glen Burnie Office Interior Improvements (0512)	4,052	Underway
6	Telecom Upgrade - Various Projects (0545)	3,387	Underway
7	VEIP Station Improvements and Equipment Replacement (0614)	9,068	Underway
8	Comprehensive Planning, A&E Services (0536)	83	Underway
9	Disability Permitting System (0621)	1,172	Underway
10	Glen Burnie Office Escalator Rehabilitation (0604)	130	Underway
11	OIR Office Renovation Design (0535)	266	Underway
12	Security Improvements [Various Offices] (0518)	528	Underway
13	Titling and Registration Equipment Replacement (0609)	1,800	Underway
14	Loveville Office Renovation (0603)	1,894	Spring, 2001
15	Outstanding Arrest Warrant System (0622)	358	Spring, 2001
	FY 2002		
	Building Improvements		
16	Baltimore City Office Renovation (0602)	4,775	Summer, 2001
17	Mobile Customer Service Center - 2 (0549)	500	Summer, 2001
18	Network Equipment Replacement (0615)	335	Summer, 2001
19	Annapolis Office Site Work (0620)	340	Fall, 2001
20	Gaithersburg Office Interior Modifications (0618)	220	Fall, 2001
21	Glen Burnie Office Roof Replacement (0617)	800	Fall, 2001
22	Waldorf Office Interior Modifications and Site Work (0619)	430	Fall, 2001
23	Glen Burnie Office - Site Improvements (0540)	3,378	Spring, 2002



PROJECT: Montgomery County Branch Office

DESCRIPTION: Design and real estate acquisition for a new full-service office in Montgomery County.

JUSTIFICATION: This office will significantly improve customer service in Montgomery County and provide relief to the overcrowded conditions at the Gaithersburg branch office.

STATUS: Office location to be determined in FY 2002 and design to begin in FY 2002.

SMART GROWTH STATUS

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

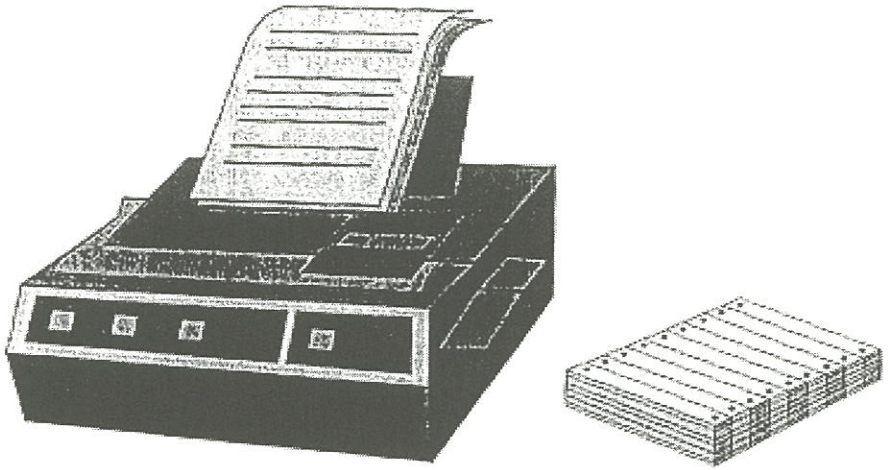
ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	200	0	0	50	150	0	0	0	200	0
Right-of-way	3,300	0	0	3,300	0	0	0	0	3,300	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,500	0	0	3,350	150	0	0	0	3,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0623



PROJECT: Document Imaging and Workflow System - Phase 2

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

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

STATUS: Requirements analysis to begin in FY 2003.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Document Imaging and Workflow Systems (Construction Program.)

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	750	0	0	0	350	400	0	0	750	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	750	0	0	0	350	400	0	0	750	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0624

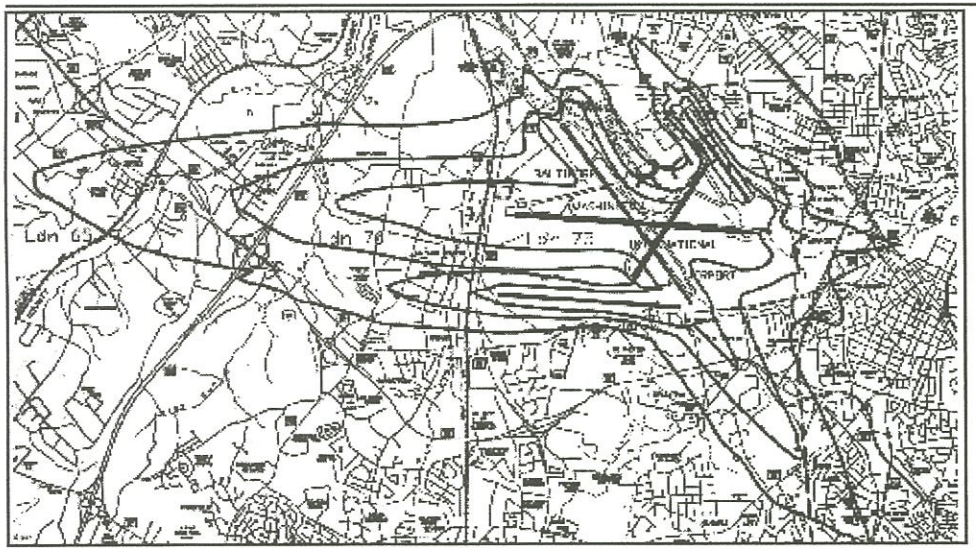


Maryland Aviation Administration

MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	SIX-YEAR TOTAL
Construction Program							
Major Projects	69.3	272.5	334.0	190.9	58.8	8.1	933.6
System Preservation Minor Projects	41.2	44.4	47.5	40.0	36.8	38.0	247.9
Development & Evaluation Program	3.7	10.8	5.8	0.9	-	-	21.2
SUBTOTAL	114.2	327.7	387.3	231.8	95.6	46.1	1,202.7
Capital Salaries, Wages & Other Costs	4.5	4.9	5.1	5.2	5.5	5.6	30.8
TOTAL	118.7	332.6	392.4	237.0	101.1	51.7	1,233.5
Special Funds	83.8	115.5	81.9	43.2	38.2	40.9	403.5
Federal Funds	12.0	41.0	43.4	12.0	10.5	10.8	129.7
Other Funding*	22.9	176.1	267.1	181.8	52.4	-	700.3

*** Other funding includes (Maryland Transportation Authority (MdTA) bond financing; Passenger Facility Charges (PFC's); Certificates of Participation (COPs); Customer Facility Charges (CFC's) and Maryland Army National Guard/Department of Defense (MANG/DOD) funds. These funds are included in the total.**



PROJECT: Noise Zone Land Acquisition Program

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

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

STATUS: MAA has acquired 222 properties through FY 2000, and land acquisition is continuing.

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:
Homeowner Assistance Program
Relocation of Ridgewood Mobile Home Park

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

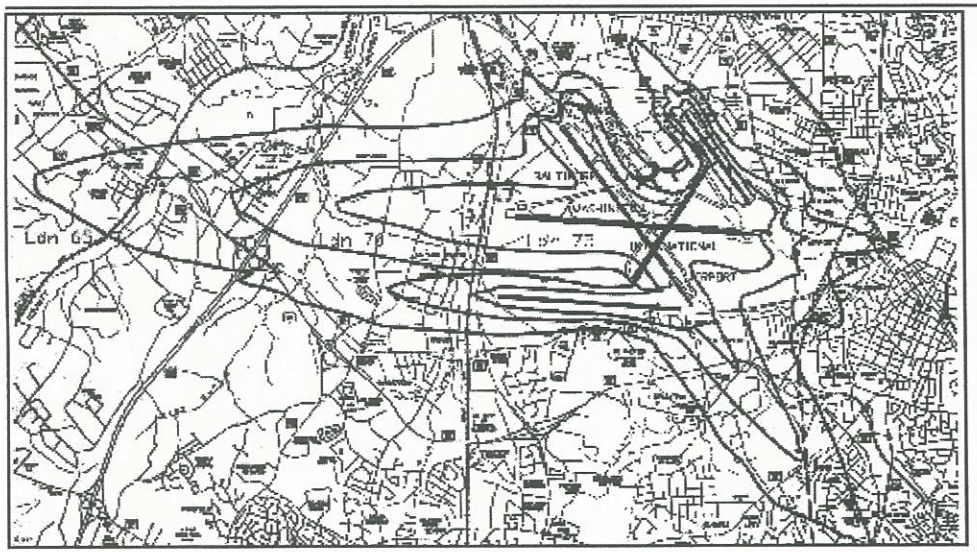
POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	32,219	30,520	574	375	375	375	0	0	1,699	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	32,219	30,520	574	375	375	375	0	0	1,699	0
Federal-Aid	24,248	22,889	459	300	300	300	0	0	1,359	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2001	AIP	759
RW	2002	AIP	300
RW	2003	AIP	300

1001



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.

STATUS: Full scale program began in FY 1991. MAA has participated in the soundproofing of 420 properties and sales assistance for 112 homes.

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
Relocation of Ridgewood Mobile Home Park

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

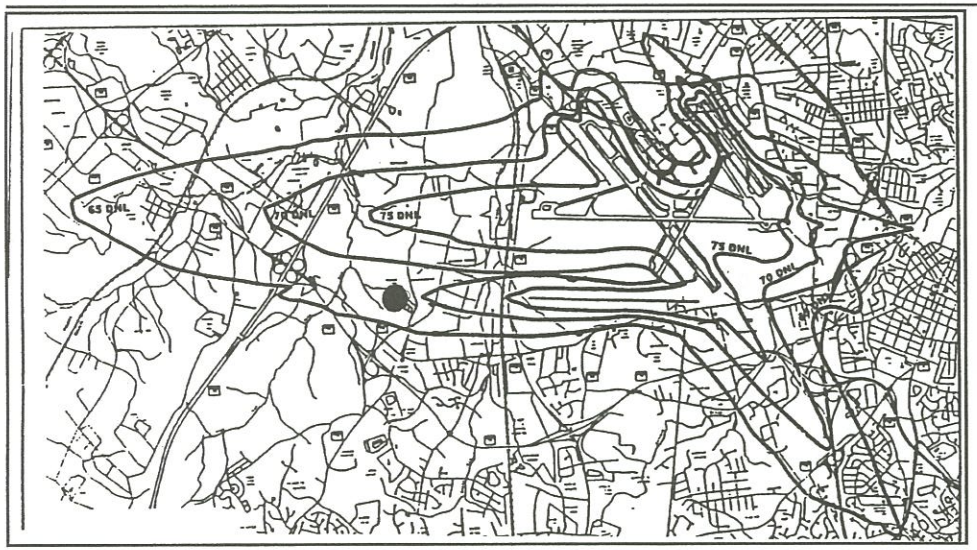
POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	251	231	0	0	0	10	10	0	20	0
Right-of-way	26,879	13,673	1,920	1,920	1,920	1,920	1,920	1,803	11,403	1,803
Construction	0	0	0	0	0	0	0	0	0	0
Total	27,130	13,904	1,920	1,920	1,920	1,930	1,930	1,803	11,423	1,803
Federal-Aid	17,798	8,286	1,376	1,376	1,376	1,376	1,376	1,316	8,196	1,316

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2001	AIP	1,376
RW	2002	AIP	1,376
RW	2003	AIP	1,376
RW	2004	AIP	1,376
RW	2005	AIP	1,376
RW	2006	AIP	2,632

1002



PROJECT: Relocation of Ridgewood Mobile Home Park

DESCRIPTION: This project provides for the relocation of residents in the Ridgewood Mobile Home Park to promote compatible land-use around BWI.

JUSTIFICATION: The Maryland Environmental Noise Act requires MAA to minimize the impact of aircraft related noise on people living near BWI. Relocation of residents of the mobile home park is necessary because noise abatement procedures, such as soundproofing, cannot be achieved in the mobile homes.

STATUS: Property acquired. Relocation activities completed. Property to be fenced and secured.

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

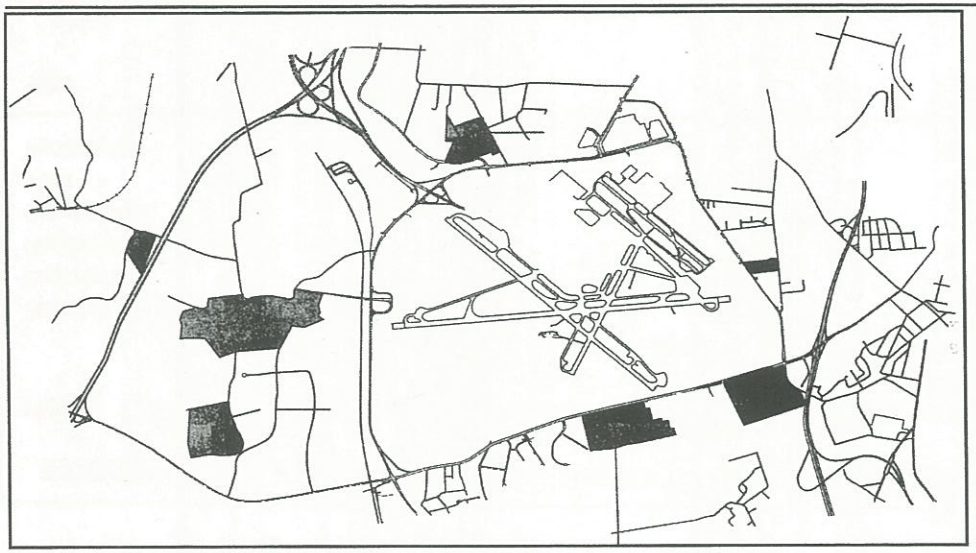
ASSOCIATED IMPROVEMENTS:
Noise Zone Land Acquisition Program
Homeowner Assistance Program

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	671	671	0	0	0	0	0	0	0	0
Right-of-way	10,325	10,234	91	0	0	0	0	0	91	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,996	10,905	91	0	0	0	0	0	91	0
Federal-Aid	6,467	6,398	69	0	0	0	0	0	69	0

1005



STATUS: Acquisition underway.

PROJECT: Protective Land Acquisition Program

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

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

SMART GROWTH STATUS

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

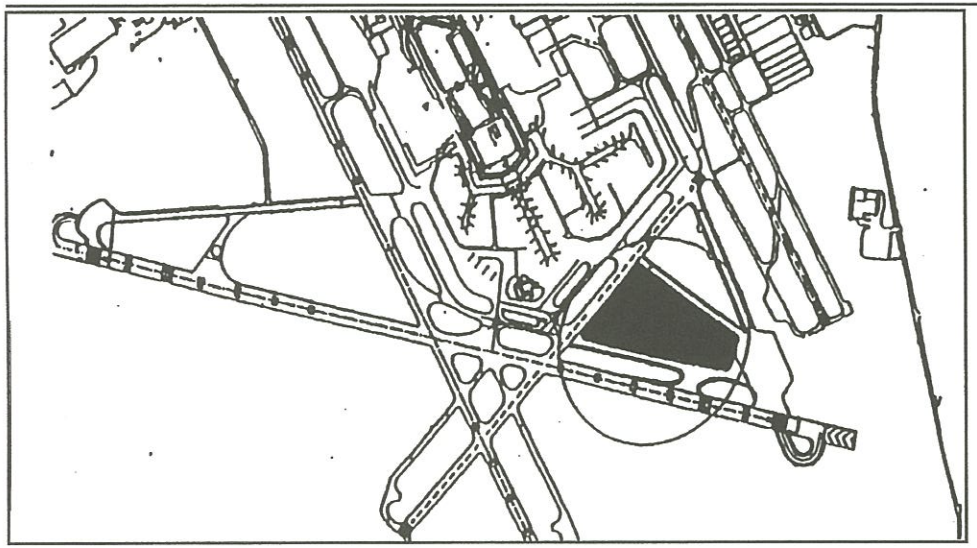
ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	41,500	0	1,365	3,223	3,348	3,997	4,498	6,275	22,706	18,794
Construction	0	0	0	0	0	0	0	0	0	0
Total	41,500	0	1,365	3,223	3,348	3,997	4,498	6,275	22,706	18,794
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1137



STATUS: Complete.

PROJECT: Runway 28 Remote Aircraft Parking/Deicing Ramp at BWI Airport

DESCRIPTION: This project provides for construction of a remote aircraft parking/deicing ramp north of Runway 28, deicing fluid transmission lines and tanks, for deicing aircraft during inclement weather in an environmentally acceptable manner. The ramp will also be used for both aircraft overnight parking and temporary parking of aircraft awaiting gate availability.

JUSTIFICATION: The facility continues the phased implementation of a program to improve safety and environmental concerns regarding the discharge of deicing fluids. The facility will also provide waiting aircraft with sufficient holding and parking areas to reduce aircraft flight delays. Since 1994, two other remote parking ramps have been opened adjacent to runways, as well as trench drain upgrade and purchase of deicing vehicles to improve collection of deicing fluids. Continued and projected operating requirements necessitate development of this ramp.

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 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	850	850	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,473	11,409	64	0	0	0	0	0	64	0
Total	12,323	12,259	64	0	0	0	0	0	64	0
Federal-Aid	5,774	5,650	124	0	0	0	0	0	124	0

* The other funding source is from Certificates of Participation bonds.

1009



PROJECT: Concourse D Rehabilitation at BWI Airport

DESCRIPTION: This project provides for renovations to Concourse D. Improvements will include fire protection upgrades, new carpeting and wall treatments, lighting upgrades, new HVAC chiller plant and air handling units, roof replacement, skylights, and other electrical and mechanical upgrades.

JUSTIFICATION: Renovations are necessary to meet current fire code requirements and to replace building systems/components that have reached their useful life. Portions of this pier have not been upgraded since having been reconstructed eighteen years ago. Architectural improvements will be concentrated in the oldest part of Concourse D.

STATUS: Construction underway.

SMART GROWTH STATUS

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

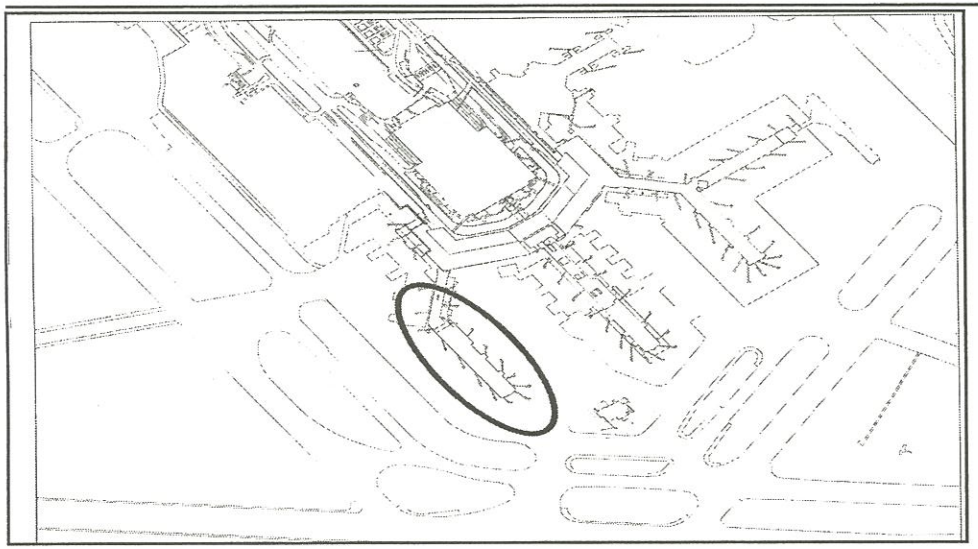
ASSOCIATED IMPROVEMENTS:
Concourse B Terminal Extension at BWI
Concourse A Terminal Expansion at BWI

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	1,300	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,216	12,314	3,724	178	0	0	0	0	3,902	0
Total	17,516	13,614	3,724	178	0	0	0	0	3,902	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1007



PROJECT: Concourse B Terminal Extension at BWI Airport

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

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

STATUS: New 10-gate pier extension opened June 2000. Current activity involves the relocation of displaced airlines.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Rehabilitation of Concourse D at BWI Airport
Concourse A Terminal Expansion at BWI Airport
Installation of Moving Walkways and Escalators at BWI Airport

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Existing Concourse A renovations and one-gate extension are deleted from this project. Work to be incorporated into new Concourse A Terminal Expansion project. $46.9 million moved to new Concourse A Terminal Expansion project.

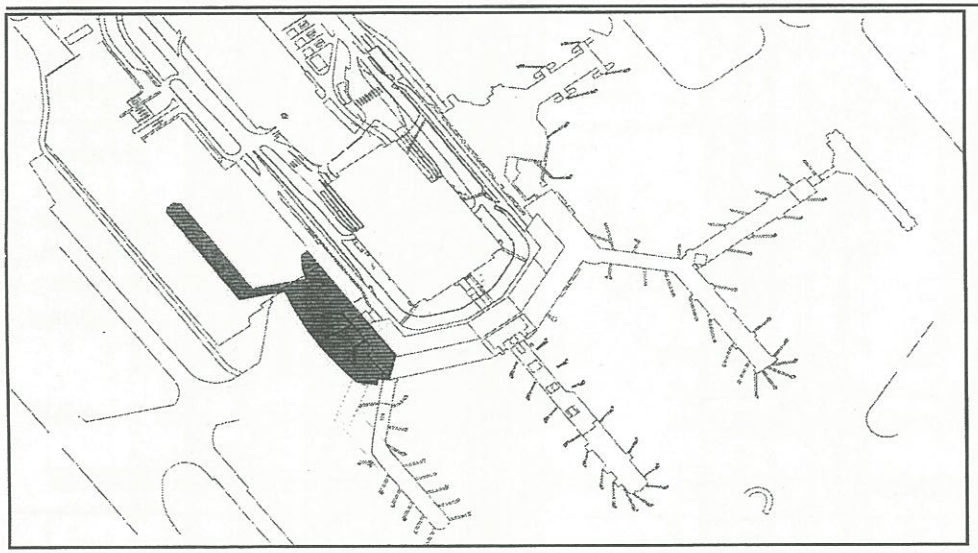
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,214	5,214	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	43,146	30,857	12,074	215	0	0	0	0	12,289	0
Total	48,360	36,071	12,074	215	0	0	0	0	12,289	0
Federal-Aid	2,714	1,915	799	0	0	0	0	0	799	0

*Project partially funded from Certificates of Participation bonds.
1008

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

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



PROJECT: New Concourse A Terminal Expansion at BWI Airport

DESCRIPTION: This project provides for the construction of a new 16-gate Concourse A. Project includes demolition of the existing 3-gates on Concourse A, construction of a new ticketing concourse, security, and concession area, 16 new passenger gates and holdrooms, baggage claim areas on the lower level, and airline operations and support areas.

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

STATUS: Construction to start in FY 2001. Concourse B renovations to be underway in FY 2002.

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 at BWI Airport
Concourse B Extension at BWI Airport
Central Utility Plant Expansion and Upgrade of Electrical Substations at BWI Airport
Installation of Moving Walkways and Escalators at BWI Airport

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: New Project. Concourse A/B Modifications and Expansion project in last year's FY 2000 - 2005 CTP had included renovations and a one-gate expansion on Concourse A ($ 46.9 million.)

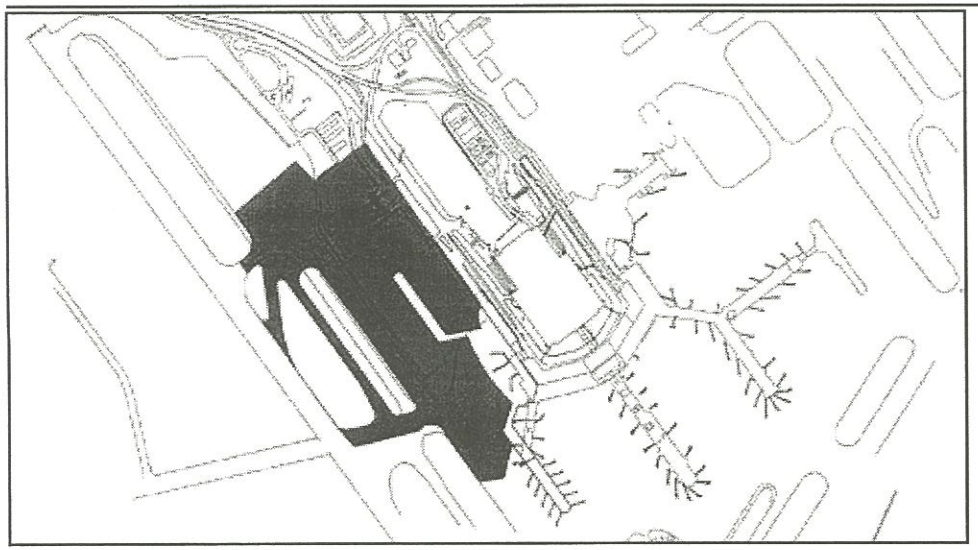
POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	175,464	0	0	43,816	87,665	43,983	0	0	175,464	0
Total	175,464	0	0	43,816	87,665	43,983	0	0	175,464	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding is Maryland Economic Development Corporation (MEDCO).
1120

USAGE: Accommodate projected 160 daily flights.

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



STATUS: Project design underway. Construction start in FY 2001.

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

DESCRIPTION: This project provides for the design of approximately 1,500 feet of taxiway parallel to Runway 15R. The project also provides for the new aircraft parking ramp adjacent to the new taxiway and immediately north of Pier A. The new ramp will be able to accommodate the new 16 gate Concourse A and will be fitted with a deicing collection system.

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

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
New Concourse A Terminal Expansion at BWI Airport

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Moved from the Development & Evaluation Program to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,184	0	2,341	843	0	0	0	0	3,184	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,140	0	3,625	18,562	27,953	0	0	0	50,140	0
Total	53,324	0	5,966	19,405	27,953	0	0	0	53,324	0
Federal-Aid	38,112	0	3,765	13,811	20,536	0	0	0	38,112	0

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

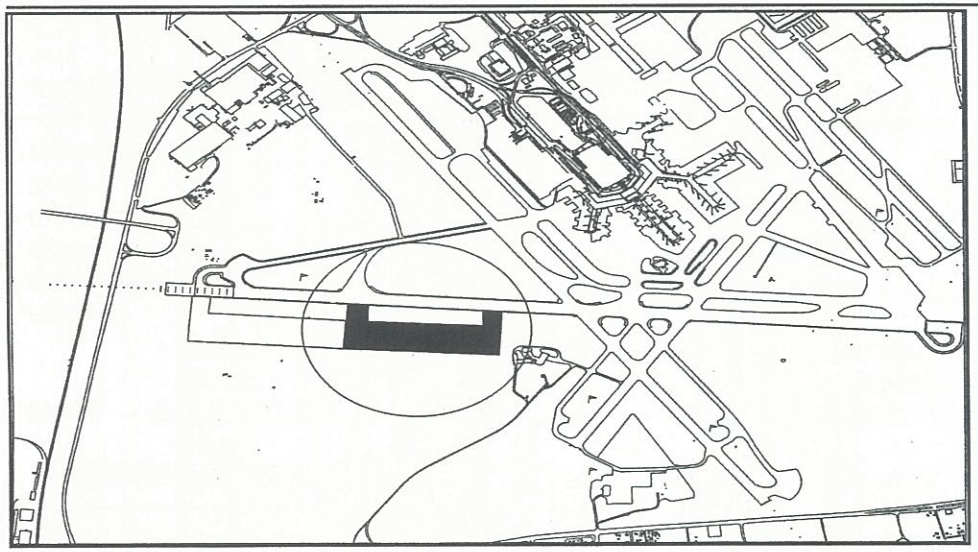
1117

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PE	2001	AIP	1,636
CO	2001	AIP	36,476

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

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



PROJECT: Midfield Cargo Complex at BWI Airport, Phase I - Infrastructure Improvements

DESCRIPTION: This project provides for the design and construction of infrastructure for a new air cargo complex south of Runway 10-28. The project includes: site preparation for up to four cargo buildings, access roadway, utilities, and taxiway construction for access to two (2) of the four (4) potential buildings. Buildings will be developed by private developers.

JUSTIFICATION: The Airport Master Plan identifies the need for additional air cargo capacity. These buildings will allow for the continual expansion of BWI's domestic and international air cargo services. The existing air cargo space is not sufficient to meet current and projected demand. This facility would contribute to the State's economic and business development.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
BWI Midfield Cargo Complex, Phase II

STATUS: Infrastructure construction complete. Private developer construction of first hangar underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

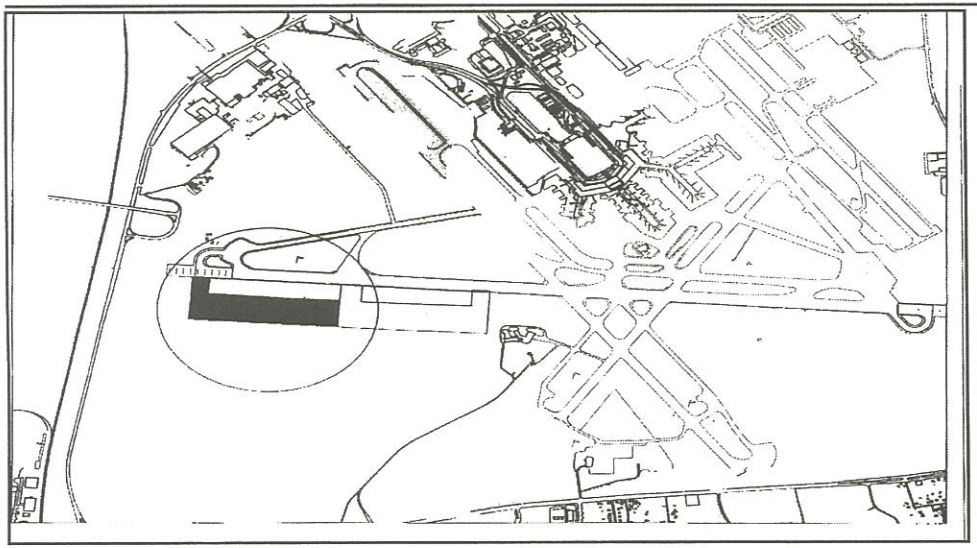
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	402	402	0	0	0	0	0	0	0	0
Engineering	2,525	2,506	19	0	0	0	0	0	19	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,516	16,769	747	0	0	0	0	0	747	0
Total	20,443	19,677	766	0	0	0	0	0	766	0
Federal-Aid	4,038	3,749	289	0	0	0	0	0	289	0

*$11.5 million developer contribution for use of State-owned Buildings B, C and F included in FY 2000 capital program revenue.

1004

USAGE: Up to 358,000 square feet of additional cargo and office/support space to be provided.

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



STATUS: Cargo support areas opened for temporary vehicle parking.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction start advanced from FY 2001 to FY 2000.

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

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

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

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
BWI Midfield Cargo Complex, Phase I
New Tenant Parking Facility

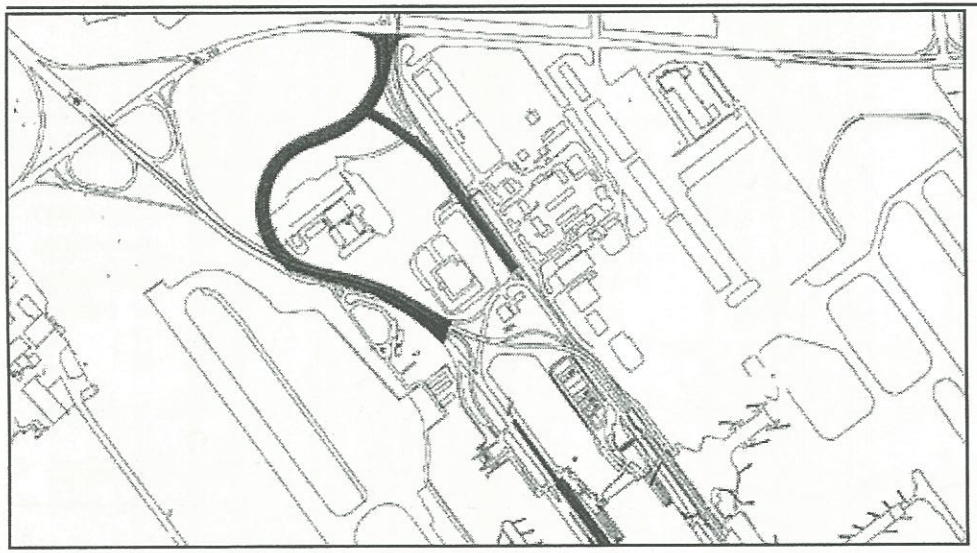
USAGE: Cargo support airfield access for up to 358,000 sq. ft. of hangar/office space.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	800	0	592	208	0	0	0	0	800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,600	2,675	6,113	567	245	0	0	0	6,925	0
Total	10,400	2,675	6,705	775	245	0	0	0	7,725	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1118



STATUS: Construction to begin FY 2001.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased $17.7 million due to new terminal access/return roadway added to project.

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

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

JUSTIFICATION: To address projected upper level roadway capacity and curbside space requirements at the terminal. The project will also help relieve traffic congestion and contribute to the State's economic and business development.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Terminal Entrance Roadway Improvements, Phase II
New Concourse A Terminal Expansion at BWI Airport
Concourse B Terminal Extension at BWI Airport

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

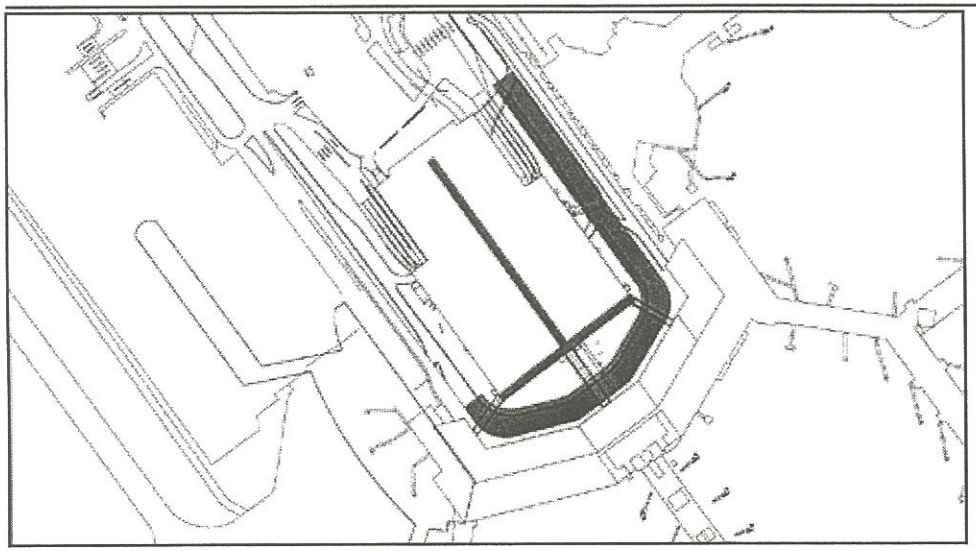
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,454	1,417	2,037	0	0	0	0	0	2,037	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	46,336	0	9,414	27,994	8,928	0	0	0	46,336	0
Total	49,790	1,417	11,451	27,994	8,928	0	0	0	48,373	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: None.

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

1016



STATUS: Project engineering underway. Construction projected to start in late FY 2001.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Moved from the Development & Evaluation Program to the Construction Program.

PROJECT: Terminal Entrance Roadway Improvements, Phase II, Upper Level Commercial 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 two new lanes for use by commercial and airport shuttle vehicles.

JUSTIFICATION: This project is necessary to address projected upper level roadway capacity requirements. The project will also help relieve traffic congestion and contributes to the State's economic and business development.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:

Terminal Entrance Roadway Improvements, Phase I
Central Utility Plant Expansion and Upgrade of Electrical Substation at BWI Airport
New Concourse A Terminal Expansion at BWI Airport
Concourse B Terminal Extension at BWI Airport

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

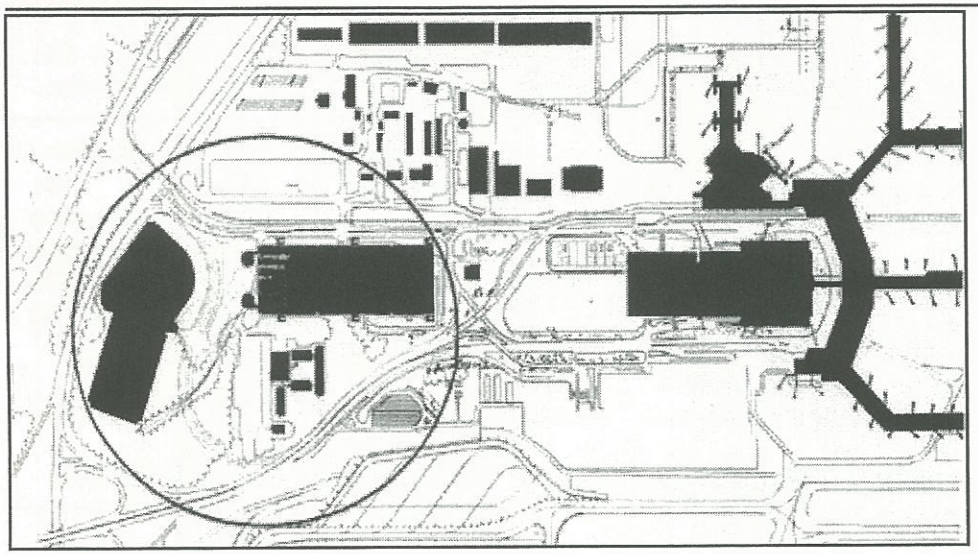
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	11,716	0	1,881	4,797	5,038	0	0	0	11,716	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	160,305	0	0	22,947	31,972	53,821	51,565	0	160,305	0
Total	172,021	0	1,881	27,744	37,010	53,821	51,565	0	172,021	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 a Passenger Facility Charge (PFC).

1139



PROJECT: New Elm Road Public Parking Structure and Surface Lot at BWI Airport

DESCRIPTION: This project provides for construction of an 8,400 space multi-level parking structure off Elm Road including entrance and exit ramps, revenue control plazas, elevators, and parking way finding technology. The project also includes construction of a 1,400 space surface lot at Elm Road and Aviation Boulevard, including a revenue control plaza, access/egress provisions, and shelters.

JUSTIFICATION: Public parking demand at BWI is projected to increase 60% by the year 2010. Provision of adequate parking near the terminal is critical for meeting business and other travelers' needs. This project will also provide needed capacity to replace parking capacity impacted by terminal expansion and airfield improvements. This project contributes to the State's economic and business development.

STATUS: Project engineering underway. Construction of surface lot projected to be underway in Spring with parking structure to be underway in late FY 2001.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Terminal Garage Expansion, Phase II at BWI Airport

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Moved from the Development & Evaluation Program to the Construction Program.

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

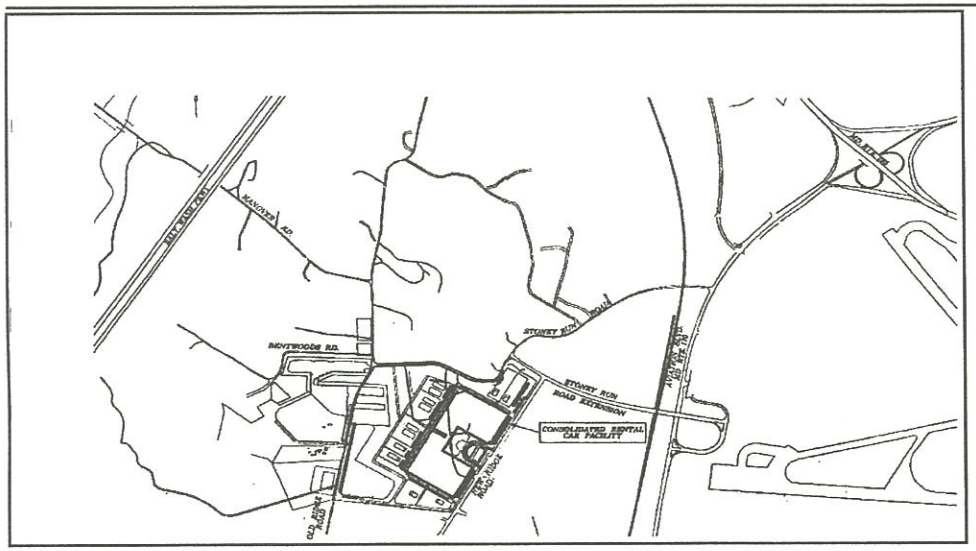
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,065	418	1,123	1,292	1,232	0	0	0	3,647	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	186,085	0	875	53,398	66,568	65,244	0	0	186,085	0
Total	190,150	418	1,998	54,690	67,800	65,244	0	0	189,732	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding is Maryland Transportation Authority Bond Financing.

1014

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

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



STATUS: Project engineering and land acquisition underway. Construction to start in FY 2002.

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.

JUSTIFICATION: Rental car facilities at BWI are reaching 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 at a remote site will provide adequate space for immediate and future growth, and contribute to the State's economic and business development.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
New Tenant Parking Facility

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Moved from the Development & Evaluation Program to the Construction Program.

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

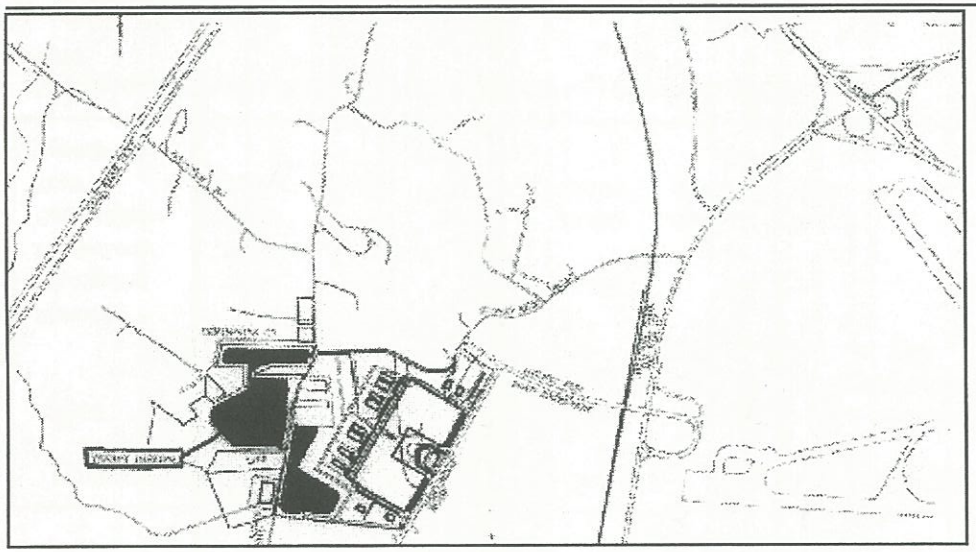
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,337	596	1,530	3,211	0	0	0	0	4,741	0
Right-of-way	7,339	2,119	5,220	0	0	0	0	0	5,220	0
Construction	118,064	0	5,396	29,980	66,457	16,231	0	0	118,064	0
Total	130,740	2,715	12,146	33,191	66,457	16,231	0	0	128,025	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 thru rental car user fee.

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

1015



PROJECT: New Tenant Parking Facility

DESCRIPTION: This project provides for a 3,000 space tenant employee parking facility located off Stoney Run Road, and Old Ridge Road 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 will provide access 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. The existing tenant parking facility has been converted to public parking with tenant parking relocated on an interim basis to the Midfield Cargo Complex cargo support areas. This project contributes to the State's economic and business development.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Consolidated Rental Car Facility
Midfield Cargo Complex, Phase II

STATUS: Project land acquisition complete and engineering underway. Construction to begin in late FY 2001.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased by $3.2M to reflect the need to relocate a portion of the tenant parking facility to an adjacent site as a result of requirements of the Consolidated Rental Car Facility. Tenant parking facility originally planned to share rental car site. Additional earth work and property acquisition contributed to cost increase.

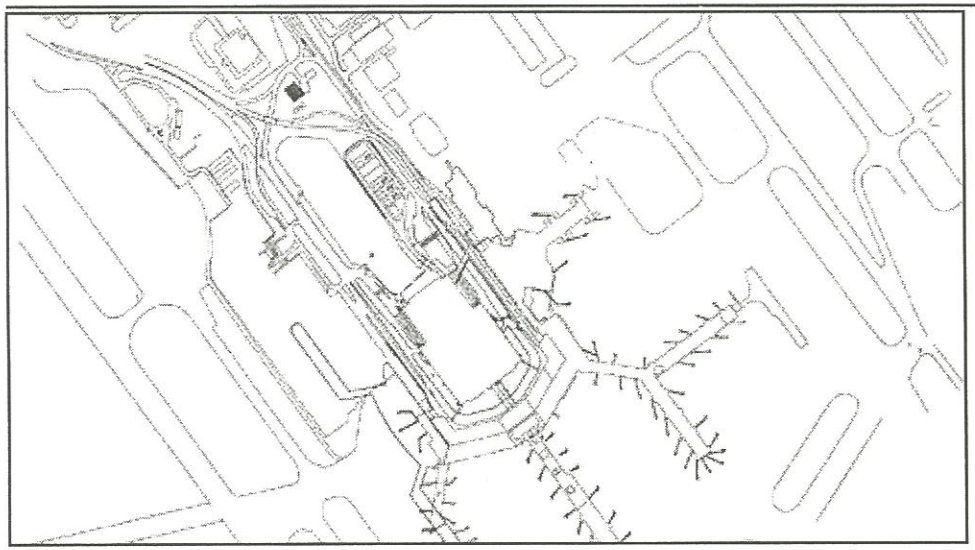
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,319	176	1,143	0	0	0	0	0	1,143	0
Right-of-way	953	953	0	0	0	0	0	0	0	0
Construction	10,243	0	0	10,243	0	0	0	0	10,243	0
Total	12,515	1,129	1,143	10,243	0	0	0	0	11,386	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.

1138



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 will be required for the new air conditioned pedestrian overpasses and walkways, terminal building expansion, and increased loads due to increasing facility demand resulting from growth.

STATUS: Begin design in FY 2001 with construction start in FY 2002.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Terminal Roadway Improvements, Phase II at BWI
New Concourse A Terminal Expansion at BWI Airport
Concourse B Terminal Extension at BWI Airport

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: New Project.

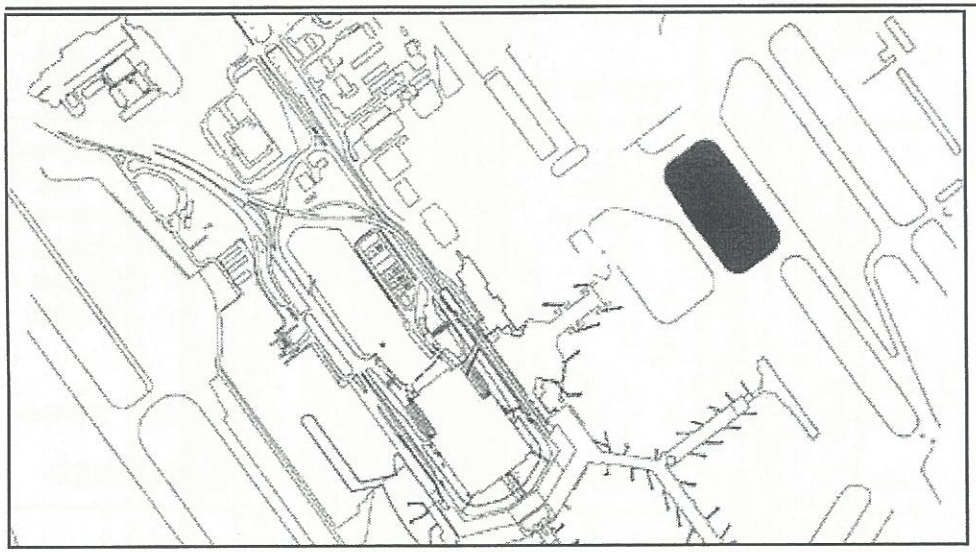
POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,552	0	934	618	0	0	0	0	1,552	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,535	0	0	16,575	9,960	0	0	0	26,535	0
Total	28,087	0	934	17,193	9,960	0	0	0	28,087	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding is Maryland Transportation Authority bond financing.
1128

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

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



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 and contributes to the State's business and economic development.

STATUS: Design to start in FY 2001 with construction underway in FY 2002.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: New Project.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	242	0	242	0	0	0	0	0	242	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,562	0	0	2,562	0	0	0	0	2,562	0
Total	2,804	0	242	2,562	0	0	0	0	2,804	0
Federal-Aid	2,104	0	182	1,922	0	0	0	0	2,104	0

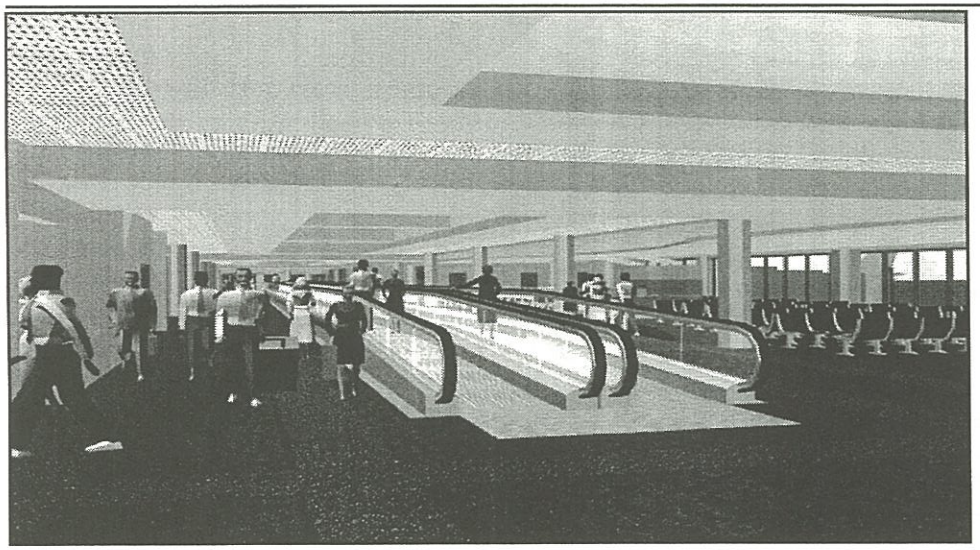
Other Funding is Revenue Bonds supported by a Passenger Facility Charge (PFC).
1129

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PE	2002	AIP	182
CO	2002	AIP	1,922

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

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



STATUS: First phase of construction underway in FY 2001.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: New Project. Previously part of the associated improvement projects.

PROJECT: Installation of Moving Walkways and Escalators at BWI Airport

DESCRIPTION: This project involves the installation of 27 bi-directional moving walkways for Concourses A and B, the existing parking garage, and four skywalks. Work involves reconstruction of the floor to accommodate a trench for the moving walkway mechanisms as well as installation of the walkways.

JUSTIFICATION: Provision of moving walkways improves access for airport passengers and visitors especiallly for those carrying luggage.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:

New Concourse A Terminal Expansion at BWI Airport
Concourse B Terminal Extension at BWI Airport
Terminal Roadway Improvements, Phase II, Pedestrian Bridge and Upper Level Roadway Widening
Terminal Parking Garage Expansion, Phase II, at BWI Airport

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	456	0	152	203	101	0	0	0	456	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,002	0	467	3,519	5,680	3,532	804	0	14,002	0
Total	14,458	0	619	3,722	5,781	3,532	804	0	14,458	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other Funding is Revenue Bonds supported by a Passenger Facility Charge (PFC).
1252

USAGE: Accommodate projected 100% increase in passenger levels by 2010.

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



STATUS: Purchase to occur in FY 2002.

PROJECT: Purchase of New Bus Fleet For Shuttle Services at BWI Airport

DESCRIPTION: Purchase of seventy-five (75) compressed natural gas (CNG), low-floor buses, and fifteen (15) low-floor CNG vans for Airport shuttle bus services to/from public and employee parking facilities, BWI Rail Station, and the new consolidated rental car facility.

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
- [X] Project Within PFA
- [ ] Project Outside PFA; Subject to Exception
- [ ] Grandfathered
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: New Project.

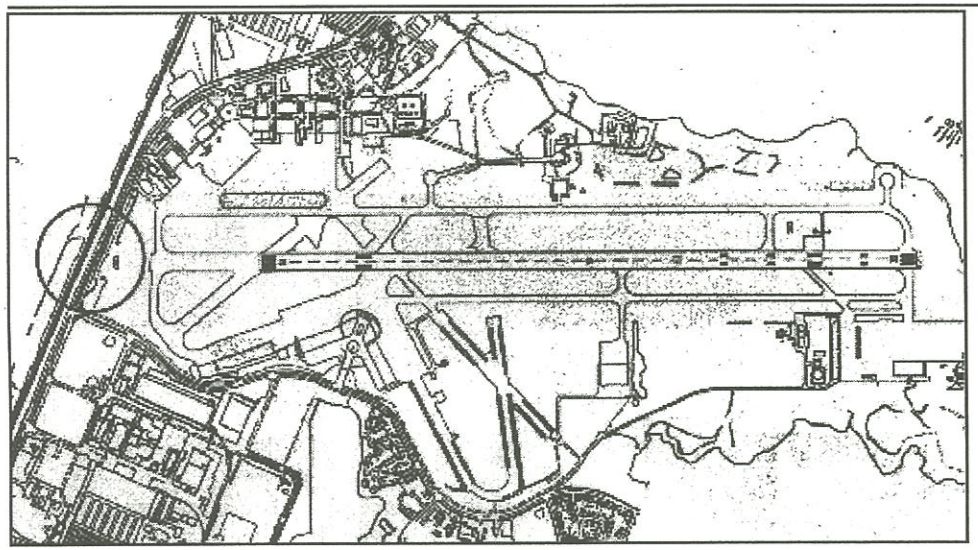
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,030	0	0	21,135	8,895	0	0	0	30,030	0
Total	30,030	0	0	21,135	8,895	0	0	0	30,030	0
Federal-Aid	24,024	0	0	16,908	7,116	0	0	0	24,024	0

The other funding source is from CMAQ funds.
1243, 5018

USAGE: Over 1,000 daily trips carrying over 4 million passengers annually.

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



PROJECT: Runway 15/33 Obstruction Removal at MTN State Airport

DESCRIPTION: This project provides for the removal of runway obstructions and regains approximately 600 feet of existing paved Runway 15/33. The existing 6,996 foot runway length would be increased to 7,600 feet for civilian aircraft and 8,100 feet for military aircraft take-offs.

JUSTIFICATION: This project improves runway approaches and, in turn, usable runway length to meet requirements of the airport users, including the Maryland Air National Guard (MANG).

STATUS: Lowering of Baltimore Gas and Electric Company power lines is complete. Final design for lowering the AMTRAK electrical transmission lines to be completed in FY 2001. Design and construction to be performed by AMTRAK.

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.

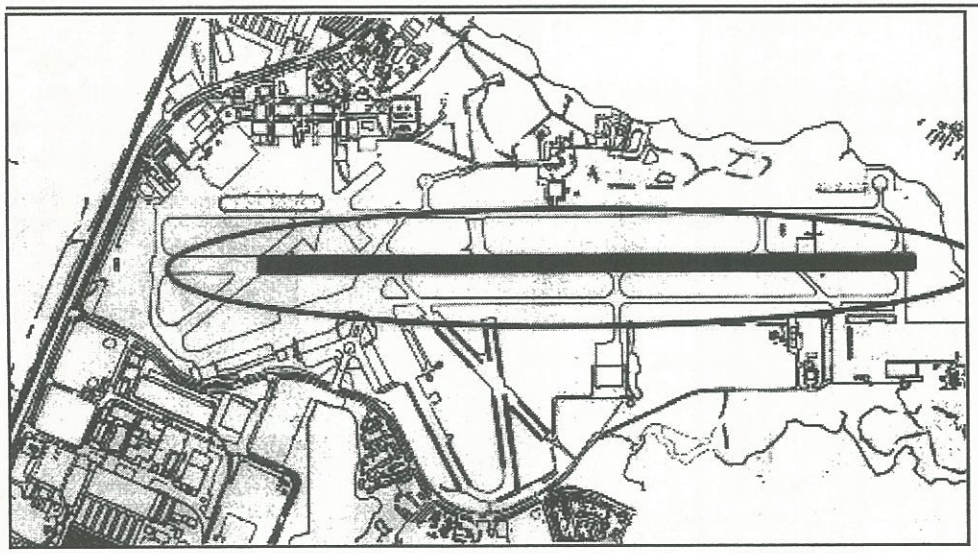
SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	110	110	0	0	0	0	0	0	0	0
Engineering	618	618	0	0	0	0	0	0	0	0
Right-of-way	1,103	1,103	0	0	0	0	0	0	0	0
Construction	5,252	752	564	2,255	1,681	0	0	0	4,500	0
Total	7,083	2,583	564	2,255	1,681	0	0	0	4,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The other funding source is Maryland Air National Guard/Department of Defense (MANG/DoD) funds.

1011



PROJECT: Runway 15/33 Reconstruction at Martin State Airport

DESCRIPTION: This project provides for the reconstruction of the runway at Martin State Airport. It includes the construction of a bypass taxiway parallel to Taxiway "F" 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. This project is part of the Airport Master Plan improvements that contribute to the State's economic and business development.

SMART GROWTH STATUS

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

STATUS: Design underway.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction start deferred from FY 2001 to FY 2002 due to resolution of design components with Federal Aviation Administration.

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

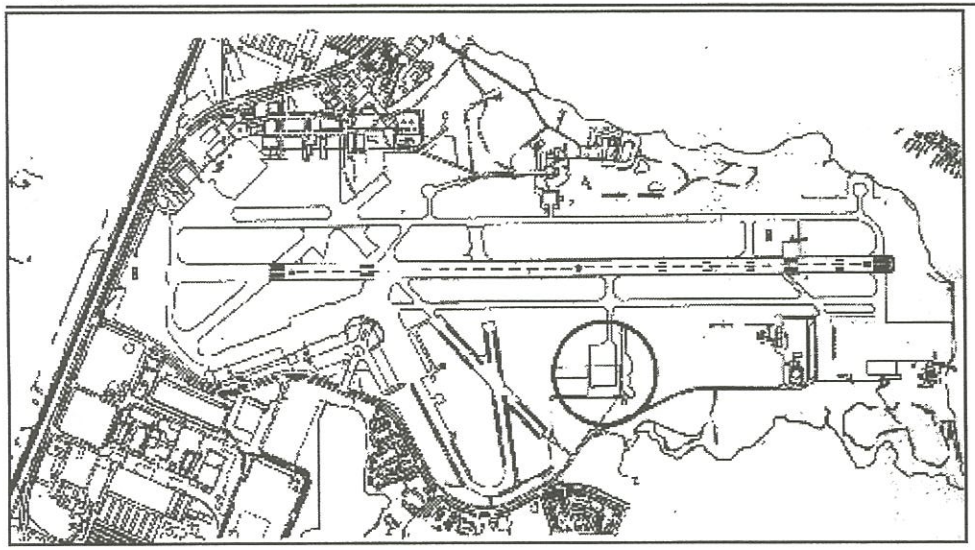
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	660	160	0	261	239	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,114	0	0	1,626	5,706	1,782	0	0	9,114	0
Total	9,774	160	0	1,887	5,945	1,782	0	0	9,614	0
Federal-Aid	8,203	0	0	1,464	5,135	1,604	0	0	8,203	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	AIP	7,528
CO	2002	AIP	675

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

1012



STATUS: Construction complete.

PROJECT: Martin Midfield Complex, Phase I Infrastructure For Hangar Office Complex-Martin State Airport

DESCRIPTION: This project provides for the project design and construction of an aircraft ramp, taxiways, access roadway and utility connections for the development of hangar and office facilities. These infrastructure improvements are the initial phase of the Midfield Cargo Complex that will accommodate additional aircraft hangars and services as future demand warrants.

JUSTIFICATION: Expanded hangar and office facilities are required to support expanded aircraft storage, maintenance and service operations at Martin. The existing facilities at Martin are at capacity. This project would contribute to the State's economic and business development.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
New Air Traffic Control Tower for MTN Airport

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

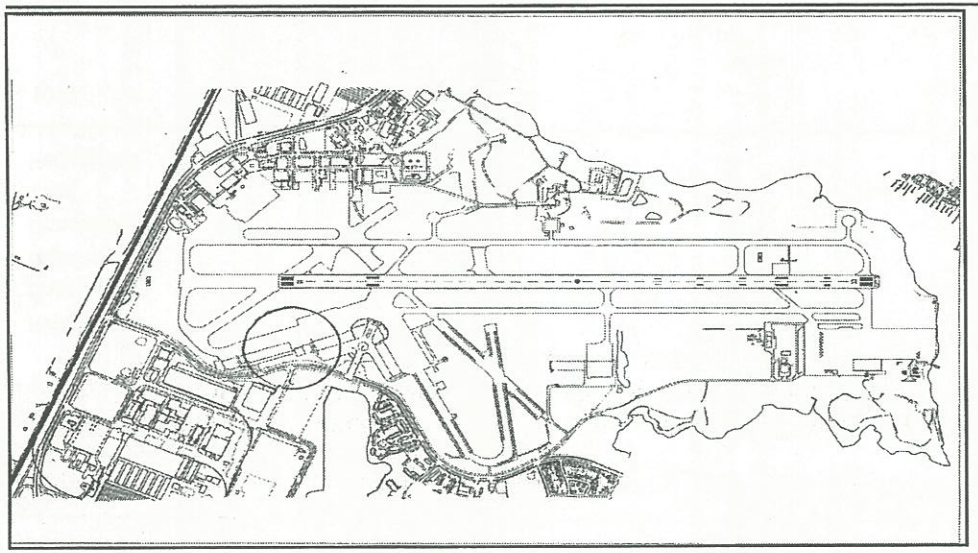
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	90	90	0	0	0	0	0	0	0	0
Engineering	800	800	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,738	5,991	747	0	0	0	0	0	747	0
Total	7,628	6,881	747	0	0	0	0	0	747	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Building and infrastructure support system for up to 60,000 sq. ft. of hangar/office space.

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

1010



PROJECT: Purchase of Hangar at Martin State Airport

DESCRIPTION: This project involves the purchase of a 24,400 square foot aircraft hangar from a private tenant. The hangar can be leased to a single tenant with multiple aircraft or used as a community hangar with multiple aircraft tenants.

JUSTIFICATION: The existing owner has vacated the hangar to use a new, larger hangar constructed by the owner at MTN. Demand currently exists for additional hangar space at MTN. Purchase of the hangar will enhance airport revenues and provide improved service to airport customers. This project contributes to the State's economic and business development.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Purchase to occur in FY 2001.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: New Project

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,415	0	1,415	0	0	0	0	0	1,415	0
Total	1,415	0	1,415	0	0	0	0	0	1,415	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Existing state-owned hangar space is fully leased.

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

1136

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 25

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior		
	Baltimore/Washington		
1	Comprehensive Construction Management & Inspection - AE96-008 (1047)	799	Complete
2	Controlled Access Security System Upgrade - Domestic (1060)	2,465	Complete
3	Terminal Directories Replacement (1022)	58	Complete
4	Interim Police Facilities (1069)	1,541	Complete
5	Landside Communication and Security Upgrade Phase I (1081)	768	Complete
6	New Tenant Modifications (1072)	843	Complete
7	Pilot Program for Common Use Terminal Equipment (1111)	750	Complete
8	R/W 15L - 33R RPZ Obstruction Removal at BWI (1018)	907	Underway
9	Bridge Inspection (SHA Consultant) (1023)	162	Underway
10	Comprehensive A/E Design - AE 95-004 (1042)	705	Underway
11	Comprehensive A/E Design - AE95-001 (1041)	744	Underway
12	Comprehensive A/E Design - AE96-005 (1044)	593	Underway
13	Comprehensive Planning - AE98-004 (1052)	1,109	Underway
14	Comprehensive Planning Services - AE98-003 (1051)	1,060	Underway
15	Terminal Wall Panel and Railing Replacement (1059)	204	Underway
16	BWI Terminal Wall Covering Replacement (1026)	545	Underway
17	Comprehensive Construction Mgmt & Inspection -AE98-006 (1048)	2,200	Underway
18	Comprehensive Design - AE 99-007 (1056)	115	Underway
19	Comprehensive Design - AE 99-008 (1057)	50	Underway
20	Comprehensive Design - AE99-006 (1055)	175	Underway
21	Comprehensive Design Services- AE99-005 (1054)	800	Underway
22	Comprehensive Environmental Consultant Services (1071)	1,083	Underway
23	Comprehensive Paving Improvements (1112)	3,788	Underway
24	Comprehensive Planning - FY2000 (1067)	3,000	Underway
25	HVAC Variable Air Volume Study (1020)	75	Underway
26	Landside Structures Program Management (1115)	7,060	Underway
27	Reforestation/Vegetation Mitigation (1063)	300	Underway
28	Terminal Building Drawings on AUTOCADD (1032)	250	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 25 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior (cont'd)		
	Baltimore/Washington (cont'd)		
29	Terminal Electrical Upgrades/Modifications (1061)	658	Underway
30	Airfield Electrical Vault - Equipment Replacement (1078)	1,422	Underway
31	Airfield Pavement Rehab.- FY2000 (1070)	9,043	Underway
32	Comprehensive Acoustical Services (1038)	100	Underway
33	Comprehensive Commercial Facilities Planning (1085)	1,000	Underway
34	Domestic Water Valve Replacement (1029)	544	Underway
35	Elevator Rehab. Program (1152)	270	Underway
36	MAA Office Relocation/Fitout (1233)	311	Underway
37	Maintenance Complex Rehab (1086)	870	Underway
38	Rail Lift System for Existing Sewage Ejector Pumps (1027)	238	Underway
39	Replacement/Upgrade of Term. Bldg. Electric Rms., Phase II (1141)	1,281	Underway
40	Substation Quick Connects (11) (1074)	1,187	Underway
41	800 mHz Radio System, Phase I (1154)	275	Spring, 2001
42	Building Maintenance Office Renovations (1075)	1,625	Spring, 2001
43	BWI Sewage System Upgrade (1025)	1,537	Spring, 2001
44	CUTE for International Terminal Buildout (1244)	2,500	Spring, 2001
45	Domestic Baggage Belt - Fire Code Compliance (1073)	370	Spring, 2001
46	Environmental Upgrade-BWI Tenant Vehicle Maint. (1144)	1,255	Spring, 2001
47	Loading Bridge Replacement (8) (1030)	1,920	Spring, 2001
48	MAC Building Renovations (1161)	780	Spring, 2001
49	Main Terminal HVAC Systems Upgrade, Phase I (1076)	780	Spring, 2001
50	New Tenant Modifications (1157)	470	Spring, 2001
51	New Tenant Office Space-N. Terminal UL (1159)	1,118	Spring, 2001
52	Overhead Door Replacement - 15 Doors (1151)	205	Spring, 2001
53	Rehab. Domestic Space Frame (1068)	555	Spring, 2001
54	Sawmill Creek Watershed Enhancements (1087)	150	Spring, 2001
55	Stainless Steel Column Covers (1080)	430	Spring, 2001
56	Terminal Concourse Glass Renovation (1036)	1,097	Spring, 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 25 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior (cont'd)		
	Baltimore/Washington (cont'd)		
57	Third Floor Office Renovations (1155)	520	Spring, 2001
58	Ticketing Concourse Roof Replacement (1079)	3,460	Spring, 2001
	Equipment		
59	Parking Revenue Control Equipment at BWI (1095)	2,000	Complete
60	Interactive Voice Response (IVR) Recording System (1100)	297	Complete
61	Cardiac Defibrillators (1172)	214	Complete
62	MAA Airplane Replacement (1104)	336	Complete
63	Purchase Heavy Rescue Support Vehicle (1102)	205	Complete
64	New Ambulance (1165)	138	Complete
65	Emergency Radio Equipment for Fire/Rescue (1096)	210	Underway
66	Emergency Phone Upgrade in Satellite Parking Lot (1167)	125	Underway
67	New Fire Engine Pumper (1166)	350	Underway
68	New Scrubber/Sweeper Vehicle (1171)	100	Underway
69	BWI Communication Closet Security Modification (1103)	252	Spring, 2001
70	Escalator Replacement Program (1097)	760	Spring, 2001
71	Snow Vehicle Replacement - Carrier w/Snowblower (2) (1170)	660	Spring, 2001
72	Snow Vehicle Replacement - Dump Truck (1169)	211	Spring, 2001
	Martin State		
73	MTN - Environmental Protection Improvements (1088)	590	Underway
74	Part 150 Study for MTN Airport (1094)	100	Underway
75	Replacement T-Hangars for MTN (20) (1093)	325	Underway
76	Aircraft Deicing Equipment for MTN (1163)	123	Underway
77	Purchase of 30 Replacement T-Hangar, Phase II (1164)	625	Underway
78	Rehab. of Fire Sprinkler & Heating System - LL #1-3 (1091)	1,020	Spring, 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 25 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior (cont'd)		
	Regional Aviation		
79	St. Mary's County Airport (1108)	3,152	Complete
80	Salisbury - Wicomico County Airport Grant (1109)	350	Complete
81	Cumberland Municipal Airport Loan (1110)	1,693	Complete
82	Aid to Public/Private Airports (MAPA-50%) (1106)	548	Underway
83	Cambridge/Dorchester County Airport Grant (1234)	997	Underway
84	Kent County Assistance (1229)	1,464	Underway
85	Regional Aviation Program (1107)	299	Underway
86	Statewide Aviation Grants (AIP-5%) (1105)	587	Underway
87	Pavement Management Analysis for Regional Airports (1236)	331	Spring, 2001
88	State Public/Private Heliport-Vertiport System Plan Study (1235)	250	Spring, 2001
	FY 2002		
	Baltimore/Washington		
89	Environmental Consultant (1156)	1,000	Summer, 2001
90	Exit Sign Replacement (1150)	700	Summer, 2001
91	Maintenance Complex Rehab (1086)	3,199	Summer, 2001
92	North Terminal Baggage Make-Up Imp., Phase I (1158)	1,835	Summer, 2001
93	Pilot Program for Excess Wiring Removal in Term. Bldg. (1187)	114	Summer, 2001
94	Relocation of Air Cargo Substation Transformer (1082)	375	Summer, 2001
95	Replacement of Eleven Loading Bridges (1175)	2,500	Summer, 2001
96	Replacement of Seven Escalators (1176)	2,520	Summer, 2001
97	Surface Movement Guidance and Control Sys. (SMGCS) (1148)	2,700	Summer, 2001
98	Wildlife Mitigation (1181)	150	Summer, 2001
99	Airfield Lighting Imp. to R/W 10-28 (1177)	1,200	Spring, 2002
100	Comp. Acoustical Services (1184)	200	Spring, 2002
101	Environment Consultant -FY02-03 (1183)	1,000	Spring, 2002

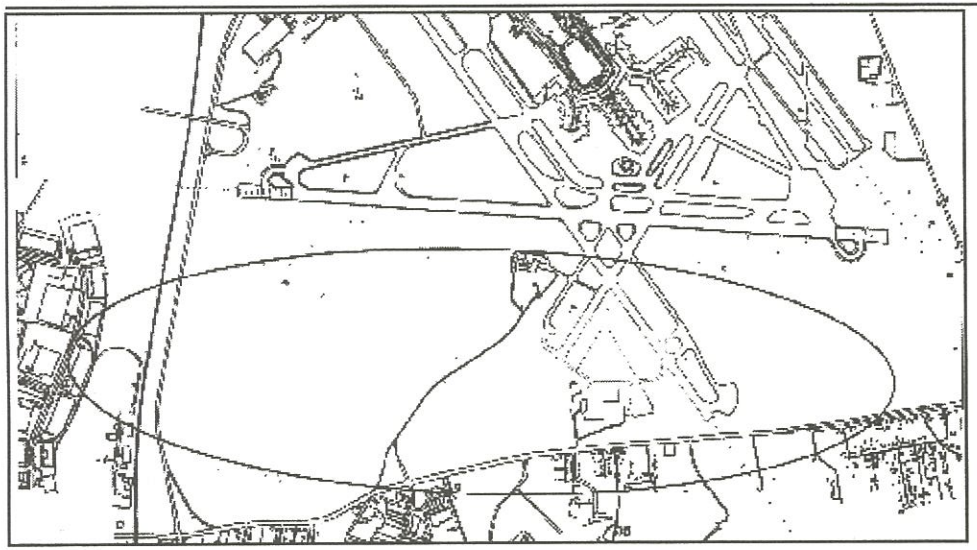
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 25 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2002 (cont'd)		
	Baltimore/Washington (cont'd)		
102	FY2002 Tenant Modifications (1179)	500	Spring, 2002
103	Garage Entrance Canopy (1192)	360	Spring, 2002
104	Install Domestic Water Strainers on Incoming Water Supp (1190)	300	Spring, 2002
105	Installation of Cable/Conduit for Airfield Lighting (1180)	220	Spring, 2002
106	Lighting Cable Replacement in Satellite Blue Lot (1189)	190	Spring, 2002
107	Main Terminal Air Handling Upgrade (1188)	623	Spring, 2002
108	Planning A/E (1186)	1,000	Spring, 2002
109	Renovate Friendship Centre (1193)	190	Spring, 2002
110	Replace Three Elevators (1191)	1,044	Spring, 2002
111	Replace/Upgrade Existing Electrical Substation A & B (1174)	1,740	Spring, 2002
	Equipment		
112	Additional Airfield Paint Truck (1206)	150	Summer, 2001
113	New 10cy Capacity Front-end Loader w/ 32' Plow (1202)	309	Summer, 2001
114	New 4,000 Gallon De-icer Truck w/ Broom (1201)	213	Summer, 2001
115	New 4x4 Dump Truck w/ 22' Plow (1) (1203)	214	Summer, 2001
116	New Aerial Platform Ladder Truck (1207)	580	Summer, 2001
117	New Ambulance Vehicle (1205)	138	Summer, 2001
118	One Additional Snowblower (1204)	313	Summer, 2001
119	Snow Equipment Replacement - R/W Broom (1199)	276	Summer, 2001
120	Snow Equipment Replacement- Snowblower (1200)	313	Summer, 2001
	Martin State		
121	Comprehensive Paving Phase II @ MTN (1092)	476	Summer, 2001
122	Martin Hangar Expansion (1237)	120	Summer, 2001
123	Direct Digital HVAC Control at MTN (1197)	394	Spring, 2002

MARYLAND AVIATION ADMINISTRATION - LINE 25 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2002 (cont'd)		
	Martin State (cont'd)		
124	Electr. Renovation to Hangar Doors 1-6 @ MTN (1195)	146	Spring, 2002
125	MTN Ramp Extension (1194)	262	Spring, 2002
126	New T-Hangar Ramp Extension at MTN (1196)	1,044	Spring, 2002
127	Purchase New T-Hangars (20) (1198)	500	Spring, 2002
	Regional Aviation		
128	Aid to Public/Private Airports (MAPA-50%) (1106)	730	Summer, 2001
129	Regional Aviation Program (1107)	235	Summer, 2001
130	Statewide Aviation Grants (AIP-5%) (1105)	783	Summer, 2001



PROJECT: BWI Environmental Analysis- South Airport Land Use Plan

DESCRIPTION: Study of environmental impacts for the development of projects that include a parallel air carrier runway, air cargo development, an aircraft maintenance hangar, and associated infrastructure, south of existing Runway 10/28.

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

STATUS: Environmental inventories completed in FY 1996. MAA and FAA are conducting a study of the airport capacity and future traffic requirements for the new parallel runway to establish the time frame for environmental studies and development.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

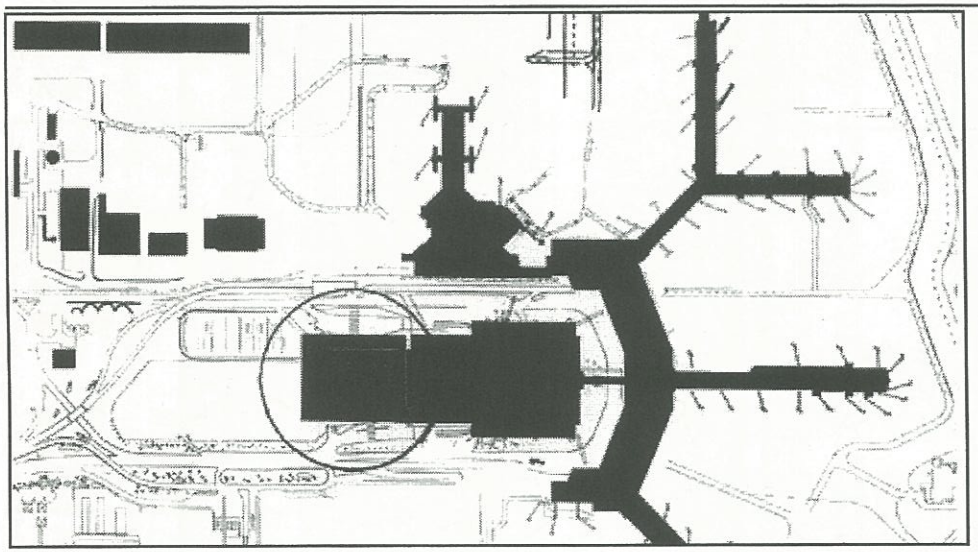
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,712	363	68	641	640	0	0	0	1,349	0
Engineering	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	1,712	363	68	641	640	0	0	0	1,349	0
Federal-Aid	904	0	0	452	452	0	0	0	904	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	2001	AIP	904

1013



STATUS: Design to start in FY 2002.

PROJECT: Terminal Parking Garage Expansion, Phase II, at BWI Airport

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

JUSTIFICATION: Public parking demand is projected to increase 60% by 2010. Provision of adequate close-in parking adjacent to the terminal is critical for meeting business and other traveler's needs. This project contributes to the State's economic and business development.

SMART GROWTH STATUS

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

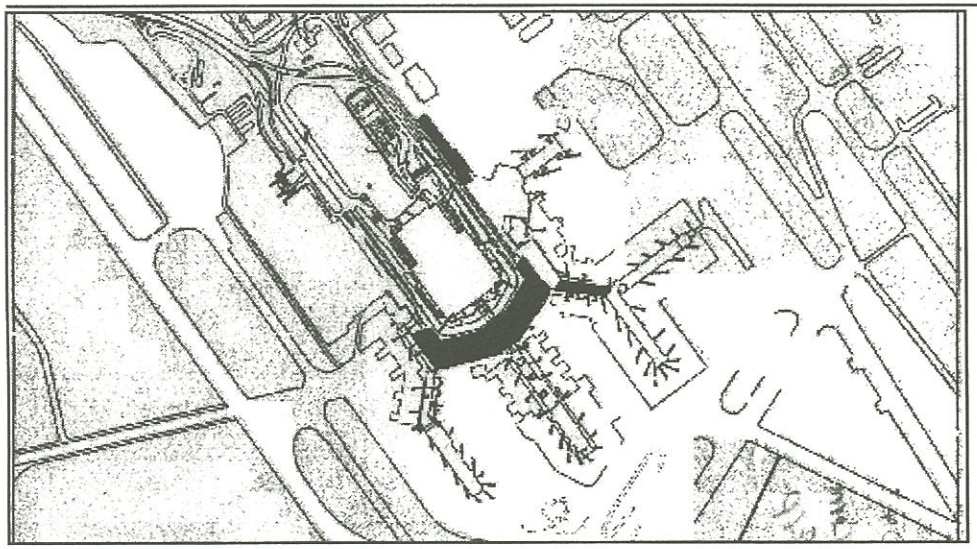
ASSOCIATED IMPROVEMENTS:
New Elm Road Parking Structure and Surface Lot at BWI

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development & Evaluation Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,300	0	0	771	2,529	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	771	2,529	0	0	0	3,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1119



STATUS: Project planning to start in FY 2001.

PROJECT: Terminal Building Expansion at BWI Airport

DESCRIPTION: This analysis will identify various expansion alternatives for the existing terminal building and address the feasibility and/or cost of each alternative, including potential impacts on public parking or other airport facilities and/or services. Areas to be evaluated include expansion of the utility concourse, and the rear of the central terminal.

JUSTIFICATION: BWI has experienced significant growth over the past few years with passenger levels projected to increase by 50% by 2010. Undertaking planning and preliminary design at this time will provide MAA with the necessary expansion options to be responsive to passenger, airline and air service needs.

SMART GROWTH STATUS

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

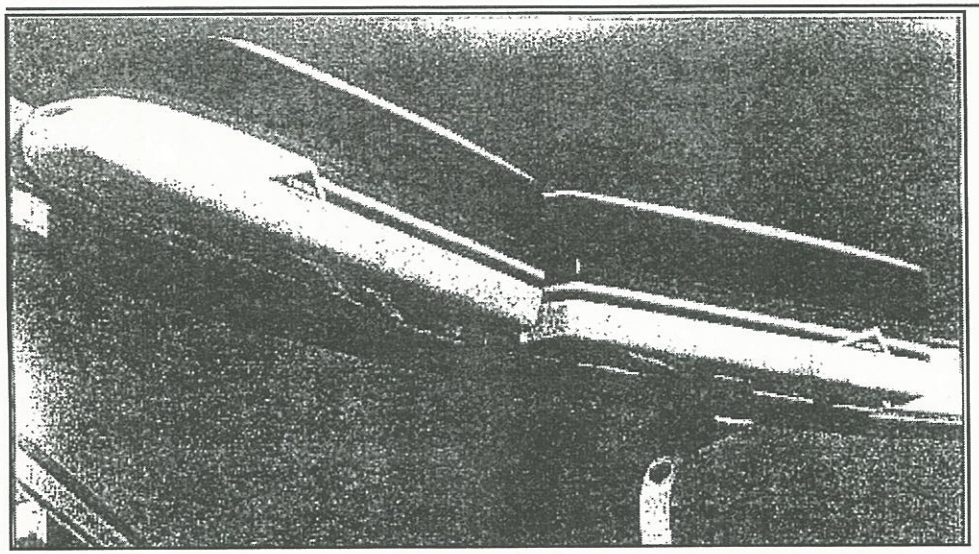
ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased $5.0 million due to inclusion of Concourse E ticket counter design.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	14,200	154	3,340	7,558	2,246	902	0	0	14,046	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	14,200	154	3,340	7,558	2,246	902	0	0	14,046	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1116



STATUS: Conceptual design to begin in FY 2002.

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 BWI Rail Station including intermediate connections to the parking facilities along Elm Road. The analysis and design 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 and contribute to the State's economic and business development.

SMART GROWTH STATUS

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

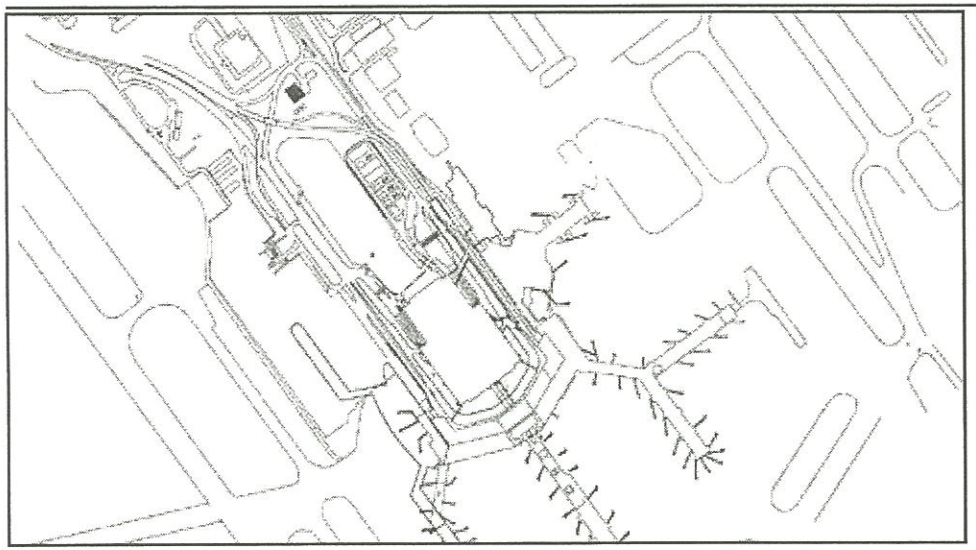
ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development & Evaluation Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,000	0	0	1,566	434	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	0	1,566	434	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1122



STATUS: Design to start in FY 2001.

PROJECT: New Terminal Area Fire Station at BWI Airport

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

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

SMART GROWTH STATUS

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

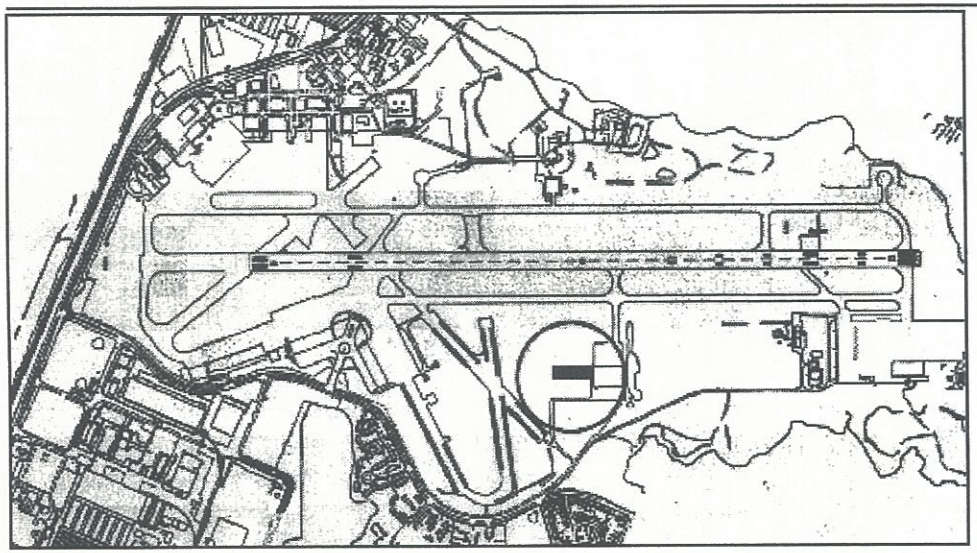
ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development & Evaluation Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	300	0	0	300	0	0	0	0	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	300	0	0	300	0	0	0	0	300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1241



PROJECT: New Air Traffic Control Tower For MTN State Airport

DESCRIPTION: This project provides for the preliminary design 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.

STATUS: Design to begin in FY 2001.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Martin Midfield Complex, Phase I

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	350	0	350	0	0	0	0	0	350	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	350	0	350	0	0	0	0	0	350	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1121

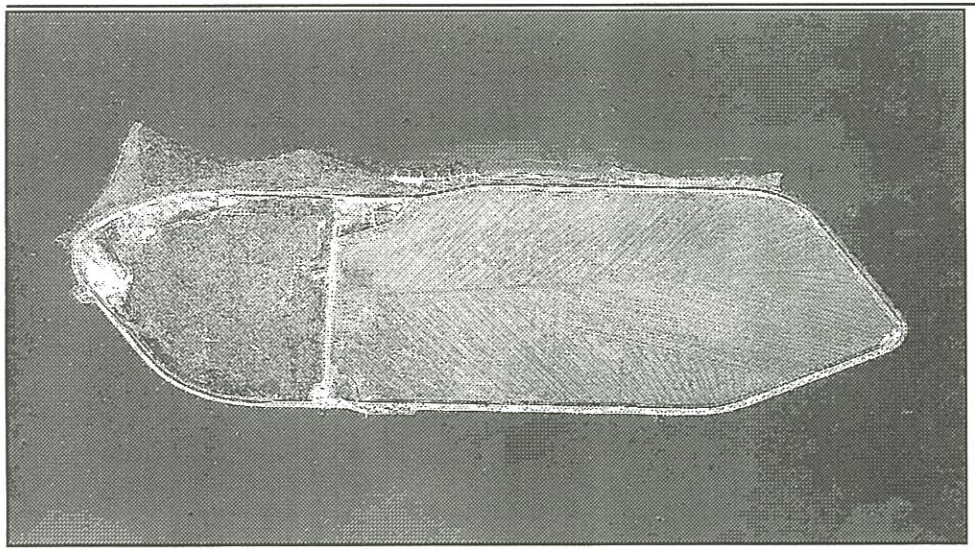


Maryland Port Administration

MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	SIX-YEAR TOTAL
Construction Program							
Major Projects	46.3	66.1	83.2	43.9	31.3	32.4	303.2
System Preservation Minor Projects	13.9	39.4	26.1	21.0	19.8	20.5	140.7
Development & Evaluation Program	4.5	6.3	2.9	3.0	0.6	0.6	17.9
SUBTOTAL	64.7	111.8	112.2	67.9	51.7	53.5	461.8
Capital Salaries, Wages & Other Costs	3.2	3.5	3.7	3.8	3.9	4.0	22.1
TOTAL	67.9	115.3	115.9	71.7	55.6	57.5	483.9
Special Funds	63.4	115.3	115.9	71.7	55.6	57.5	479.4
Federal Funds	-	-	-	-	-	-	-
Other Funds*	4.5	-	-	-	-	-	4.5

*** Funds from the Maryland Transportation Authority (MdTA) for Masonville Auto Terminal. These funds are included in the Total.**



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 an additional years of operational life. In addition, this project provides for operation and maintenance of Hart-Miller Island, and monitoring the quality of water released from the site.

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

SMART GROWTH STATUS

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

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

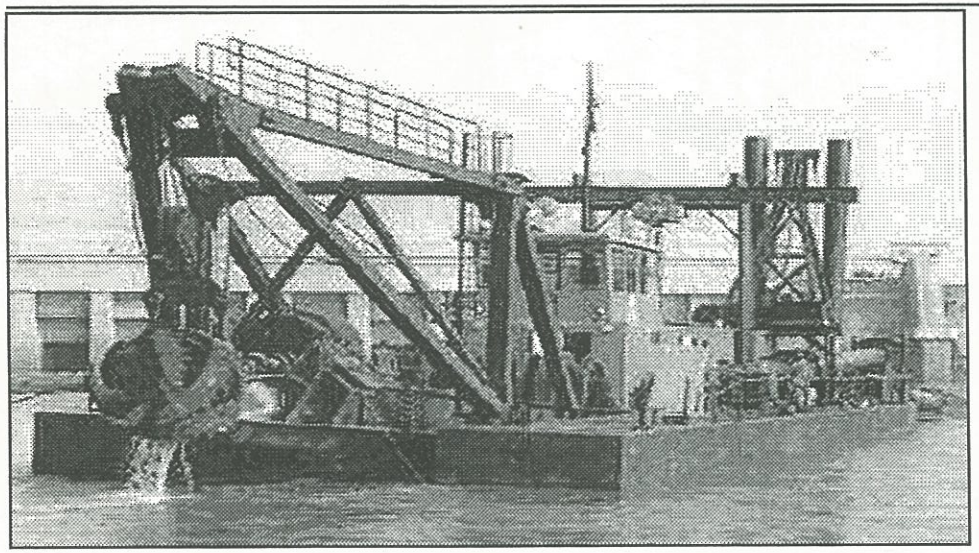
ASSOCIATED IMPROVEMENTS:
Dredge Placement and Monitoring -- Line 2
Dredge Material Disposal and Placement Options Program -- Line 17

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased $3.0 million due to the addition of FY 2006.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	31	0	31	0	0	0	0	0	31	0
Engineering	4,557	2,075	391	447	602	336	348	358	2,482	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	55,468	33,879	3,442	4,689	4,509	2,849	3,000	3,100	21,589	0
Total	60,056	35,954	3,864	5,136	5,111	3,185	3,348	3,458	24,102	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004, 5005, 5007, 5010, 5013



PROJECT: Dredge Placement and Monitoring

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

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

SMART GROWTH STATUS

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

STATUS: Funds will be allocated as specific placement sites for dredged material are identified. Th construction contract for Poplar Island Restoration, Phase I, is complete; Phase II started in the Summer, 2000. The Cox Creek Dike construction project is scheduled to start in FY 2001.

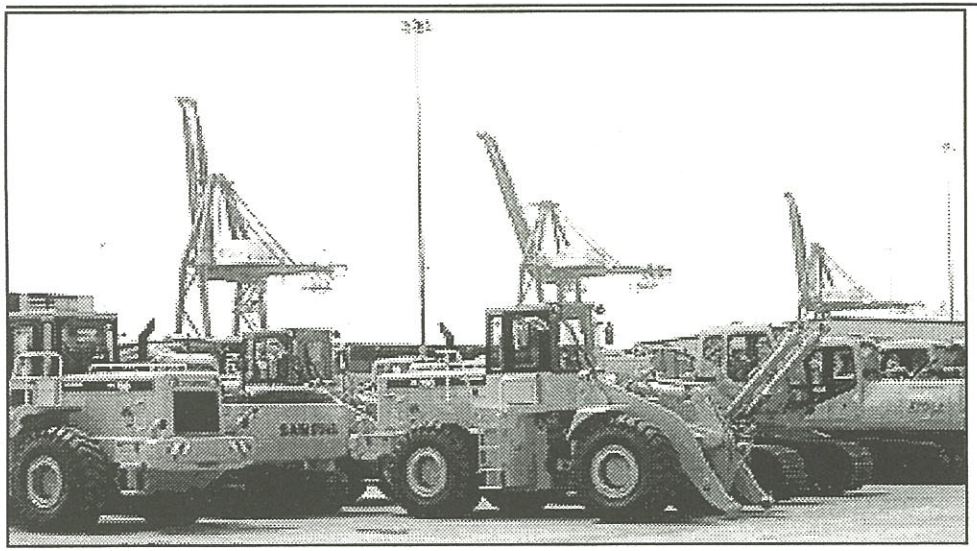
ASSOCIATED IMPROVEMENTS:
Hart-Miller Island Related Projects -- Line 1
Dredge Material Disposal and Placement Option Program -- Line 17

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased $17.7 million due to the additio of FY 2006.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	391	390	1	0	0	0	0	0	1	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	203,083	34,301	21,977	26,413	32,613	30,855	27,977	28,947	168,782	0
Total	203,474	34,691	21,978	26,413	32,613	30,855	27,977	28,947	168,783	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5104, 5206, 5207, 5208, 5209, 5210, 5211,
5213, 5214, 5215, 5218, 5301, 5302, 5304, 5305, 5306



PROJECT: Roll-On/Roll-Off (RoRo) Hub Facility, Phase I

DESCRIPTION: Two large Ro-Ro lines have recently merged and plan to consolidate their North Atlantic cargo at Port of Baltimore. This requires a 50 acre facility with the potential to expand to 150 acres in the future. This project establishes a large Hub Facility for Ro-Ro cargo with proper pavement, fencing/security, gates, lighting, and rail access.

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

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
MPA Facilities Plan -- Line 19

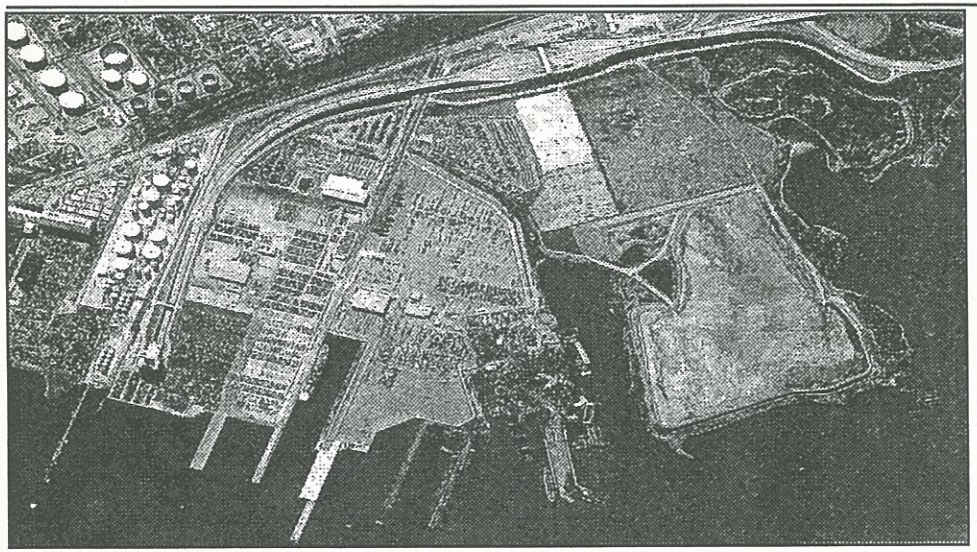
STATUS: This project is being designed with customer input; construction to begin in FY 2002.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction delayed from FY 2001 to FY 2002 to incorporate customer input into the design.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	2,000	5,000	3,000	0	0	10,000	0
Total	10,000	0	0	2,000	5,000	3,000	0	0	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Pending lease agreement with shipping lines.
1024



PROJECT: Masonville Auto Facility Phase I

DESCRIPTION: The MPA is developing a new marine terminal at a site in the Fairfield area of Baltimore City called Masonville. The Masonville Marine Terminal will involve 121 acres. The development is to be undertaken in phases; Phase I involves development of approximately 50 acres a rear of the site; Phase II involves development of the remaining acres at the front of the site. The intent to develop Masonville as a port facitlity for the handling of automobiles and roll-on/roll-off cargoes. The current project entails only Phase I of the terminal.

JUSTIFICATION: The Port of Baltimore is presently a major port for the importation and exportation o automobiles and roll-on/roll-off cargoes. Baltimore is among the top three largest ports in the U.S. in the handling of automobile trade, and has targeted this business as a major growth area for the Port. Durin 1999, MPA auto tonnage was up 14% compared to the prior year. The MPA has received several inquiries and requests regarding additional automobile storage area in the Port.

SMART GROWTH STATUS

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

STATUS: Construction for site work and an Auto Processing building is complete. Rail access to th site will start construction this Spring.

ASSOCIATED IMPROVEMENTS:
MPA Facilities Plan -- Line 19

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

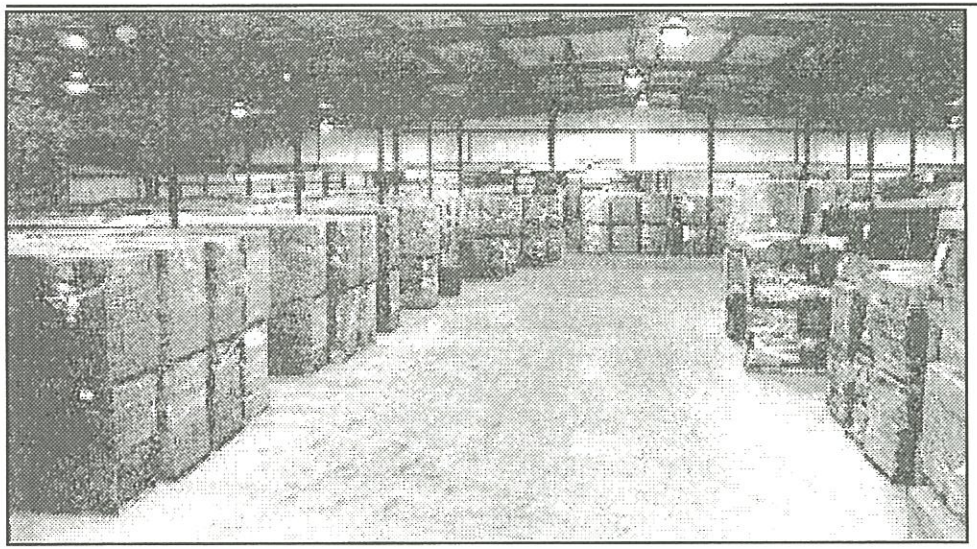
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	100	100	0	0	0	0	0	0	0	0
Engineering	1,329	1,329	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,341	15,850	4,491	0	0	0	0	0	4,491	0
Total	21,770	17,279	4,491	0	0	0	0	0	4,491	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Construction dollars are being funded through the Maryland Transportation Authority with repayment from the Department.
1400

USAGE: 43 acres

OPERATING COST IMPACT: Operating cost recovered through tenant lease agreement



PROJECT: Dundalk Marine Terminal Lot 400 Warehouse

DESCRIPTION: An additional warehouse is necessary to meet customer demands at the Port. This warehouse will be 108,000 square foot, with 30 foot eaves, 1,200 pounds per square foot load, and truc and RR access. Its location, close to the berth, is necessary to keep labor and operational costs low.

JUSTIFICATION: Forest Products are identified as one of the niche cargoes in the MPA Strategic Plan, and it continues to be a success for the Port. In 1999, this commodity grew 41% at Baltimore, whi the North Atlantic Port average was only 2%. The existing warehouses are at capacity and more cargo can be obtained if additional warehouse space is available. Increased cargo will have a positive econo impact to the region. The MPA Facilities Plan has identified this Forest Products warehouse as a high priority need for forecasted cargo.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
MPA Facilites Plan -- Line 19

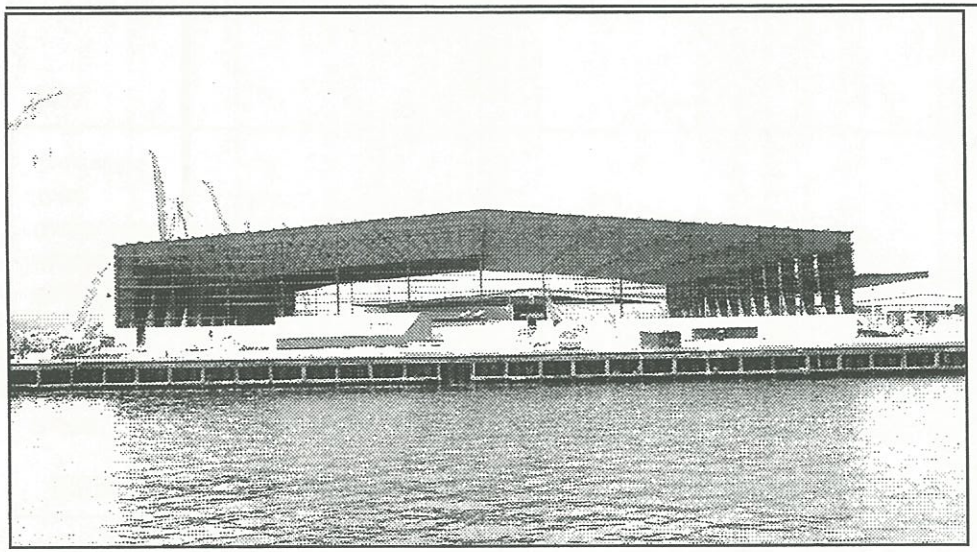
STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost decreased $1.7 million due to bids coming in lower than anticipated.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,074	437	5,833	804	0	0	0	0	6,637	0
Total	7,074	437	5,833	804	0	0	0	0	6,637	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1003



PROJECT: South Locust Point Warehouse

DESCRIPTION: South Locust Point Marine Terminal is a major destination for roll-on/roll-off ocean carriers serving the Port of Baltimore. A 100,000 square foot warehouse will be built at the Port's South Locust Point Marine Terminal.

JUSTIFICATION: This warehouse will be used to accommodate growing business in the Port of Baltimore. Carriers handling automobiles, agriculture, construction equipment, and machinery in the Po and requires additional covered storage capacity. This additional covered storage space will increase t Port's cargo handling capabilities and capacity, and stimulate additional economic growth.

STATUS: Construction is complete.

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 2000 - 05 CTP: None

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,935	7,864	71	0	0	0	0	0	71	0
Total	7,935	7,864	71	0	0	0	0	0	71	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: 100,000 tons/year

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

1600



PROJECT: Seagirt Marine Terminal Berth IV Container Storage

DESCRIPTION: This project prepares the final 14 acres at Berth IV Seagirt Marine Terminal (which are currently being surcharged) for container storage, It includes utilities, paving, lighting and striping. (Does not include wharf or cranes). Containers account for 70% of the MPA's tonnage, and as other commodities grow at the Dundalk Marine Terminal, Seagirt is the logical terminal for container growth. The surcharge removal from Seagirt will be used to raise and level the area at the Dundalk Marine Terminal for cargo storage.

JUSTIFICATION: Seagirt handles only containers and although it's 10 years old, it is still considered one of the best facilities on the East Coast with some of the most efficient cranes and operations. This site is immediately adjacent to the berths at Seagirt Marine Terminal; the site's proximity to vessels enables lower operating cost. DMT Lots 1501 and 1602 are currently unusable for cargo storage due unstable soils. This project will provide an additional 18 acres for automobile storage.

STATUS: This project will start in early 2001.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
MPA Facilities Plan -- Line 19
Seagirt Marine Terminal Berth IV Expansion -- Maryland Transportation Authority

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased $2.6 million due to scope change to include placement of Seagirt Marine Terminal's surcharge to Dundalk Marine Terminal lots 1501 and 1602.

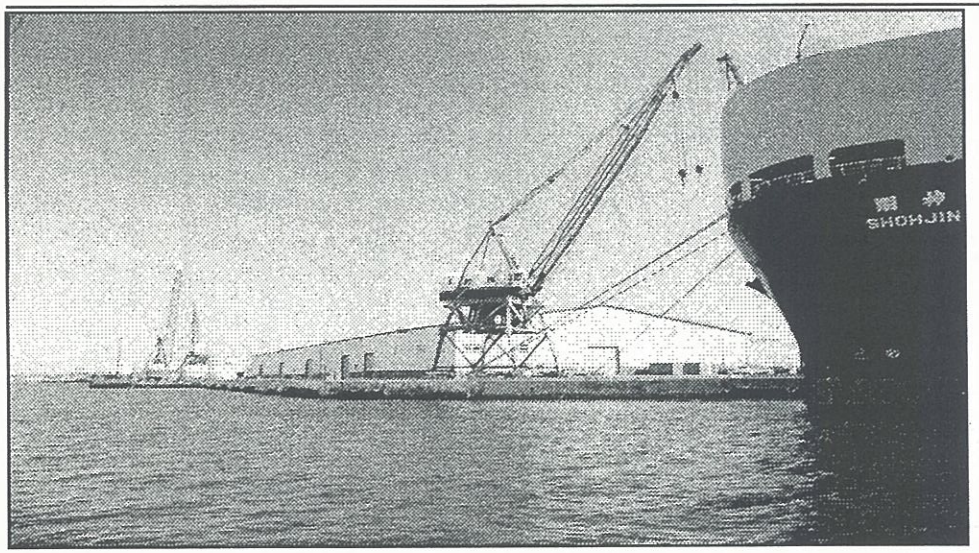
POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,600	0	6,025	6,575	0	0	0	0	12,600	0
Total	12,600	0	6,025	6,575	0	0	0	0	12,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Increase in container storage acreage.

OPERATING COST IMPACT: Operating costs are recovered through tenant agreement.

1307



PROJECT: Rehabilitation of Berths 1- 6 at 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. It was last rehabilitated during the 1960's. This project will plan and design the work needed (in a phased approach) to renew and deepen the berths to meet futu cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths be designed to allow dredging to an eventual depth of 50 feet; at this time the berths will be drafted to 4 This project soley funds reconstruction of Berths 5 and 6.

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

STATUS: Design is underway. Construction of Berths 5 and 6 to begin late in FY 2001.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
MPA Facilities Plan -- Line 19

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,200	0	700	500	0	0	0	0	1,200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,200	5	45	9,950	7,200	0	0	0	17,195	0
Total	18,400	5	745	10,450	7,200	0	0	0	18,395	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Increase in vessel calls.

OPERATING COST IMPACT: Decrease in stop gap maintenance costs.

1002, 1025



PROJECT: Niche Cargo Warehouse

DESCRIPTION: To provide covered storage of niche cargoes at MPA terminals, this versatile facility to be approximately 100,000sf, with 30 foot eaves, 1,200 pounds/sf floor load, and truck and rail access Location near the berths is necessary to keep labor and operational costs low due to the very competiti nature of the East Coast markets.

JUSTIFICATION: Only 18% of MPA warehouse area is considered "state of the art", and only 12% a less than 20 years old. Many of the cargo commodities in the MPA's Strategic Plan require covered storage, i.e. breakbulk/machinery, forest products, breakbulk refrigerated, and some steel and RoRo products. During the first half of 2000, MPA terminal's forest products increased 28%, steel gained 14% and RoRo market share increased 2.1% to be more than 50% of the East Coast market. Additional covered storage space is necessary for continued growth.

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

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
MPA Facilities Plan - Line 19

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction delayed from FY 2001 to FY 2002 to redesign the warehouse from a Refrigerated Warehouse to a Niche Cargo Warehouse.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,100	0	0	200	5,000	6,900	0	0	12,100	0
Total	12,100	0	0	200	5,000	6,900	0	0	12,100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1028



PROJECT: Intermodal Container Transfer Facility Improvements

DESCRIPTION: Make improvements at Seagirt Marine Terminal's Intermodal Container Transfer Facility (ICTF) to increase rail service to the Port. This includes: connecting track to join Canton RR and Norfolk Southern track, obtaining the Canton warehouse site and constructing container storage, constr additional rail tracks, and gate improvements. Purchase two transtainers to stack containers for more efficient use of storage space.

JUSTIFICATION: This will allow port customers to take advantage of greatly improved rail service to mid-west, and it will allow for dual-rail access to the ICTF. Norfolk Southern RR is new to the Port and very aggressive in trying to attract cargo. They have ambitious plans to make improvements to Conrail old lines to haul more freight and they were a very willing partner in our Maersk/Sea-Land bid. Expandin the ICTF will put two Class 1 railroads on terminal to provide improved services to the port's customers. Increasing freight movement via rail will reduce highway traffic, congestion and air pollution.

STATUS: Design to begin early FY 2001.

SMART GROWTH STATUS

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

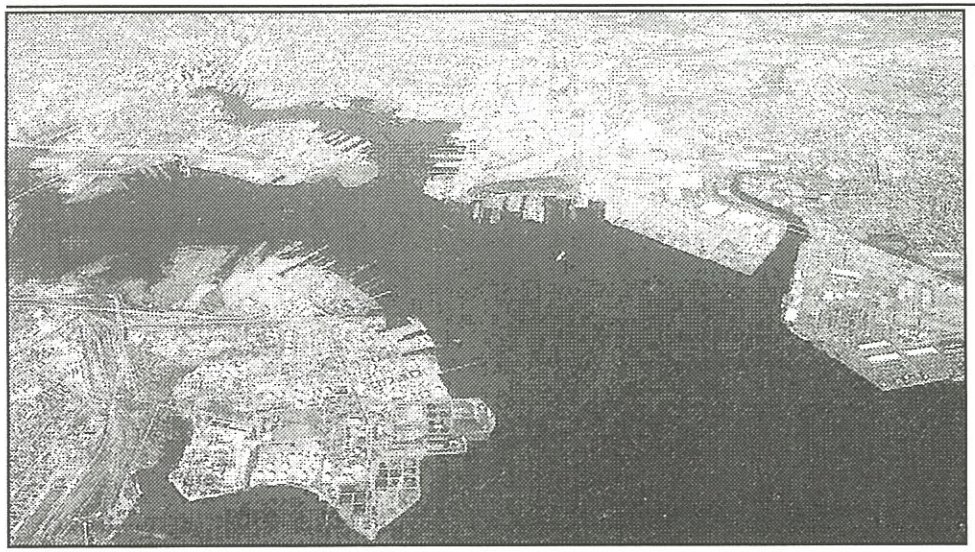
ASSOCIATED IMPROVEMENTS:
Doublestack and Other Rail Improvement Study -- Line 18
MPA Facility Plan -- Line 19

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction delayed from FY 2001 to FY 2002 due to MPA forming a study group with CSX, and is holding discussions with Norfolk Southern to determine the use of the area designated for ICTF improvements. Start is delayed pending outcome o the study.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	300	0	0	300	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,700	0	0	3,700	7,000	0	0	0	10,700	0
Total	11,000	0	0	4,000	7,000	0	0	0	11,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1308



STATUS: Initial purchase to be made in FY 2002.

PROJECT: Protective Land Acquisition Program - Phase I

DESCRIPTION: This multi-year program provides for the purchase of property in the immediate vicin of the port to ensure their availability in future years; it also protects property that might be in threat of development to ensure compatible land-use around the port. The first purchase is to be 25 acres adjac to MPA terminals.

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

SMART GROWTH STATUS

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

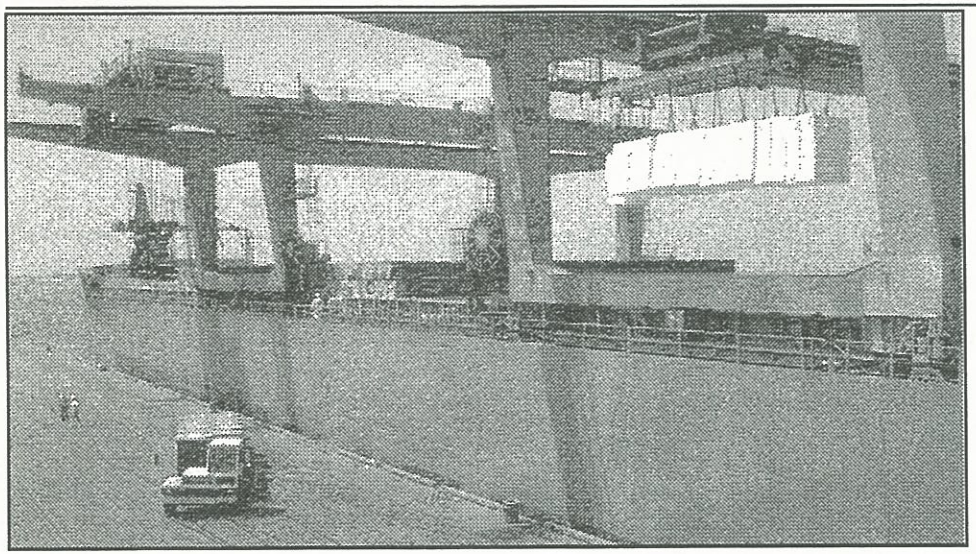
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	0	5,000	0	0	0	0	5,000	0
Total	5,000	0	0	5,000	0	0	0	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1805



PROJECT: North American Paper Hub

DESCRIPTION: At South Locust Point (SLP) Marine Terminal, construct warehouse of approximately 150,000sf near the berth with rail and truck loading access. Warehouse is to have 30' eave height and 1,500 lb./sf floor load. Improve rail on the terminal with additional storage tracks.

JUSTIFICATION: A partnership of world-class northern European paper producers and shippers will consolidate their North American paper imports to one terminal complex. Paper volumes of 550,000 to are forecast to arrive by both container and breakbulk vessels. (During 1999, MPA imported 299K tons paper; this is a 62% increase over 1998. Paper has increased another 32% during the first half of 2000

STATUS: Construction will start in FY 2002.

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

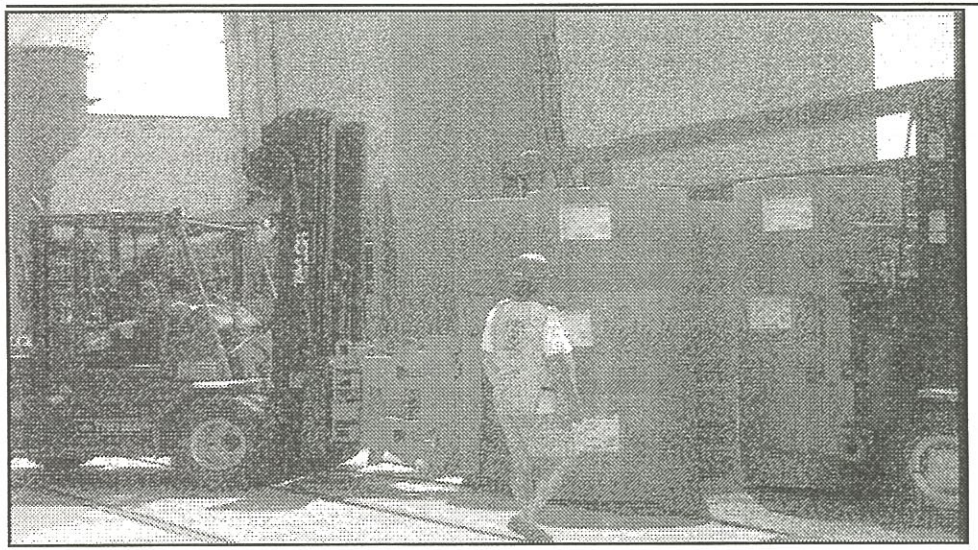
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,000	0	0	4,000	14,000	0	0	0	18,000	0
Total	18,000	0	0	4,000	14,000	0	0	0	18,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1607



PROJECT: Forest Products Warehouse - Lot 5B

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

JUSTIFICATION: Forest Products have continued to be a success story at the Port of Baltimore. Ou customer is eager to get additional covered storage for wood pulp, because its tonnage grew 22% in 19 and it grew another 21% during the first half of 2000. Site stabilization is necessary for the warehouse to support heavy rail cars and large warehouses with floor load ratings of 1,200 pounds per square foot.

STATUS: The site has been surcharged. Construction will begin in FY 2002.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
MPA Facility Plan - Line 19

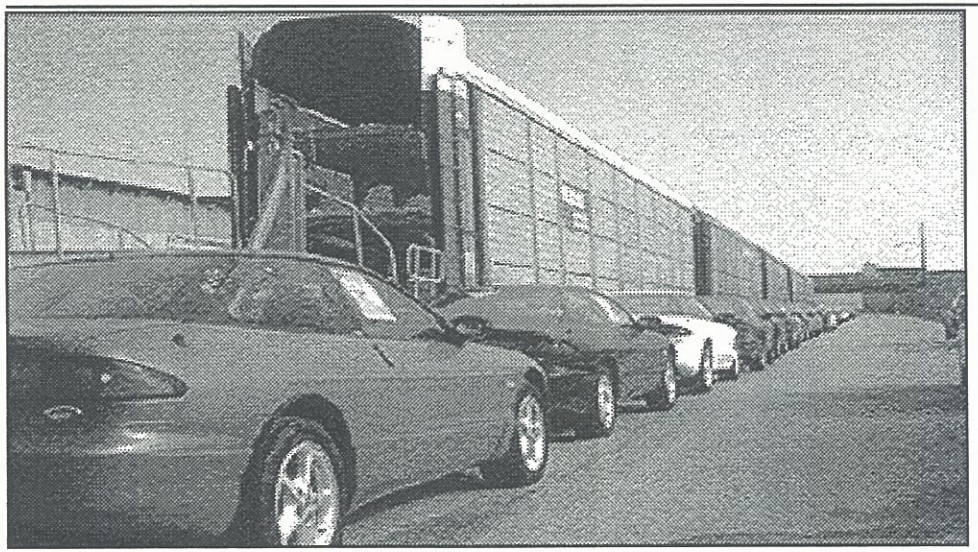
SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Progam.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,800	0	0	1,500	7,300	0	0	0	8,800	0
Total	8,800	0	0	1,500	7,300	0	0	0	8,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

1039



PROJECT: Autoprocessor Expansion at DMT

DESCRIPTION: Make improvements to about 74 acres at DMT. Improvements include paving, construction of high mast lighting matrix, installation of a drainage system and erection of perimeter fencing.

JUSTIFICATION: The relocation of an auto account from the New York/New Jersey area requires improvements to 74 acres of Dundalk Marine Terminal. The MPA signed an agreement with an auto processor, which guarantees their processing a minimum of 510,000 vehicles over a five-year period. This agreement can be renewed for an additional five-year term. Also, the auto processor is required to make numerous additional improvements to their processing facility at Dundalk Marine Terminal.

STATUS: Project scheduled to begin in late FY 2001.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,300	0	3,300	0	0	0	0	0	3,300	0
Total	3,300	0	3,300	0	0	0	0	0	3,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: 74 acres.

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

1043

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 15

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior		
	All Terminals		
1	Portwide Underground Storage (1708)	196	Complete
2	Marylynn Hull Reconstruction (1717)	45	Complete
3	Berth Substructure Repairs (1710)	1,073	Underway
4	Deck Repairs, DMT and SLP (1709)	101	Underway
5	Pavement Marking (1705)	47	Underway
6	Portwide Paving (1704)	411	Underway
7	Replacement Electrical/Communication Sys. Manhole (1700)	1,829	Underway
8	Berth Substructure Repairs All Terminal (1716)	3,646	Underway
9	Damage and Claims Reimbursements (1723)	40	Underway
10	Paving Repairs (1703)	1,000	Spring, 2001
11	Marylynn Electrical (1727)	60	Spring, 2001
12	Overheight Detector - SHA (1726)	260	Spring, 2001
13	Underground Storage - Additional (1714)	240	Spring, 2001
	Dundalk Marine Terminal		
14	50' BerthTest Piles (1005)	243	Complete
15	Berth 1 Mooring (1006)	826	Complete
16	Lot 500 Stabilization - DMT (1015)	990	Complete
17	BG&E Construction - Prior Years Invoicing (1029)	76	Complete
18	Intra-booth Telephone System (1030)	2	Complete
19	1st Street Lot 1702 Paving (1007)	1,403	Underway
20	Boom Strengthening Hitachi Crane (1018)	1,679	Underway
21	Dundalk Marine Terminal O&M (1011)	550	Underway
22	Retrofit M&R Building (1038)	366	Underway
23	DMT Building 7/Paint Maintenance Building (1022)	700	Spring, 2001
24	Fenders at DMT (1037)	500	Spring, 2001
25	Perimeter Security System (1031)	175	Spring, 2001

MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior (cont'd)		
	Dundalk Marine Terminal (cont'd)		
26	Shed 6 Lighting (1021)	225	Spring, 2001
27	Slope Protection Colgate Creek (1023)	200	Spring, 2001
	Environmental		
28	Leachate Management - Hawkins Point (1105)	1,276	Complete
29	Ground Water Treatment (1104)	1,927	Complete
30	Chrome Ore Removal (1102)	644	Underway
31	Hawkins Point O&M (1707)	256	Underway
	Facilities and Equipment		
32	Replace Crane Rail Pads (1711)	631	Complete
33	Spreader and Trailer Replacement (3002)	407	Complete
34	Crane Fire Damage (3007)	10	Complete
35	Crane Festoon System, Cables and A/C (3008)	210	Underway
36	Gantry Crane (3005)	75	Underway
37	Spreader Replacement (3001)	560	Underway
38	Yard Hustler (3006)	150	Underway
39	Railroad Crane Inspection and Construction (3106)	228	Underway
40	Trailer Replacement - New (3004)	20	Underway
41	Boom Truck (3009)	200	Spring, 2001
42	Snow Removal Equipment (3010)	500	Spring, 2001
	Masonville Auto Terminal		
43	Fairfield Auto Terminal Remediation (1210)	1,959	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior (cont'd)		
	North Locust Point		
44	Lighting Modifications - Shed 5 NLP (1802)	359	Complete
45	Deck Repair Overlay Pier 4/5 (1800)	1,882	Underway
46	NLP Berth 9, 10 and 11 (1803)	11	Underway
47	Pier 3 Shed Lighting Upgrade (1804)	114	Spring, 2001
	Open-Ended Consulting		
48	Open Ended Consulting Crane Building - JMT (1209)	173	Complete
49	Open Ended Contract - Moffatt Nichols (1203)	960	Complete
50	Open Ended Engineering - Century (1200)	1,035	Complete
51	Claims Analysis (1213)	115	Underway
52	Open Ended Contract - Hydrogaphic Survey STV (1201)	112	Underway
53	Open Ended Contract - Hydrographic Survey - JMT (1202)	100	Underway
54	Open Ended Engineering Contract (1204)	1,829	Underway
55	Open Ended Engineering Services (1205)	2,149	Underway
56	Open Ended Engineering Services (1206)	1,025	Underway
57	Open Ending Consulting - Open Ended (1207)	1,243	Underway
58	Open Ended Consultant - Facility Survey (1214)	30	Underway
59	Open Ended Consulting - Facilities (1219)	1,500	Underway
60	Open Ended Misc Engineeing Services (1218)	1,000	Underway
61	STV, Moffat and Nichols Design - Open Ended (1217)	1,997	Underway
62	RTG Design (1121)	25	Spring, 2001
	Port - Wide		
63	Billing System Hardware - Brass (3105)	312	Complete
64	Perishable Goods Study (3110)	24	Complete
65	Terminal Operating System (3108)	4,710	Underway

MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior (cont'd)		
	Port - Wide (cont'd)		
66	Document Management System - Procurement (3109)	150	Underway
67	Back-up Generator - Telephone System (3111)	23	Underway
68	Port Cost Study Update (3113)	25	Spring, 2001
	Seagirt Marine Terminal		
69	Site Stabilization - Berth IV	472	Complete
70	Sinage DMT/SMT (1301)	269	Complete
71	Seagirt Paving (1300)	3,666	Underway
72	Crane Maintenance Building - SMT (1302)	503	Underway
73	SMT Canopy (1312)	100	Spring, 2001
	South Locust Point		
74	Signage - SLP (1606)	65	Underway
75	SLP Shed - New Ventilation and Lighing (1604)	290	Spring, 2001
	World Trade Center		
76	Emergency Power and Fire Alarm (1505)	1,736	Underway
77	Restroom Modifications - WTC (1506)	1,124	Underway
78	Fire/Life Safety Code - Elevator Enhancements (1514)	2,900	Underway
79	Tenant Renovation - Meridian WTC (3107)	152	Underway

MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)

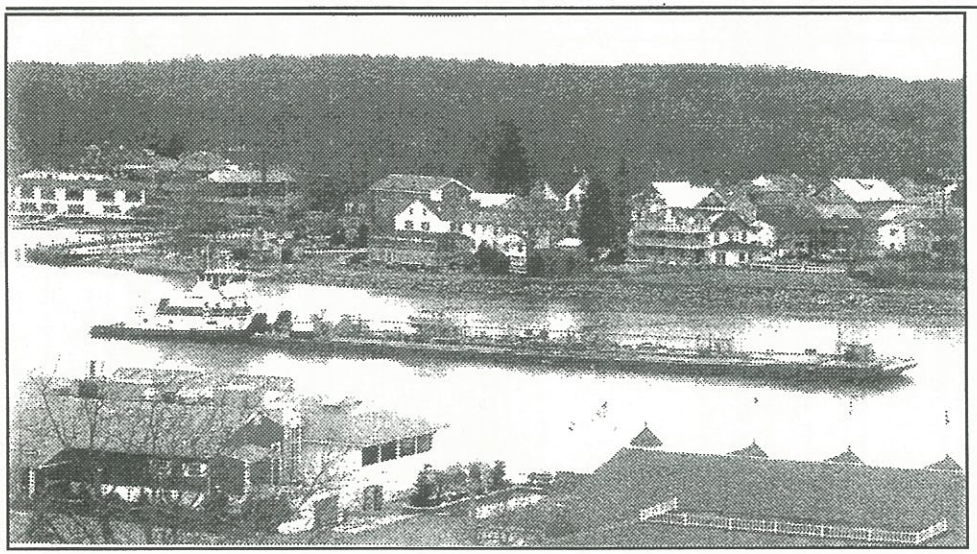
	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2002		
	All Terminals		
80	Crane Improvements (1605)	3,538	Summer, 2001
81	Fairfield Pier Extension (1718)	1,500	Summer, 2001
82	Paving Repairs (1703)	170	Fall, 2001
83	Comprehensive Facility Inspection (1724)	750	Fall, 2001
84	Roof Inspection Program (1725)	100	Fall, 2001
85	Underwater Structure Inspection (1722)	400	Fall, 2001
86	Portwide Paving (1704)	1,600	Fall, 2001
	Dundalk Marine Terminal		
87	Dundalk Marine Terminal O&M (1011)	740	Summer, 2001
88	Communication Replacement - DMT (1034)	4,000	Fall, 2001
89	Demolition of Airport Tower and B1 (1035)	420	Fall, 2001
90	Demolition of Sheds 3A and 3B	507	Fall, 2001
91	Sheds 11 and 12 Roofs (1012)	1,100	Fall, 2001
92	High Mast Lighting Rehab (1026)	1,000	Fall, 2001
93	Tenant Meters (1036)	100	Spring, 2002
	Environmental		
94	Chrome Ore Removal (1102)	828	Summer, 2001
95	Hawkins Point O&M (1707)	181	Summer, 2001
	Facilities and Equipment		
96	Railroad Crane Inspection and Construction (3106)	170	Summer, 2001
97	Cargo Handling Equipment - RTG (3003)	9,000	Spring, 2002
98	Spreader Replacement (3001)	160	Spring, 2002

MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2002 (cont'd)		
	Facilities and Equipment (cont'd)		
99	Trailer Replacement - New (3004)	20	Spring, 2002
	Open-Ended Consulting		
100	Job Order Contracting (1215)	211	Summer, 2001
101	Portwide Engineering and Design (1211)	14,331	Summer, 2001
	Port - Wide		
102	Open Ended Studies - Planning (3112)	400	Summer, 2001
	Seagirt Marine Terminal		
103	Reefer Outlets (1309)	345	Spring, 2002
	South Locust Point		
104	Fruit Pier Demolition (1608)	200	Summer, 2001
	World Trade Center		
105	Tenant Renovation - Meridian WTC (3107)	310	Summer, 2001
106	Tenant Renovations - WTC (1502)	200	Summer, 2001
107	WTC - HVAC (1511)	2,000	Summer, 2001
108	WTC - Rennovation and Upgrade (1516)	1,220	Summer, 2001
109	WTC - Security Improvement (1512)	600	Summer, 2001
110	WTC - Lobby Improvement (1513)	1,250	Summer, 2001
111	ADA Improvements - WTC (1510)	600	Spring, 2002

MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2002 (cont'd)		
	World Trade Center (cont'd)		
112	Fireline Safety Code - Elevator Rehab (1509)	664	Spring, 2002
113	Test of Riser Cables (1515)	5	Spring, 2002



PROJECT: C&D Canal Deepening

DESCRIPTION: The project includes planning and environmental studies for modifications to the C& Canal, the approach channel, and connecting channels. Studies are continuing with the Army Corps of Engineers with participation by the State of Maryland. Increasing the Canal's depth from 35' to 40' is be considered.

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

STATUS: Preliminary engineering underway: final project dimensions are being considered at the Army Corps of Engineer's Headquarters.

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

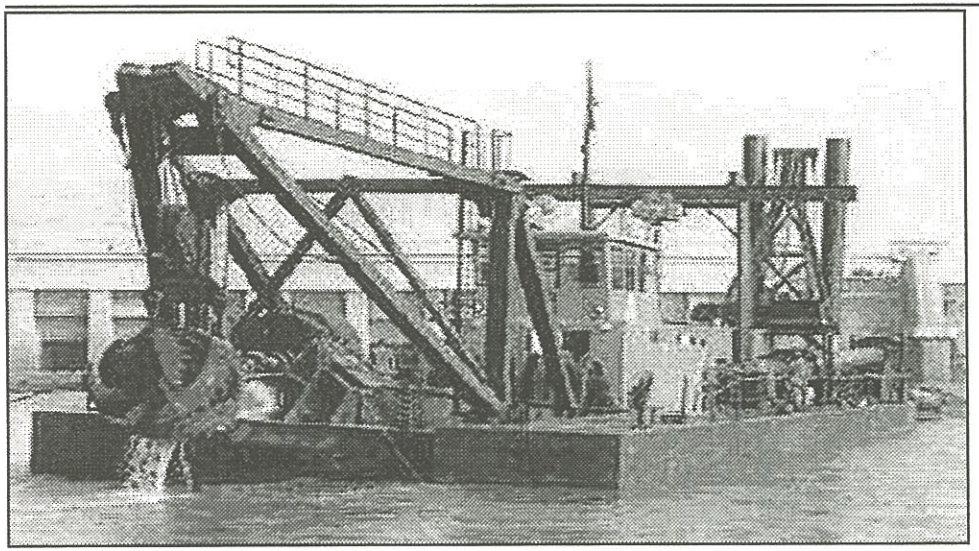
ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,809	1,492	73	558	459	72	75	80	1,317	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	2,809	1,492	73	558	459	72	75	80	1,317	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5500, 5501, 5510



STATUS: Feasability studies are underway.

PROJECT: Dredge Material and Placement Options Program

DESCRIPTION: Conduct detailed studies with the US Army Corp of Engineers to identify and assess additional dredged material placement sites emphasizing beneficial uses of dredged material for projec such as island and shoreline reclamation. Establish baseline environmental conditions at Pooles Island and other open water placement sites as a yard stick for change due to disposal operations.

JUSTIFICATION: Containment capacity in Baltimore is completely committed. The MPA must identlif placement sites and uses for future dredge material. Studies and investigations are necessary to implement the Govenor's Strategic Plan for Dredge Material Management.

SMART GROWTH STATUS

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

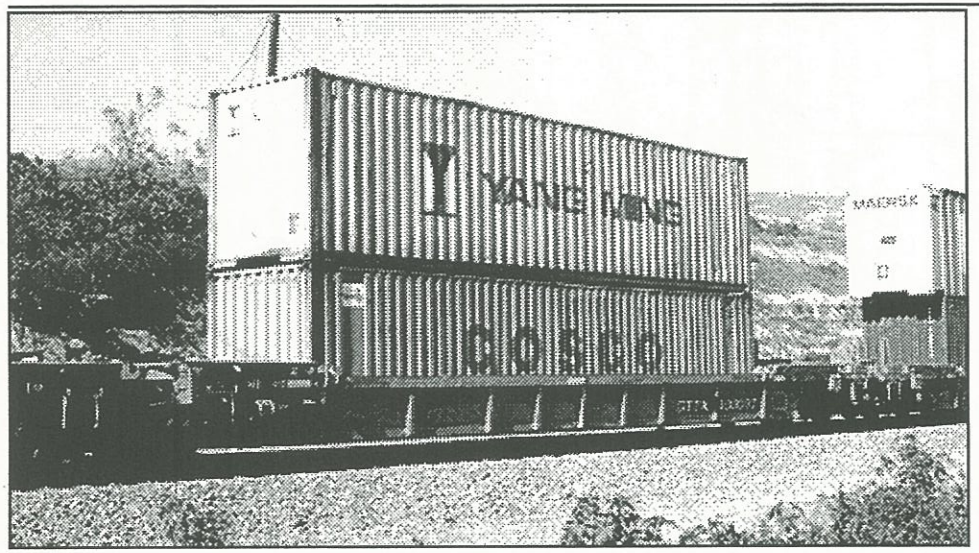
ASSOCIATED IMPROVEMENTS:
Hart Milller Island Related Projects - Line 1
Dredge Material Placement Monitoring - Line 2

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased $6.6 million due to the addition of EPA Technical Services for Poplar Island and Cox Creek storm drain design.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,417	5,297	2,173	3,942	2,422	2,764	406	413	12,120	0
Engineering	10,321	6,134	2,081	1,786	85	85	85	65	4,187	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	27,738	11,431	4,254	5,728	2,507	2,849	491	478	16,307	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5100, 5200, 5204, 5216, 5217, 5300, 5400, 5401, 5402



PROJECT: Doublestack and Other Rail Improvement Study

DESCRIPTION: The Port of Baltimore is one of the few East Coast ports that cannot be served by doublestack trains handling high cube containers. This is an increasingly economical way for railroads handle intermodal freight. The project includes planning and engineering studies to improve rail service the Port, including providing infrastructure for doublestacking service. The infrastructure improvements required for doublestack transportation include increasing tunnel clearance and removal of overhead obstacles. The first study will evaluate the benefits of doublestack access for the Port.

JUSTIFICATION: Upgraded rail service will increase the Port of Baltimore's competitiveness. With more efficient inland transportation, trade through the Port could increase. Enhanced rail service may reduce truck traffic, congestion and maintenance on Maryland's highway system.

STATUS: Studies show that doublestacking CSX routes is not economically feasible at this time. Norfolk Southern plans to have doublestack capability within a few years of taking over Conrail's lines Current funding is used to provide updates to the original study, and to investigate other rail improvements.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

SMART GROWTH STATUS

- [X] 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:
ICTF improvements - Line 10

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	100	0	100	0	0	0	0	0	100	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	100	0	100	0	0	0	0	0	100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

3101



PROJECT: MPA Facilities Planning Study

DESCRIPTION: This study will develop comprehensive short and long term plans for use and development of MPA's port facilities. The study will assess the competitiveness of the MPA facilities vis vis major competitive ports; assess capacity versus demand issues over the short to long term, particul in light of the targeted growth areas of the MPA.

JUSTIFICATION: The MPA requires a comprehensive plan for facility development over the long term This plan should drive the capital funding needs ot the MPA. The primary function of a public port authority is the provision of port facilities. This plan will identify what the MPA needs to do in this regard remain competitive and grow.

STATUS: The Facilities Planning Study was put on hold from May 1998 to May 1999 during the Port's competition for the Maersk/Sealand business. The study is now complete.

SMART GROWTH STATUS

- [X] 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:

Roll-On/Roll-Off Hub Facility -- Line 3, Masonville Auto Facility - Line 4; Dundalk Marine Terminal Lot 400 Warehouse - Line 5; Seagirt Marine Terminal Berth IV Container Storage -- Line 7, Rehabilitation o Berths 1-6 -- Line 8; Niche Cargo Warehouse -- Line 9; Intermodal Container Facility Improvements --

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	764	638	126	0	0	0	0	0	126	0
Engineering	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	764	638	126	0	0	0	0	0	126	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

3102



Mass Transit Administration

MASS TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	SIX-YEAR TOTAL
Construction Program							
Major Projects	97.2	140.7	233.9	251.6	203.9	157.3	1,084.6
System Preservation Minor Projects	50.3	61.2	47.7	46.1	45.1	63.1	313.5
Development & Evaluation Program	12.6	9.0	10.1	5.7	1.7	-	39.1
SUBTOTAL	160.1	210.9	291.7	303.4	250.7	220.4	1,437.2
Capital Salaries, Wages & Other Costs	5.2	5.7	5.9	6.1	6.3	6.5	35.7
TOTAL	165.3	216.6	297.6	309.5	257.0	226.9	1,472.9
Special Funds*	59.1	74.5	87.3	116.0	88.3	73.4	498.6
Federal Funds	106.2	142.1	210.3	193.6	168.6	153.5	974.3
Special Funding (Governor's Initiative)	10.0	29.2	35.5	40.4	37.8	17.7	170.6

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

** **This is the pass through funds for the Greenbelt Metro Station in FY 2001 and funds for the Governor's Transit Initiative from FY 2002-FY 2006. These funds are included in the total and are part of the "Special Funds*" line. They are broken out for informational purposes.**

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

Systems Preservations Categories	2001	2002	2003	2004	2005-06	Total
Bus System Improvements						
Bus & Bus Facilities	0.0	0.0	0.0	0.0	0.0	0.0
Urbanized Area Formula	8.5	5.3	1.4	0.3	1.0	16.5
Metrorail Improvements						
Fixed Guideway	5.3	4.4	2.2	3.5	2.8	18.2
Urbanized Area Formula	6.8	5.1	2.9	1.1	4.2	20.1
Central Corridor Light Rail Improvements						
Fixed Guideway	2.2	1.3	1.8	1.4	1.0	7.7
Urbanized Area Formula	5.0	1.2	3.0	0.7	1.7	11.6
MARC System Improvements						
Fixed Guideway	5.2	8.1	8.5	8.3	19.4	49.5
Urbanized Area Formula	0.5	0.4	0.3	0.3	0.0	1.5
TOTAL	33.5	25.8	20.1	15.6	30.1	125.1

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

MARC

Freight

Light Rail

Baltimore Metro

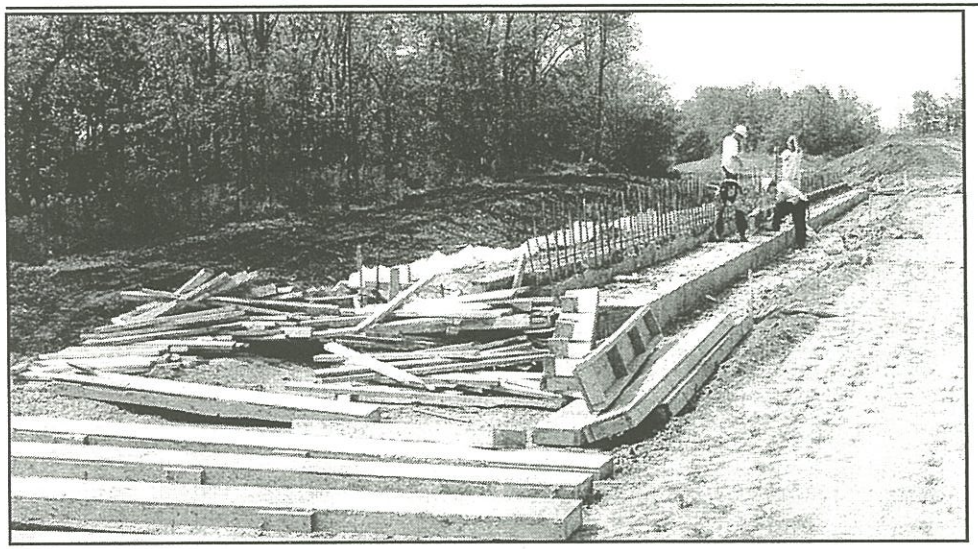
Bus

Multi-Modal

Locally Operated Transit Systems



MTA Construction Program



STATUS: Construction underway.

PROJECT: MARC Frederick Extension

DESCRIPTION: Provide for new 13.5 mile service from Point of Rocks to City of Frederick, including a downtown Frederick and suburban station. This service extension will connect to the Brunswick Line providing access to Washington, D.C.

JUSTIFICATION: This extension will help meet travel demands in I-270 corridor by increasing ridership and overall efficiency of the Brunswick Line. The Frederick downtown station will support the revitalization of the downtown area in conjunction with the Carroll Creek Project and office development. The suburban station, with an 850 space surface parking lot will provide parking for daily commuters from Frederick to Washington, D.C.

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 12

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

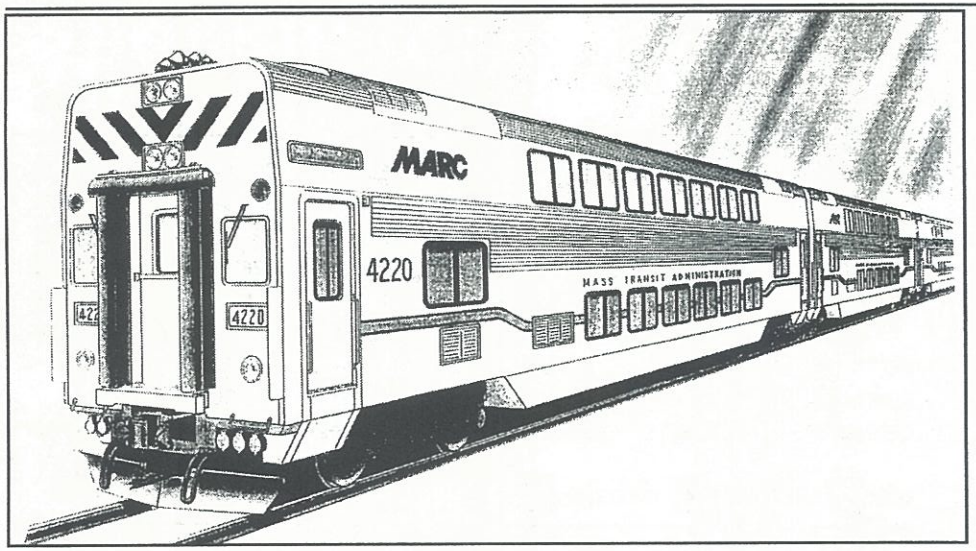
POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	4,050	2,803	412	594	241	0	0	0	1,247	0
Right-of-way	5,988	5,988	0	0	0	0	0	0	0	0
Construction	45,362	9,497	8,569	8,015	8,564	8,467	2,250	0	35,865	0
Total	56,076	18,964	8,981	8,609	8,805	8,467	2,250	0	37,112	0
Federal-Aid	44,815	15,099	7,193	6,894	7,045	6,782	1,802	0	29,716	0

USAGE: In FY 2000, MARC experienced 20,000 daily boardings. A 5% average annual growth is estimated.

OPERATING COST IMPACT: Approximately $2.3 million per year.

0200



PROJECT: MARC Bi-Level Coach Purchase

DESCRIPTION: Purchase 50 bi-level coaches to replace existing vehicles and to expand service.

JUSTIFICATION: Additional coaches are necessary to meet ridership growth and service expansion as well as to increase reliability and safety.

STATUS: Vehicle testing continuing. 43 vehicles currently in revenue service. Remaining 7 vehicles to be in revenue service during current fiscal year. Cashflow to be updated as payment procedures are finalized.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
MARC Electric Locomotive Purchase -- Line 3

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: No funds are shown in FY 2001 and FY 2002 due to an insurance credit.

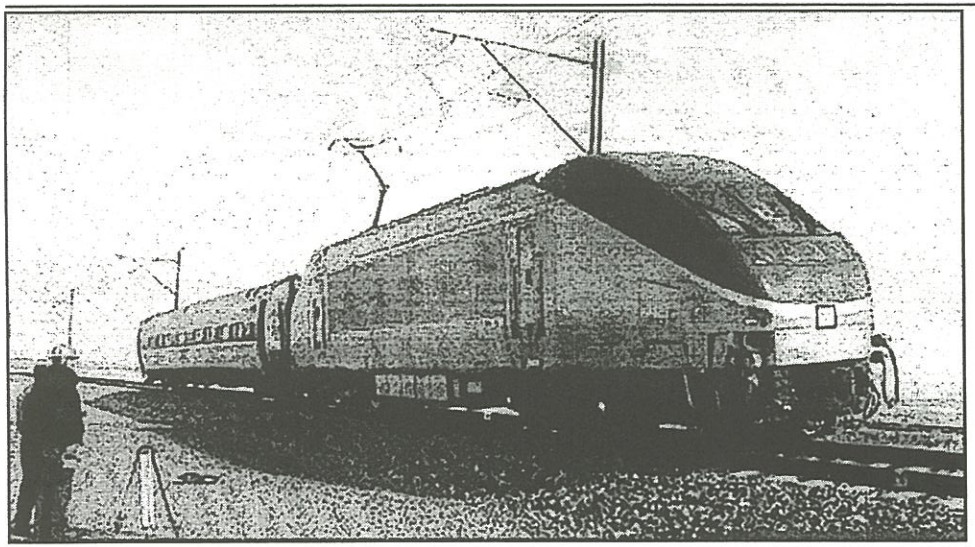
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	854	854	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	88,964	81,290	0	0	2,000	2,731	2,943	0	7,674	0
Total	89,818	82,144	0	0	2,000	2,731	2,943	0	7,674	0
Federal-Aid	71,856	64,216	0	0	2,000	2,710	2,930	0	7,640	0

USAGE: In FY 2000, MARC experienced 20,000 daily boardings. A 5% average annual growth is estimated.

OPERATING COST IMPACT: Approximately $1.0 million per year.

0174, 0379



STATUS: Delivery anticipated to begin in FY 2002.

PROJECT: MARC Electric Locomotive Purchase

DESCRIPTION: Purchase six new electric locomotives for service expansion.

JUSTIFICATION: Electric locomotives will provide faster, more efficient commuter service which will result in increased ridership.

SMART GROWTH STATUS

- [X] Project 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 Bi-Level Coach Purchase -- Line 2

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Delivery schedule delayed to FY 2002 based on Amtrak schedule with manufacturer.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	106	103	3	0	0	0	0	0	3	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,619	28,279	1,860	3,120	4,000	4,360	3,000	0	16,340	0
Total	44,725	28,382	1,863	3,120	4,000	4,360	3,000	0	16,343	0
Federal-Aid	35,777	22,684	1,494	2,499	3,204	3,493	2,403	0	13,093	0

USAGE: In FY 2000, MARC experienced 20,000 boardings. A 5% average annual growth is estimated.

OPERATING COST IMPACT: Approximately $2.0 million per year.

0348



PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Planning, environmental documentation, design, property acquisition and construction of major maintenance, layover, and storage facilities. Current funding provides for constructing Phase I of a major maintenance and storage facility, constructing the Penn-Camden Connection and constructing mid-day storage facility at Washington Union Station Terminal.

JUSTIFICATION: This project will provide vital storage and maintenance of the expanding MARC fleet. The Penn-Camden Connection will provide revenue service between Washington and Camden station. The Connection will also provide access to the new maintenance and storage facility. The Washington mid-day storage facility will enable MARC to store trains without interfering with Amtrak operations at Union Station.

STATUS: Environmental documentation underway for MARC Maintenance Facility. Engineering underway for Washington Mid-day Storage and Penn-Camden Connection.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost for the Mid-day Storage Facility increased $10.6 million based on detailed quantities and overhead estimates.

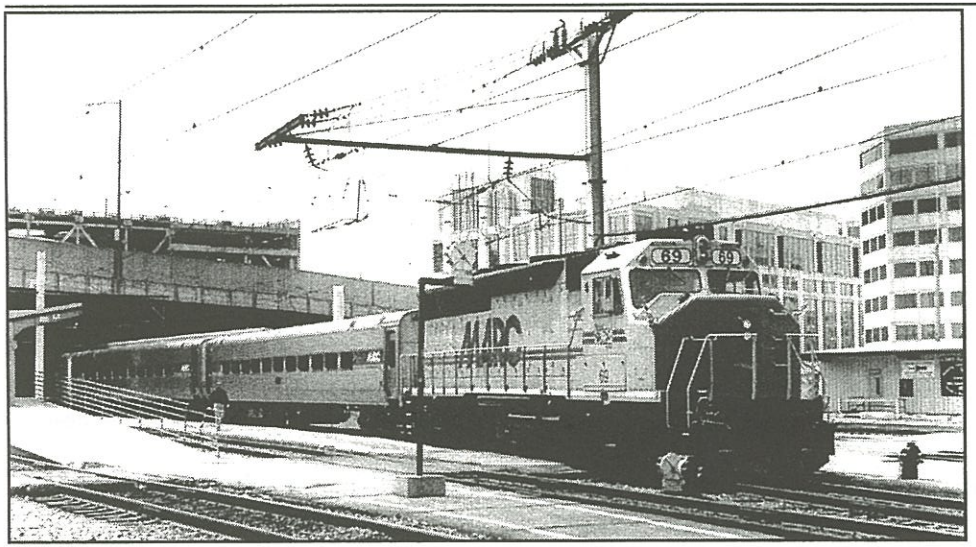
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,630	3,036	594	0	0	0	0	0	594	0
Engineering	8,232	1,144	639	3,160	3,289	0	0	0	7,088	0
Right-of-way	10,450	0	300	0	3,150	6,000	1,000	0	10,450	0
Construction	78,480	31	2	3,000	8,358	14,308	21,781	21,000	68,449	10,000
Total	100,792	4,211	1,535	6,160	14,797	20,308	22,781	21,000	86,581	10,000
Federal-Aid	75,811	3,181	1,371	4,928	11,575	14,387	16,562	15,804	64,627	8,003

Construction dependent upon the availability of Federal funds.
0202, 0206, 0208

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S3-NS	9,928
CO	2002	S3-NS	4,974
CO	2002	MRC-FG	3,952
CO	2003	S3-NS	1,054
CO	2003	MRC-FG	8,507
CO	2004	MRC-FG	8,746
CO	2005	MRC-FG	603



PROJECT: MARC Coach Modifications

DESCRIPTION: Retrofit the vestibule area of MARC II cars, adding a door release handle. Convert all accessible windows into emergency exits. Improve signs for emergency exits and procedures.

JUSTIFICATION: In response to the US DOT emergency order for a system safety plan, MTA developed several initiatives to modify MARC coaches to improve the ability of passengers and crew to exit coaches in the event of an accident.

STATUS: Continuing retrofit of vehicles. Testing underway.

SMART GROWTH STATUS

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

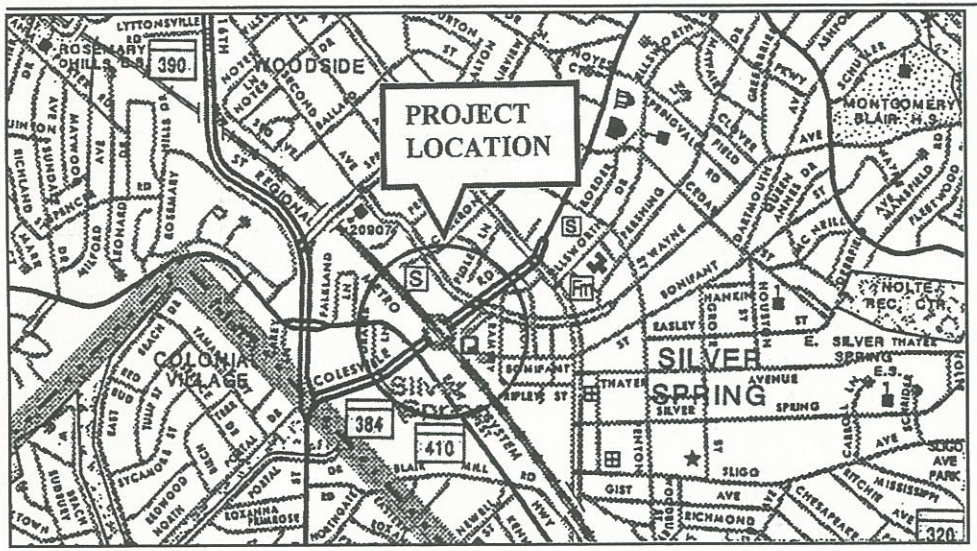
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,544	3,934	1,200	800	610	0	0	0	2,610	0
Total	6,544	3,934	1,200	800	610	0	0	0	2,610	0
Federal-Aid	5,198	3,739	738	409	312	0	0	0	1,459	0

0120



PROJECT: Silver Spring Transit Center and MARC Station Relocation

DESCRIPTION: This is a two-phase project that will begin with relocation of the Silver Spring MARC Station adjacent to the existing Metrorail Station. This includes two platforms, a pedestrian bridge, and ADA improvements. The second phase will be the construction of an integrated MARC, WMATA and a proposed Georgetown Branch Transitway at the current Silver Spring Station. This will include increased bus capacity for Ride-On buses, intercity bus accommodations, a taxi queue, kiss-n-ride, hiker-biker trail, and a MARC/Intercity bus station building. This phase involves participation by Montgomery County.

JUSTIFICATION: Consolidating transit services at a single location in downtown Silver Spring will increase their efficiency and ease of use. The project will support the ongoing revitalization of downtown Silver Spring.

STATUS: Preliminary Engineering and environmental work for the Transit Center underway. Construction for station relocation to begin during current fiscal year. Phase II managed by Montgomery County.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Georgetown Branch Transitway -- Line 53

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	936	936	0	0	0	0	0	0	0	0
Engineering	4,687	1,173	517	1,497	1,500	0	0	0	3,514	0
Right-of-way	1,886	0	230	156	1,500	0	0	0	1,886	0
Construction	34,290	51	100	2,058	6,531	8,300	8,250	9,000	34,239	0
Total	41,799	2,160	847	3,711	9,531	8,300	8,250	9,000	39,639	0
Federal-Aid	27,834	1,643	611	2,972	6,867	5,391	4,950	5,400	26,191	0

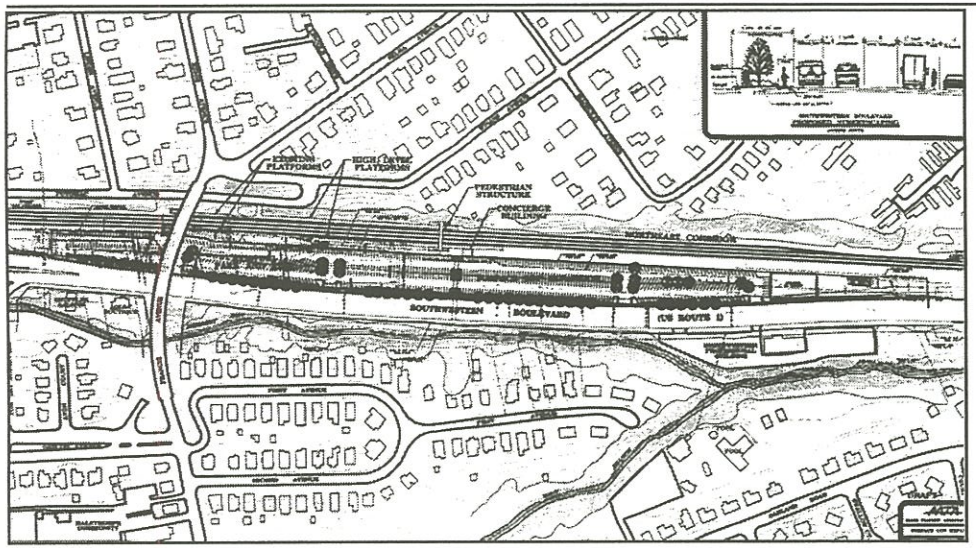
FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MRC	1,693
CO	2001	MRC-FG	494
CO	2002	S9-MRC	2,571
CO	2002	S3-NS	10,741

USAGE: By 2005, an additional 157,000 riders are estimated.

OPERATING COST IMPACT: No additional cost to MTA's operating budget.

0143, 0254



PROJECT: Halethorpe MARC Station Parking Expansion

DESCRIPTION: Expand surface parking and investigate future parking at the Halethorpe MARC Station. Scope of proposed work also includes high level platforms, new shelters, improved handicapped accessibility, lighting and streetscaping.

JUSTIFICATION: Insufficient parking exists at this station resulting in commuters parking along US 1 and within adjacent residential communities. Daily ridership at this station has grown steadily and parking requirements will approach 900 in the near future. Initially, an additional parking lot will ease the current congested conditions.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Project Planning underway. Final Engineering to begin during current fiscal year. Right-of-way acquisition complete.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Minor Projects Program.

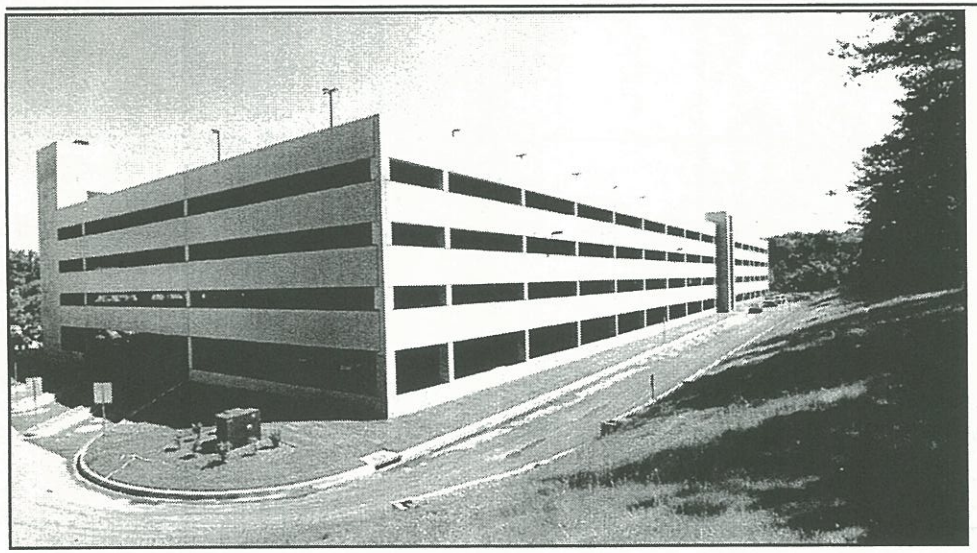
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	250	104	80	66	0	0	0	0	146	0
Engineering	530	0	50	200	280	0	0	0	530	0
Right-of-way	1,320	1,320	0	0	0	0	0	0	0	0
Construction	5,700	0	0	1,000	2,500	2,200	0	0	5,700	0
Total	7,800	1,424	130	1,266	2,780	2,200	0	0	6,376	0
Federal-Aid	6,238	0	180	1,264	2,677	2,117	0	0	6,238	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	MRC-FG	3,910
CO	2003	S9-MRC	648

0435



PROJECT: BWI MARC Station Garage Phase II

DESCRIPTION: Expand public parking at the Amtrak/MARC BWI Airport rail station. The project will expand the existing facility from 1,360 to 3,150 spaces at the location of the current surface lot. In addition, two levels will be added to the existing garage.

JUSTIFICATION: The parking expansion will support the anticipated growth in rail usage by both Amtrak and MARC patrons, and will enhance the intermodal transportation use of the BWI MARC station.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Construction underway.

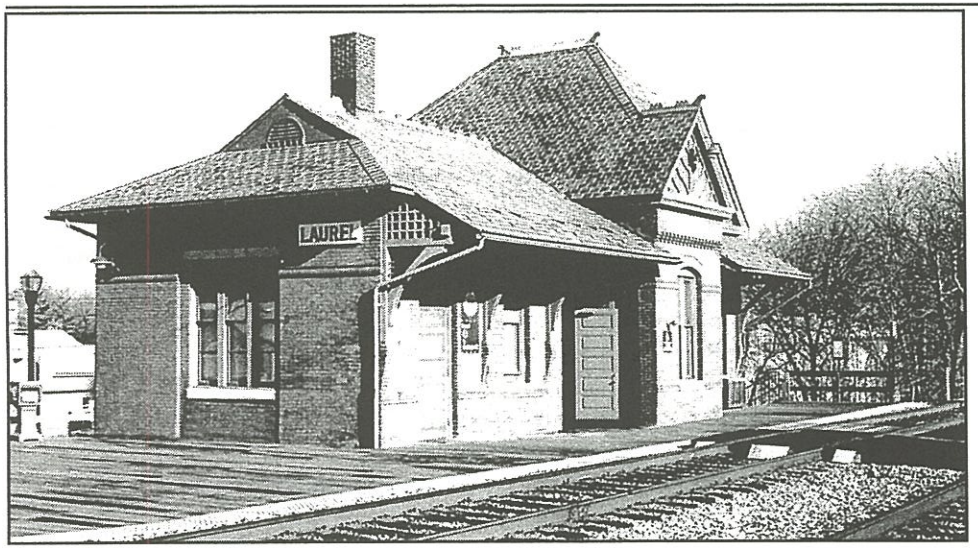
SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased $6.8 million based on actual bids and final design/build selection.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	40	17	23	0	0	0	0	0	23	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,000	0	18,000	14,000	2,000	0	0	0	34,000	0
Total	34,040	17	18,023	14,000	2,000	0	0	0	34,023	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

*Project partially funded from Certificates of Participation bonds.

0819



PROJECT: Laurel MARC Station Improvements

DESCRIPTION: Renovate the historic station building and construct an additional 270 parking spaces.

JUSTIFICATION: Additional spaces are needed for parking expansion to accommodate increasing ridership. This project supports community revitalization due to the station's proximity to the downtown area. Improvements made to the station will enhance the appearance of the area and free up parking in the business community where commuters are presently 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.

STATUS: Construction of a 60 space parking lot adjacent to the station and building renovations completed. Preliminary engineering for remaining parking spaces complete. Property acquisition along Main Street underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

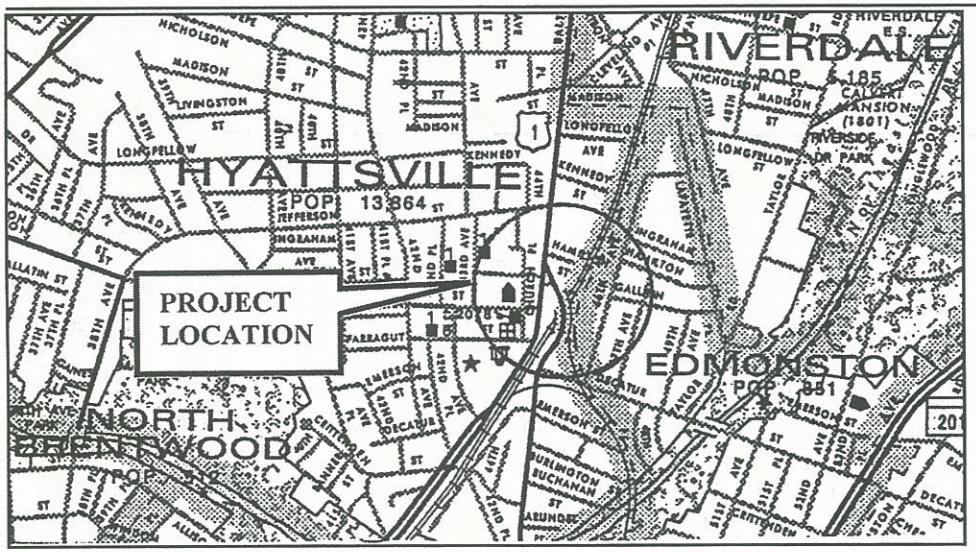
POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	194	194	0	0	0	0	0	0	0	0
Engineering	466	440	26	0	0	0	0	0	26	0
Right-of-way	2,506	2,121	385	0	0	0	0	0	385	0
Construction	3,188	894	80	1,214	1,000	0	0	0	2,294	0
Total	6,354	3,649	491	1,214	1,000	0	0	0	2,705	0
Federal-Aid	4,810	2,660	401	959	790	0	0	0	2,150	0

USAGE: In FY 2000, Laurel experienced 420 daily boardings. A 5% average annual growth is estimated.

OPERATING COST IMPACT: No additional cost to the MTA's operating budget.

0246, 0313, 0469



STATUS: Design on hold due to CSX concerns about impacts on freight railroad operations.

PROJECT: Hyattsville MARC Station - New Station Site

DESCRIPTION: Design and construct new MARC station in Hyattsville on the Camden Line.

JUSTIFICATION: New Station will improve access to the MARC Camden Line service from Hyattsville and Edmonston.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Design delayed to FY 2003 and construction delayed to FY 2004 due to CSX concerns.

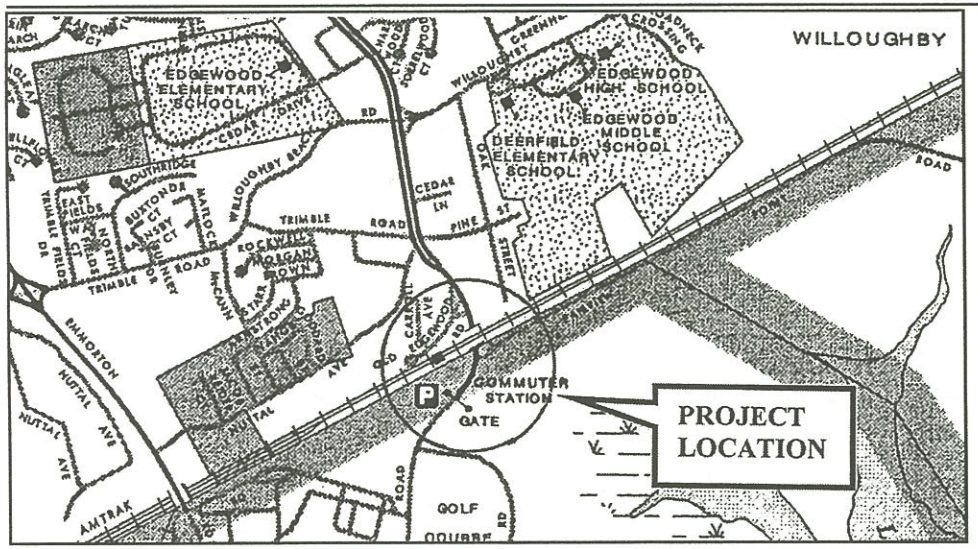
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	128	128	0	0	0	0	0	0	0	0
Engineering	165	6	0	0	159	0	0	0	159	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,792	0	0	0	0	1,125	667	0	1,792	0
Total	2,085	134	0	0	159	1,125	667	0	1,951	0
Federal-Aid	1,662	97	0	0	132	900	533	0	1,565	0

USAGE: By 2005, an additional 23,000 riders are estimated.

OPERATING COST IMPACT: Approximately $1,000 per year.

0604



PROJECT: MARC Edgewood Station Improvements

DESCRIPTION: Implement landscaping improvements at the Edgewood MARC Station in conjunction with SHA pedestrian improvements to MD 755.

JUSTIFICATION: As part of the ongoing improvements to the MARC Edgewood Station, the MTA has been working with a variety of elected officials, agencies and local business interests. The community groups, Edgewood Rt. 40 Task Force and Edgewood Community Planning Council are particularly interested in enhancements that will aid in revitalizing the Edgewood area and attracting visitors and business development to the Edgewood/Aberdeen area.

STATUS: Planning complete. Landscaping underway.

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 2000 - 05 CTP: Added to the Construction Program from the Development and Evaluation Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	74	71	3	0	0	0	0	0	3	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	378	378	0	0	0	0	0	0	0	0
Construction	300	0	41	259	0	0	0	0	300	0
Total	752	449	44	259	0	0	0	0	303	0
Federal-Aid	607	327	41	239	0	0	0	0	280	0

0683



PROJECT: Point of Rocks MARC Station Parking Expansion

DESCRIPTION: Construct expanded parking facilities 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 illegally in the adjacent community. Projections indicate the need for 400 spaces at this location.

STATUS: Project Planning underway. Final Engineering to begin during budget fiscal year.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
MARC Frederick Extension -- Line 1

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Minor Projects Program.

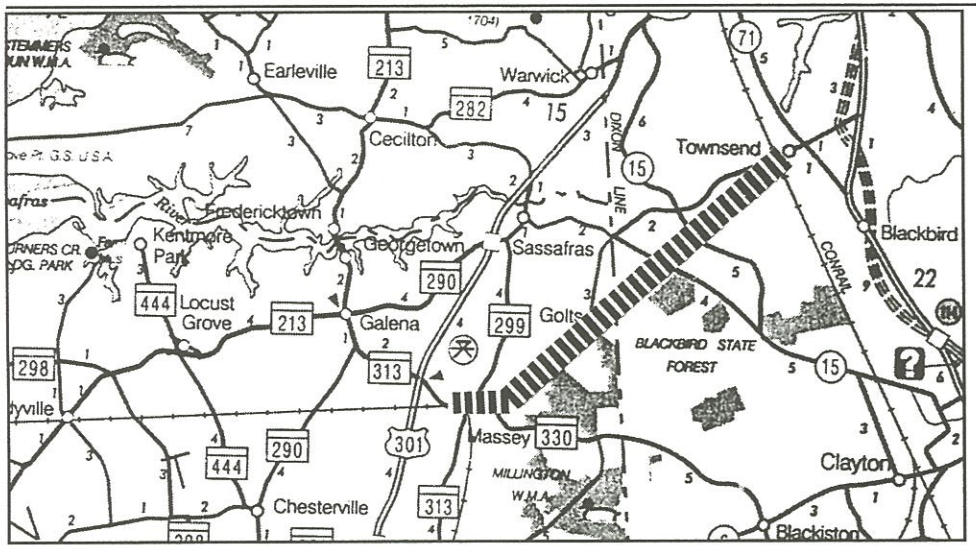
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	125	48	77	0	0	0	0	0	77	0
Engineering	280	0	0	280	0	0	0	0	280	0
Right-of-way	200	0	0	200	0	0	0	0	200	0
Construction	2,380	0	0	0	1,190	1,190	0	0	2,380	0
Total	2,985	48	77	480	1,190	1,190	0	0	2,937	0
Federal-Aid	2,388	0	100	384	952	952	0	0	2,388	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	MRC-FG	1,348
CO	2002	MRC-FG	1,000

0586



STATUS: Construction underway.

PROJECT: Maryland-Delaware Railroad Rehabilitation & Improvements

DESCRIPTION: Rerail the Maryland-Delaware railroad line from the Massey Yard in Kent County, Maryland to the Townsend Yard in Delaware.

JUSTIFICATION: This system preservation project assures that the line meets Federal Railroad Administration standards for safe operation. It is also an economic development project due to its importance to the economy of the upper Eastern Shore.

SMART GROWTH STATUS

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

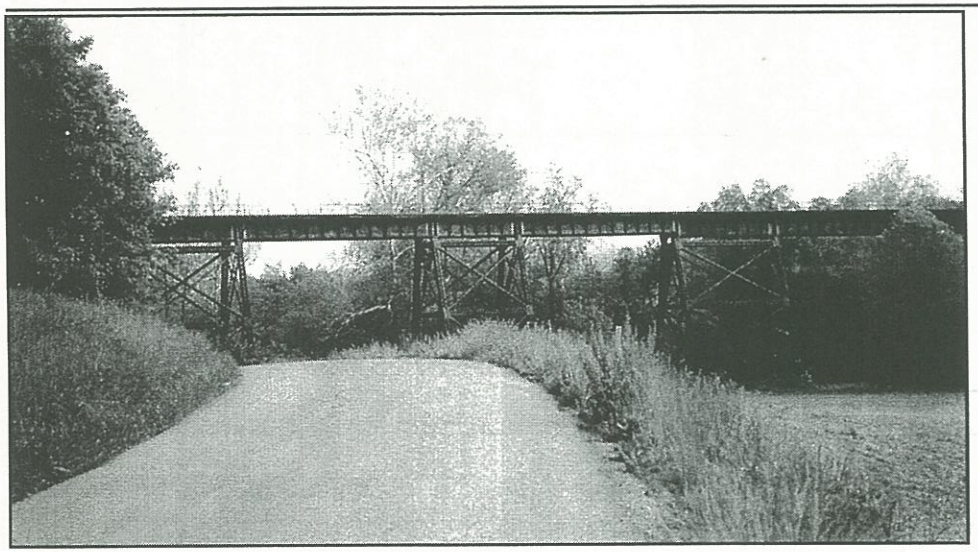
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost decreased $1.1 million based on previously completed track rehabilitation project.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	20	10	10	0	0	0	0	0	10	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,750	1,550	200	0	0	0	0	0	200	0
Total	1,770	1,560	210	0	0	0	0	0	210	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0015, 0700, 0874



PROJECT: Freight Bridge Rehabilitation - Statewide

DESCRIPTION: Funding source for the rehabilitation of freight bridges throughout the State for FY 01 through FY 04. The bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific axle load requirements and economic need and necessity.

JUSTIFICATION: A structural inspection of freight bridges throughout the State indicates a need for rehabilitation to maintain safe and efficient operations. These freight operations are essential to the economic conditions of the areas they serve.

STATUS: Ongoing evaluation of bridges in conformance with State of Maryland Rail Policy. Construction on 23 bridges to begin current fiscal year.

SMART GROWTH STATUS

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

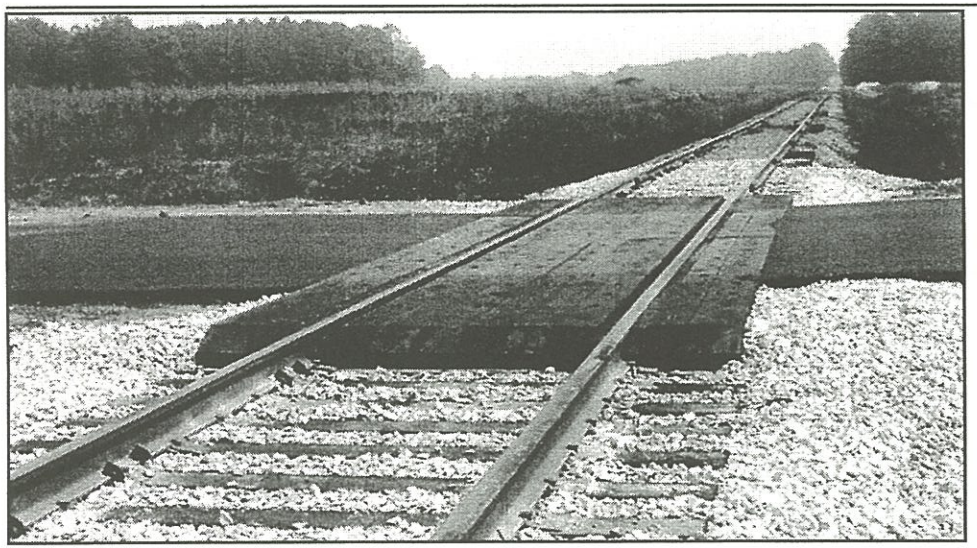
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased $1.7 million based on most recent recommendations from ongoing inspections.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	300	3	150	0	147	0	0	0	297	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,605	251	324	1,182	1,515	333	0	0	3,354	0
Total	3,905	254	474	1,182	1,662	333	0	0	3,651	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0213



PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State. Funding is provided for FY 2001 through FY 2006 for crossings to be identified on a priority basis.

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

STATUS: FY 2001 work includes 2 crossings on the Maryland Midland Railroad and 5 crossings on the Maryland-Delaware Railroad. Construction underway by SHA.

SMART GROWTH STATUS

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

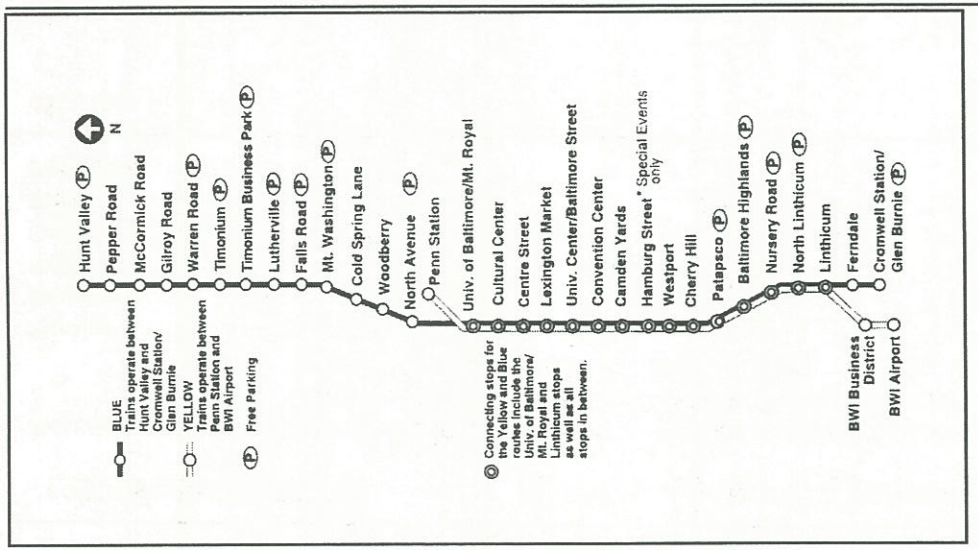
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Payment is made through the State Highway Administration.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4	4	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,774	586	0	0	547	547	547	547	2,188	0
Total	2,778	590	0	0	547	547	547	547	2,188	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0212, 0680



PROJECT: Baltimore Central Light Rail Line

DESCRIPTION: This is a 29.5 mile light rail line in the central corridor of the Baltimore Metropolitan area. The system operates between Hunt Valley and Dorsey Road through downtown Baltimore, with service to BWI Airport and Penn Station.

JUSTIFICATION: This project is part of a balanced transportation program for the Baltimore Region. It provides access to established and expanding employment, residential and commercial areas. In addition, it offers convenient transfer to Baltimore Metro Stations and satisfies reverse commuter needs.

STATUS: Completing tasks associated with the close-out of the project.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:

Light Rail Double Tracking -- Line 19
Light Rail Cab Code Signaling -- Line 20
Light Rail Cromwell Maintenance and Layover Facility - Phase II -- Line 21

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,352	3,352	0	0	0	0	0	0	0	0
Engineering	61,067	61,002	65	0	0	0	0	0	65	0
Right-of-way	42,285	42,198	87	0	0	0	0	0	87	0
Construction	369,405	364,613	3,429	1,363	0	0	0	0	4,792	0
Total	476,109	471,165	3,581	1,363	0	0	0	0	4,944	0
Federal-Aid	84,898	79,087	3,308	2,503	0	0	0	0	5,811	0

USAGE: In FY 2000, Light Rail experienced 29,000 daily boardings.

OPERATING COST IMPACT: Approximately $8.0 million per year.

Baltimore City, Anne Arundel and Baltimore Counties contributions ($15.0 million each) are included in MDOT totals and budget.
0004, 0097



PROJECT: Cold Spring Light Rail Station Park and Ride

DESCRIPTION: Construct a new 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.

STATUS: Preliminary Engineering and Environmental Documentation near completion. Currently addressing community input.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Development and Evaluation Program. Cost increased $7.0 million.

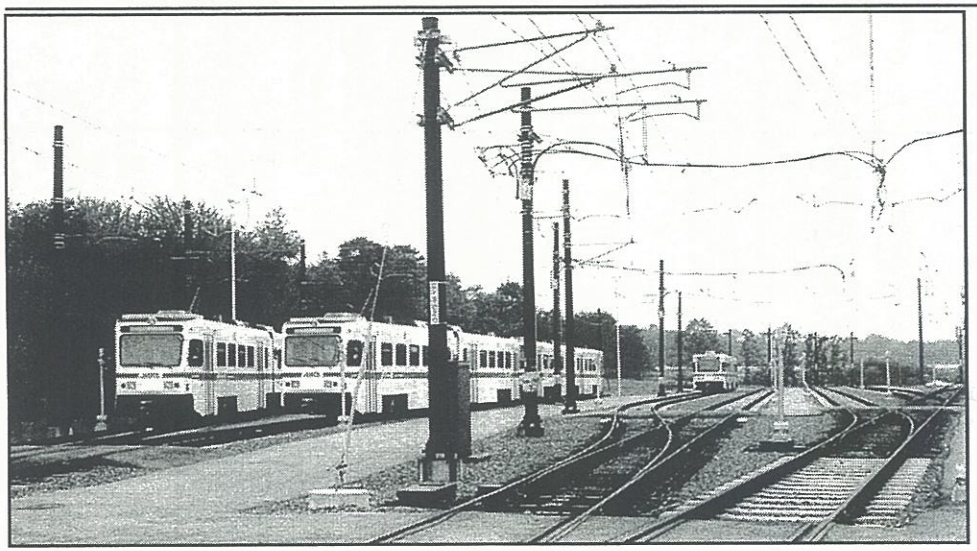
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	402	393	9	0	0	0	0	0	9	0
Engineering	278	23	0	55	200	0	0	0	255	0
Right-of-way	1,000	15	1	0	984	0	0	0	985	0
Construction	7,000	0	0	0	4,000	3,000	0	0	7,000	0
Total	8,680	431	10	55	5,184	3,000	0	0	8,249	0
Federal-Aid	6,944	139	0	46	4,282	2,477	0	0	6,805	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	3,091
CO	2003	S9-MTA	2,515

0707



PROJECT: Light Rail: Cromwell Storage and Service Facility

DESCRIPTION: Construct storage and service facilities at the Cromwell Light Rail Station.

JUSTIFICATION: The availability of a southern storage and service facility will improve operating efficiency by reducing the amount of dead-head miles traveled each day for regular service on the southern portion of the line. Trains will no longer be required to begin or end their daily trips or travel for minor maintenance problems to the North Avenue Facility. The facility will position trains for optimum service flexibility and operation.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Baltimore Central Light Rail Line -- Line 16
Light Rail Double Track -- 19

STATUS: Project Complete.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

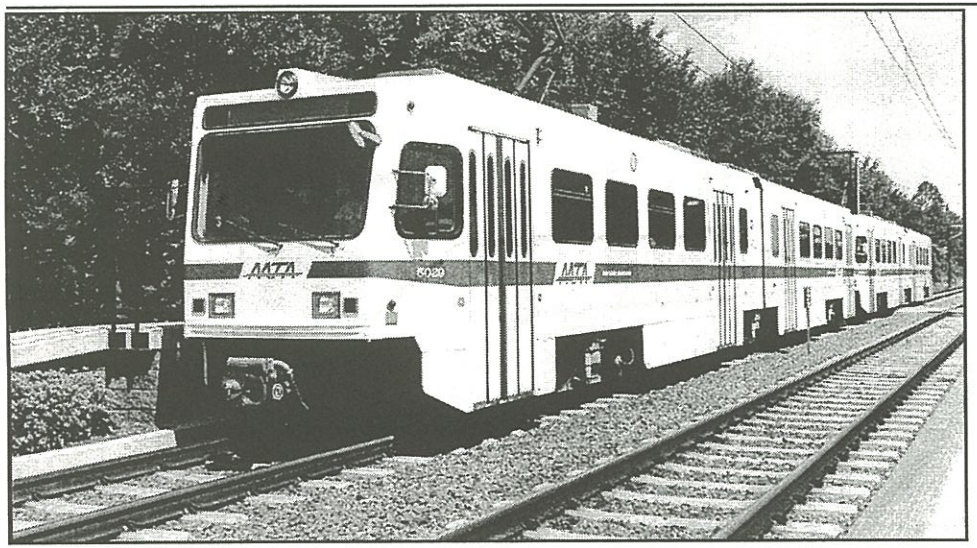
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,121	2,089	32	0	0	0	0	0	32	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,524	10,474	50	0	0	0	0	0	50	0
Total	12,645	12,563	82	0	0	0	0	0	82	0
Federal-Aid	9,632	9,632	0	0	0	0	0	0	0	0

USAGE: The facility will accommodate Light Rail vehicles operating on the southern portion of the system.

OPERATING COST IMPACT: Approximately $156,000 in cost savings per year.

0516



PROJECT: Light Rail Double Track

DESCRIPTION: Project will add a second track to the existing single track sections between Warren Road Station and Cromwell Station. Approximately 9.4 miles will be upgraded to two tracks. Add new boarding platforms for the second track at Mt. Washington, Baltimore Highlands, Linthicum and Cromwell stations.

JUSTIFICATION: Installation of double track on eight sections will enhance operations flexibility for improved service by eliminating train meets and delays at single track sections. The double track will also assist in reducing headways and allow the opportunity to perform maintenance during revenue hours. The result of the double tracking will be improved service and increased ridership.

STATUS: Preliminary engineering and environmental studies underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:

Baltimore Central Light Rail Line -- Line 16
Light Rail Cab Code Signaling -- Line 20
Light Rail: Cromwell Maintenance & Layover Facility - Phase II - Line 21
Light Rail Control -- Line 22

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,500	5,000	990	1,510	0	0	0	0	2,500	0
Engineering	7,500	2,418	1,566	2,380	1,136	0	0	0	5,082	0
Right-of-way	1,400	0	0	400	1,000	0	0	0	1,400	0
Construction	137,290	3	50	16,670	28,157	30,000	30,700	31,710	137,287	0
Total	153,690	7,421	2,606	20,960	30,293	30,000	30,700	31,710	146,269	0
Federal-Aid	122,952	4,923	2,466	17,350	24,278	24,002	24,563	25,370	118,029	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S3-NS-LR	2,978
CO	2002	S3-NS-LR	30,000
CO	2003	S3-NS-LR	40,000
CO	2004	S3-NS-LR	41,369

0492



PROJECT: Light Rail Cab Code Signaling for Phase II Extensions

DESCRIPTION: Install a cab code signal system in the Central Light Rail Line's Phase II Extensions.

JUSTIFICATION: The Light Rail Double Track project includes replacement of the signal system from a two block system to a cab code operation. This project extends the cab code system to Hunt Valley, Penn Station and BWI Airport. Overall system safety is dependent on the signal system. Having a single system for the entire line will provide consistency and increased safety.

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

SMART GROWTH STATUS

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

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

ASSOCIATED IMPROVEMENTS:

Baltimore Central Light Rail Line -- Line 16
Light Rail Double Tracking -- Line 19
Light Rail Cromwell Maintenance Facility -- Line 21
Light Rail Control -- Line 22

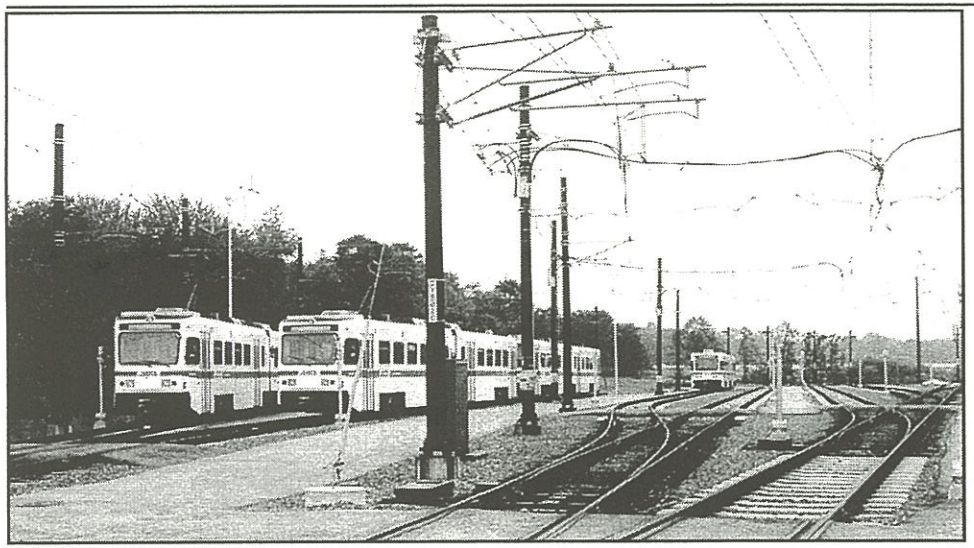
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	225	0	145	80	0	0	0	0	225	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,875	0	0	1,119	1,469	1,469	3,469	2,349	9,875	0
Total	10,100	0	145	1,199	1,469	1,469	3,469	2,349	10,100	0
Federal-Aid	8,080	0	116	959	1,175	1,175	2,775	1,880	8,080	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	567
CO	2002	S9-MTA	2,013
CO	2003	S9-MTA	2,500
CO	2004	S9-MTA	1,500
CO	2005	S9-MTA	1,500

0863



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: With the completion of the Light Rail Double Track Project, the number of miles traveled by Light Rail Vehicles is projected to increase from an average of 40,000 miles per year to 60,000 miles per year. This increase in use, coupled with scheduled five and ten-year major overhauls, exceeds the capacity of the North Avenue Light Rail Facility. An additional facility is needed to ensure adequate maintenance for safe and reliable service.

STATUS: Construction underway.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:

Baltimore Central Light Rail Line -- Line 16
Light Rail Double Tracking -- Line 19
Light Rail Cab Code Signaling -- Line 20

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	65	63	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,962	0	6,962	7,000	9,000	7,000	0	0	29,962	0
Total	30,027	63	6,964	7,000	9,000	7,000	0	0	29,964	0
Federal-Aid	24,020	3	5,588	5,609	7,211	5,609	0	0	24,017	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	4,972
CO	2002	S9-MTA	7,180
CO	2003	S9-MTA	7,000
CO	2004	S9-MTA	3,939

0594



PROJECT: Light Rail Control

DESCRIPTION: Purchase and install computerized communications, train control and locator system at North Avenue Light Rail Facility.

JUSTIFICATION: This facility will improve overall vehicle control and provide optimum safe operation of trains. In addition, the computerized system will provide the ability to manage trains on a consistent schedule and level of service during extreme weather, high volume and special events. The system will also monitor grade crossings.

STATUS: Final system checking underway.

SMART GROWTH STATUS

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

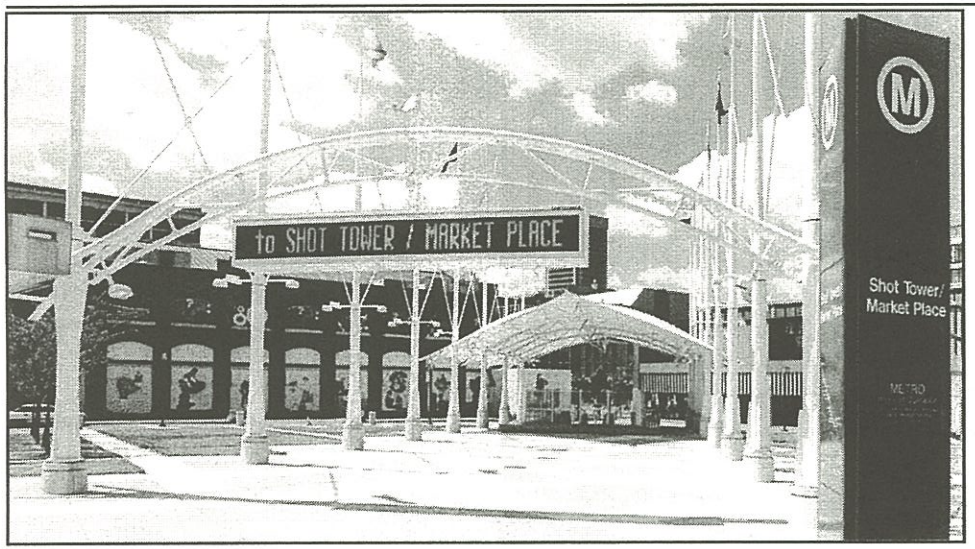
ASSOCIATED IMPROVEMENTS:
Light Rail Double Track -- Line 19
Light Rail Cab Control Signaling -- Line 20

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	848	848	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,107	6,338	550	440	779	0	0	0	1,769	0
Total	8,955	7,186	550	440	779	0	0	0	1,769	0
Federal-Aid	6,000	5,467	166	133	234	0	0	0	533	0

0061



PROJECT: Baltimore METRO -- Section C (Northeast Extension)

DESCRIPTION: Design and construction of a 1.5 mile extension of Metro from Charles Center to Johns Hopkins Hospital with one intermediate station at the Shot Tower.

JUSTIFICATION: This project enhances access to Northeast Baltimore and increases the effectiveness of Metro by connecting to a major employment center at Johns Hopkins Hospital. Air quality and transit system management goals are supported by this project.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Revenue service began May 1995. Completing tasks associated with the close-out of the project including crossover track at Johns Hopkins Hospital. Due in part to receipt of insurance credit, this project will be completed under budget. Remaining Federal funds will be deobligated.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost decreased $4.5 million based on estimate of remaining work, as well as receipt of insurance credit resulting from prior favorable claims experience during construction.

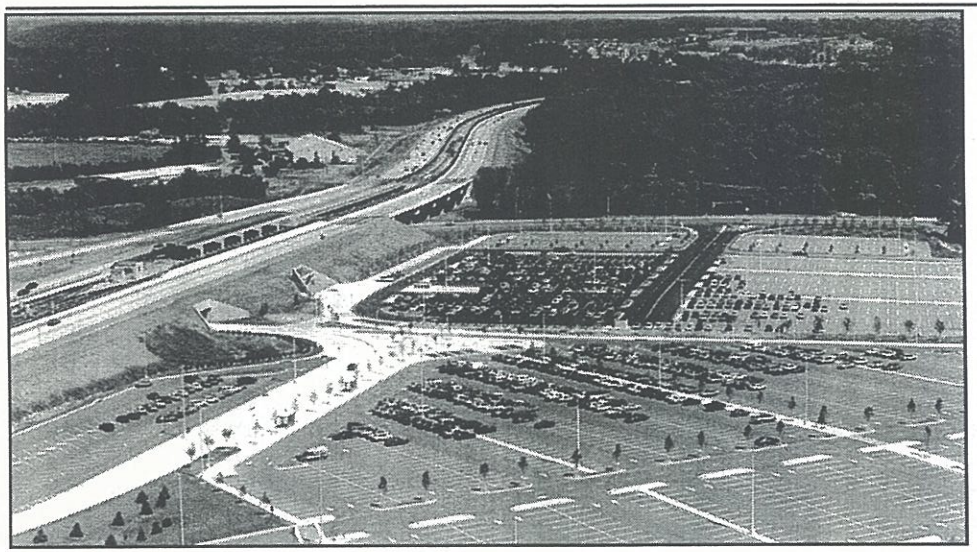
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	36,714	36,714	0	0	0	0	0	0	0	0
Right-of-way	1,331	1,331	0	0	0	0	0	0	0	0
Construction	294,560	295,034	-1,174	700	0	0	0	0	-474	0
Total	332,605	333,079	-1,174	700	0	0	0	0	-474	0
Federal-Aid	281,013	281,416	-1,309	906	0	0	0	0	-403	0

USAGE: By 2001, an additional 695,000 riders are estimated.

OPERATING COST IMPACT: Approximately $2.2 million per year.

0003



PROJECT: Metro Owings Mills Joint Development

DESCRIPTION: Master plan and site infrastructure for joint development of 37 acre parking lot at Owings Mills Metro station. Site infrastructure includes a share of a replacement parking structure.

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

STATUS: Agreement with developer under preparation.

SMART GROWTH STATUS

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

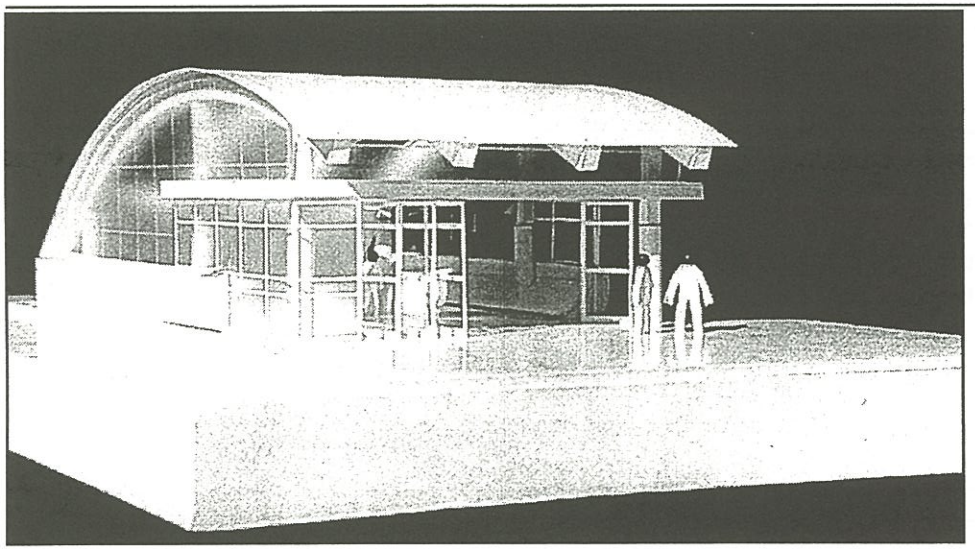
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Development and Evaluation Program. Cost increased $13.0 million based on addition of Engineering and Construction phases.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	191	191	0	0	0	0	0	0	0	0
Engineering	700	0	700	0	0	0	0	0	700	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,609	0	0	2,609	5,000	5,000	0	0	12,609	0
Total	13,500	191	700	2,609	5,000	5,000	0	0	13,309	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0057



STATUS: New canopies installed at Upton and Penn North. Charles Center under construction. Design underway for additional stations.

PROJECT: Metro Escalator Rehabilitation

DESCRIPTION: The escalators (81) in the Metro system will be rehabilitated and upgraded. To better protect the escalators from exposure to the weather, existing station entrance canopies will be modified or new canopies will be installed. Additional enhancements will include snowmelt equipment and a remote monitoring system.

JUSTIFICATION: The escalators are a vital access point to the Metro system above and below ground. Various components have deteriorated due to age and weather requiring rehabilitation for continued reliable and safe service.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Agencywide Elevator Rehabilitation -- Line 26

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,282	1,034	221	27	0	0	0	0	248	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,550	3,744	4,162	2,242	5,344	15,385	10,673	12,000	49,806	0
Total	54,832	4,778	4,383	2,269	5,344	15,385	10,673	12,000	50,054	0
Federal-Aid	41,351	981	3,679	1,849	4,307	12,327	8,550	9,658	40,370	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S3-FG	3,186
CO	2002	S3-FG	1,256
CO	2003	S3-FG	8,955
CO	2004	S3-FG	9,220
CO	2005	S3-FG	8,299

0121, 0124



PROJECT: Agencywide Elevator Rehabilitation

DESCRIPTION: This project will upgrade 33 elevators throughout MTA's facilities to meet current operating, safety and ADA standards. This rehabilitation will bring the units into compliance with various safety codes, improve the appearance of the equipment, stop water infiltration, and restore or upgrade machinery and controls.

JUSTIFICATION: Deterioration of these elevators has impacted reliability and patron service. The elevators are experiencing declining reliability and exhibit signs of wear and tear, corrosion, and water damage. In addition, certain items must be brought up to ADA compliance.

STATUS: Final Engineering underway. Construction to begin during current 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:
Metro Escalator Rehabilitation -- Line 25

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	250	182	24	44	0	0	0	0	68	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	500	1,500	2,000	2,000	2,000	0	8,000	0
Total	8,250	182	524	1,544	2,000	2,000	2,000	0	8,068	0
Federal-Aid	6,600	132	424	1,244	1,600	1,600	1,600	0	6,468	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S3-FG	2,800
CO	2003	S3-FG	2,000
CO	2004	S3-FG	1,600

0458



PROJECT: Metro Railcar Mid-Life Overhaul

DESCRIPTION: Structural and systems overhaul of 100 Metro railcars. Scope of work includes floors, trucks, wheels and axles, brakes, couplers, HVAC, communications and interiors.

JUSTIFICATION: The Metro railcars are over 17 years old. An independent study recommended the mid-life overhaul of several major railcar systems and components to enable the railcars to reach their useful life of at least 30 years. Numerous components are seriously deteriorated and some of the technology is outdated.

STATUS: Overhaul underway.

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	111	105	6	0	0	0	0	0	6	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	95,814	1,460	5,226	5,915	26,335	28,303	28,575	0	94,354	0
Total	95,925	1,565	5,232	5,915	26,335	28,303	28,575	0	94,360	0
Federal-Aid	76,740	1,235	4,190	4,733	21,072	22,647	22,863	0	75,505	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	1,600
CO	2002	S9-MTA	10,694
CO	2003	S9-MTA	17,480
CO	2004	S9-MTA	15,500
CO	2005	S9-MTA	15,405
CO	2005	S3-FG	6,169

0491



PROJECT: Bus Procurement

DESCRIPTION: Purchase standard 40-foot buses to be used in an annual replacement program of buses in service 12 or more years. Purchase additional buses for new routes and existing service extensions.

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, combined with rebuilding of selected buses when appropriate, will serve to stabilize fleet age at acceptable levels. Accelerating the bus replacement program will reduce the average age of the bus fleet to six and one-half years by 2007.

STATUS: This is an ongoing program for bus procurement. Construction underway.

SMART GROWTH STATUS

- [X] 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 29
Bus Fare Collection Equipment -- Line 32
Statewide Smart Card Implementation -- Line 34

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased $72.0 million based on increase to the size of the annual bus purchase to accommodate new service, alleviate overcrowding, and reduce the overall age of the fleet.

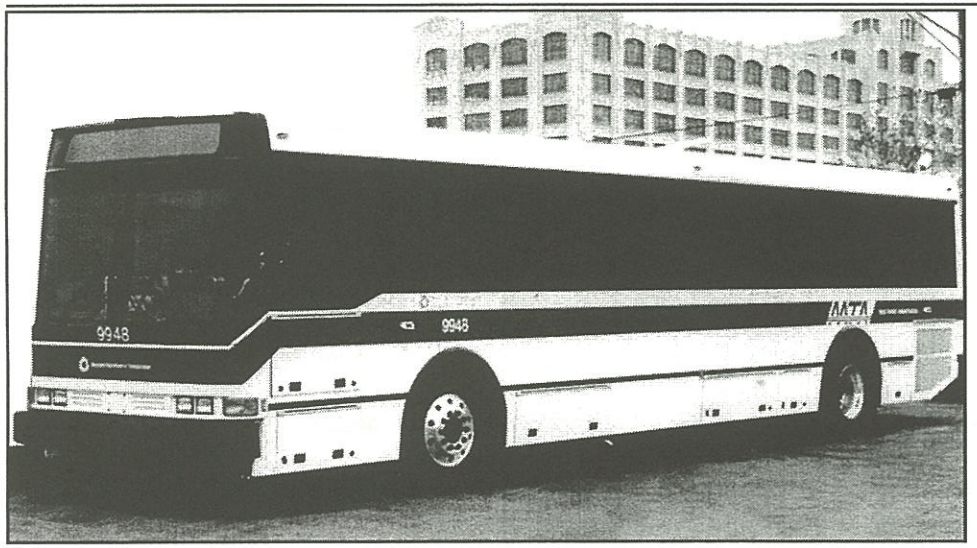
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	148	132	16	0	0	0	0	0	16	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	271,880	39,790	25,816	15,146	40,843	42,105	49,556	58,624	232,090	0
Total	272,028	39,922	25,832	15,146	40,843	42,105	49,556	58,624	232,106	0
Federal-Aid	186,924	31,752	15,687	13,430	32,236	25,758	30,843	37,218	155,172	0

The above cost increase includes $39.9 million from the Governor's Transit Initiatives.
0299, 0464, 0465, 0506, 0507, 0508, 0509, 0518, 0714, 0825

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S3-BUS	6,500
CO	2001	CMAQ	10,332
CO	2002	S9-MTA	904
CO	2002	S3-BUS	6,500
CO	2002	CMAQ	9,522
CO	2003	S9-MTA	3,020
CO	2003	S3-BUS	6,500
CO	2003	CMAQ	10,665
CO	2004	S9-MTA	5,451
CO	2004	S3-BUS	6,500
CO	2004	CMAQ	2,683
CO	2005	S9-MTA	15,170
CO	2005	S3-BUS	6,500
CO	2006	S9-MTA	29,772



PROJECT: Transit Vehicle Automated Stop Announcement

DESCRIPTION: Retrofit 250 buses with equipment to automatically announce stops using global positioning technology. In addition, an interior LED sign is provided to aid the hearing impaired.

JUSTIFICATION: Automated stop announcements will improve information available to bus riders who may be unfamiliar with the route or are sight impaired. New buses are purchased with this technology already installed.

STATUS: Engineering underway. Implementation to begin 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

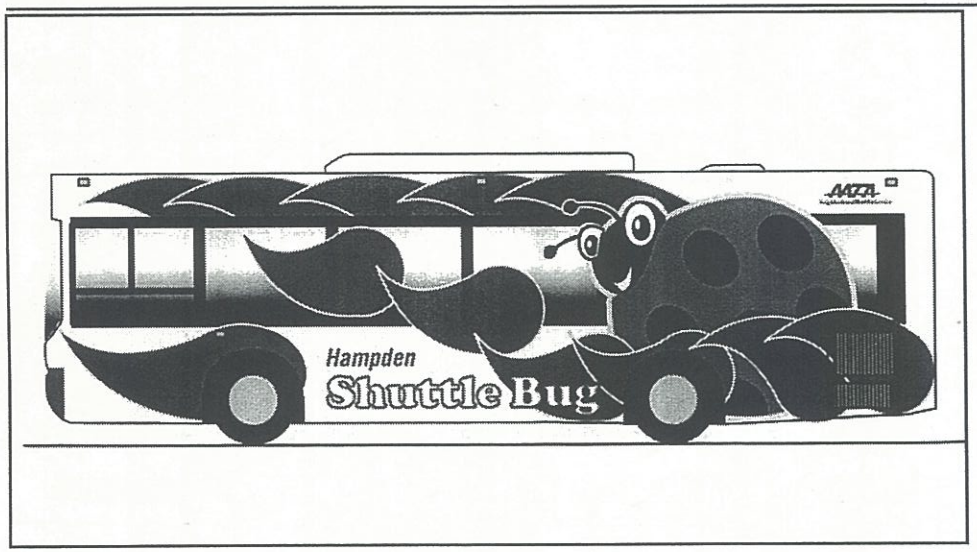
ASSOCIATED IMPROVEMENTS:
Bus Procurement -- Line 28
Smart Bus Retrofit -- Line 37

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	0	0	500	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,500	0	0	500	2,000	2,000	0	0	4,500	0
Total	5,000	0	0	1,000	2,000	2,000	0	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FY 2002 through FY 2004 is included in the Governor's Transit Initiatives.
0886



PROJECT: Small Bus Procurement for Neighborhood Shuttle Services

DESCRIPTION: Procure small 30-foot buses for operation of neighborhood shuttle services. These neighborhood shuttle services include (Foxridge to White Marsh; Hawthorne to White Marsh; Owings Mills to Randallstown; Towson; Mondawmin to Coppin State; Highlandtown and Digital Harbor Shuttle).

JUSTIFICATION: Small buses will enhance neighborhood-oriented services by offering a distinct appearance from standard MTA buses.

STATUS: Vehicle acquisition underway.

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 2000 - 05 CTP: Added to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	3,000	4,000	1,000	0	0	8,000	0
Total	8,000	0	0	3,000	4,000	1,000	0	0	8,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FY 2002 through FY 2004 is included in the Governor's Transit Initiatives.
0883



STATUS: Bus acquisition underway.

PROJECT: Mobility Bus Procurement

DESCRIPTION: Annual replacement program to maintain Mobility Program vehicle fleet.

JUSTIFICATION: The smaller Mobility buses are the mainstay of the MTA's paratransit service. An increase to the normal acquisition of six vehicles per year will provide more capacity and flexibility in meeting peak demand, improving reliability and on time performance.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Minor Projects Program. Cost increased $2.1 million based on addition of 38 new vehicles.

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

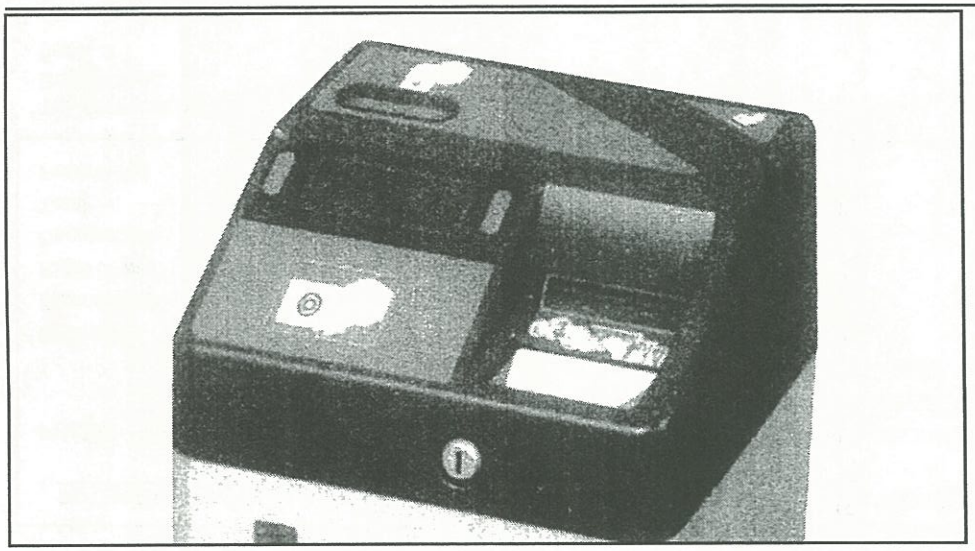
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,466	923	233	1,303	1,303	233	233	238	3,543	0
Total	4,466	923	233	1,303	1,303	233	233	238	3,543	0
Federal-Aid	1,861	569	85	475	475	85	85	87	1,292	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	102
CO	2002	S9-MTA	212
CO	2004	S9-MTA	410

The $2.1 million cost increase to this project is included in the Governor's Transit Initiatives; $1.1 million of this increase is in the Budget Year.

0541



PROJECT: Bus Fare Collection Equipment

DESCRIPTION: Design, purchase and install bus fareboxes including capability to read electronic Smart Cards. Also replace cashbox receivers that open the cashboxes and discharge the contents, mobile safes that accept the contents from the receivers, and vaults to be placed at specified locations for housing the mobile safes.

JUSTIFICATION: New fare collection equipment with Smart Card technology will provide seamless transportation among the transit providers in the Baltimore and Washington regions. The new fareboxes will be a recent design with locally available parts as well as being stronger and better able to withstand damage from normal operation. Sensors on the cashboxes will record pertinent revenue collection information. This information will improve revenue collection and the audit trail from point of deposit on the bus to the revenue collection room.

STATUS: Bus farebox replacement to begin during current fiscal year.

SMART GROWTH STATUS

- [X] 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 28

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2	2	0	0	0	0	0	0	0	0
Engineering	467	445	22	0	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,198	2,503	742	1,826	3,187	3,940	4,000	0	13,695	0
Total	16,667	2,950	764	1,826	3,187	3,940	4,000	0	13,717	0
Federal-Aid	13,334	2,279	660	1,465	2,558	3,162	3,210	0	11,055	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MTA	1,566
CO	2004	S9-MTA	1,000

0287, 0288



STATUS: Contract awarded. Construction to begin during current fiscal year.

PROJECT: Mobility Smart Card Implementation

DESCRIPTION: Implement Smart Card usage for Mobility paratransit services. The Smart Card will be used to monitor the performance of MTA provided service and contractor provided service.

JUSTIFICATION: In order to enhance the service provided to Mobility customers, Automatic Vehicle Location and geographic Global Positioning System will be utilized with Smart Card technology to improve customer service.

SMART GROWTH STATUS

- [X] Project 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 2000 - 05 CTP: None.

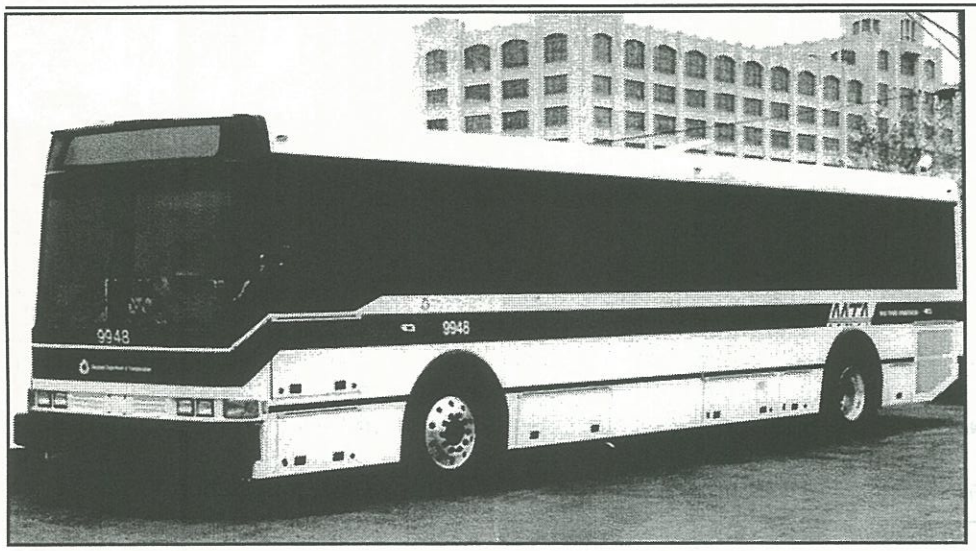
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	33	33	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,392	95	746	1,070	481	0	0	0	2,297	0
Total	2,425	128	746	1,070	481	0	0	0	2,297	0
Federal-Aid	1,923	16	615	892	400	0	0	0	1,907	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	960
CO	2002	S9-MTA	203

0007



PROJECT: Statewide Smart Card Implementation

DESCRIPTION: Implementation of Smart Card technology for Baltimore Metro, Light Rail, MARC, Commuter Bus and Locally Operated Transit Systems. Includes establishment of financial clearinghouse to process transactions.

JUSTIFICATION: Implementation of Smart Card technology will provide uniform fare payment for all transit modes and operators across the State. Service integration is a goal of "Getting There: The Maryland Comprehensive Transit Plan."

STATUS: Specifications under development.

SMART GROWTH STATUS

- [X] 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 28
Fare Collection Equipment -- Line 32

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,800	0	0	0	10,400	20,800	19,600	0	50,800	0
Total	50,800	0	0	0	10,400	20,800	19,600	0	50,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

This project is included in the Governor's Transit Initiatives.
0884



STATUS: Building renovation complete. Final testing of HVAC equipment underway.

PROJECT: Space Reallocation and Renovation of Washington Boulevard Bus Facility

DESCRIPTION: Renovations will include the asbestos abatement and reconstruction of Building #1, and the office space in #3 in the Washington Boulevard facility, and the replacement of the water pipes, rain leaders, sprinklers and drain pipes.

JUSTIFICATION: Building renovations will improve the overall habitability of the facility. The water system is old and outdated, making it difficult to replace parts for maintenance of the system. The improved facility will enable consolidation of personnel from other locations.

SMART GROWTH STATUS

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

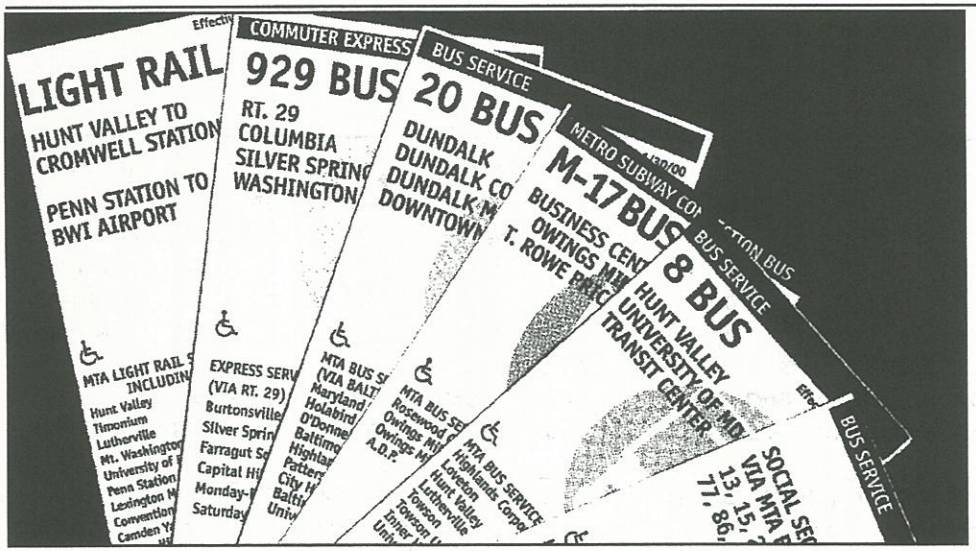
ASSOCIATED IMPROVEMENTS:
Upgrade Transit Information Center -- Line 36

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	469	469	0	0	0	0	0	0	0	0
Right-of-way	1	1	0	0	0	0	0	0	0	0
Construction	7,450	7,386	64	0	0	0	0	0	64	0
Total	7,920	7,856	64	0	0	0	0	0	64	0
Federal-Aid	5,454	5,201	253	0	0	0	0	0	253	0

0049



PROJECT: Upgrade Transit Information Center

DESCRIPTION: Completely automate the access to transit information for customer service requests for all MTA services in two phases: (1) upgrading incoming telephone capabilities; doubling the current Interactive Voice System capacity; incorporating MARC and Mobility information; installing diagnostic and customer information management capabilities; improving and enhancing the Automatic Call Distribution System including remote access; (2) computerizing the Information Center; integrating AVL into the information center with external systems for real-time travel information; providing kiosks with scheduling information at selected locations.

JUSTIFICATION: These improvements will increase the ability of Customer Information staff to receive more phone calls and to improve the speed and efficiency of providing transit schedule and route information.

STATUS: Database scheduling underway. Information kiosks to be installed upon completion.

SMART GROWTH STATUS

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

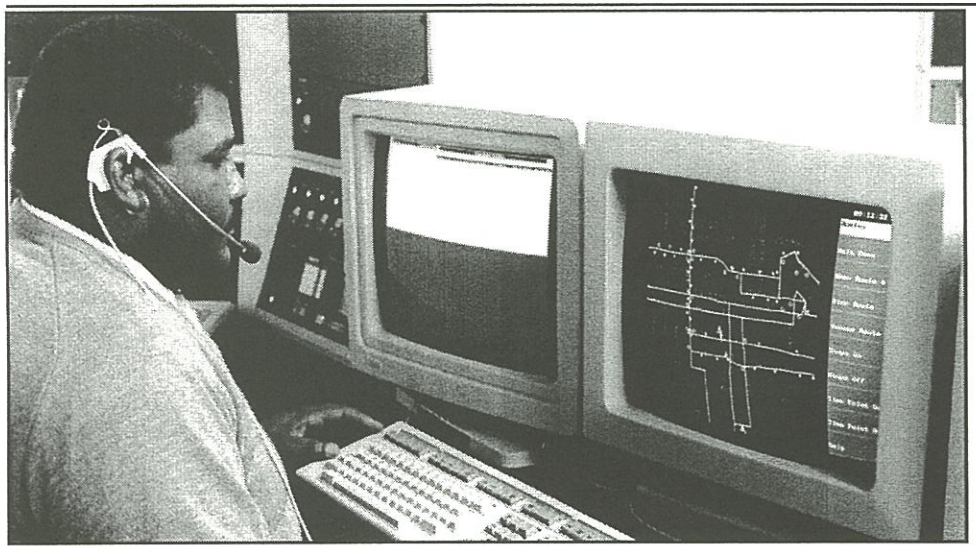
ASSOCIATED IMPROVEMENTS:
Space Reallocation and Renovation of Washington Boulevard -- Line 35

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	166	165	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,534	3,302	39	193	0	0	0	0	232	0
Total	3,700	3,467	40	193	0	0	0	0	233	0
Federal-Aid	2,691	2,597	44	50	0	0	0	0	94	0

0264, 0511



STATUS: Preliminary engineering underway. Construction to begin during budget fiscal year.

PROJECT: Smart Bus Retrofit

DESCRIPTION: Installation of Automatic Vehicle Locator (AVL) equipment on 375 buses. In addition, five AVL/Computer Aided Dispatch Workstations are to be provided and automatic passenger counters are to be installed on 75 AVL equipped buses.

JUSTIFICATION: The AVL program is designed to maximize MTA fleet resources, provide real time scheduling information to passengers, improve on-time performance and service reliability, and increase driver and passenger safety throughout the transit system. Benefits of the AVL program include better customer service and higher rider confidence, while at the same time decreasing operational expenses through more efficient usage of vehicles in the operating fleet for the same level of service provided.

SMART GROWTH STATUS

- [X] 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 29

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction delayed one year to FY 2002 based on software development and systems engineering.

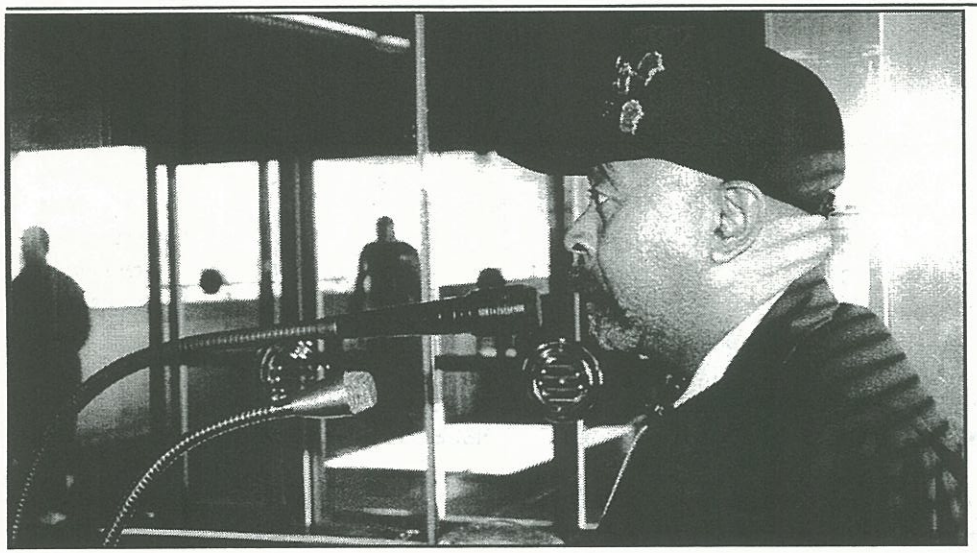
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	50	0	50	0	0	0	0	0	50	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,950	0	0	250	2,000	2,000	3,700	0	7,950	0
Total	8,000	0	50	250	2,000	2,000	3,700	0	8,000	0
Federal-Aid	6,800	0	43	212	1,700	1,700	3,145	0	6,800	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	2,259
CO	2002	S9-MTA	1,923
CO	2003	S9-MTA	1,740
CO	2004	S9-MTA	838

0813



PROJECT: Radio Communication Trunking

DESCRIPTION: This project includes the replacement of mobile and portable radios. Replace and upgrade mobile and portable radio equipment, complete the conversion of the communication system from a conventional to a trunked system and add three frequencies to the radio system.

JUSTIFICATION: To improve radio communications by providing sufficient coverage capacity for the MTA. A trunked system enables many more conversations than a conventional system over the same number of channels.

STATUS: Enhancements to the trunked radio communications system have been purchased and installed. Engineering underway for Metro tunnel communication system replacement.

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: Cost increased $6.8 million based on addition of tunnel Radiax antenna system.

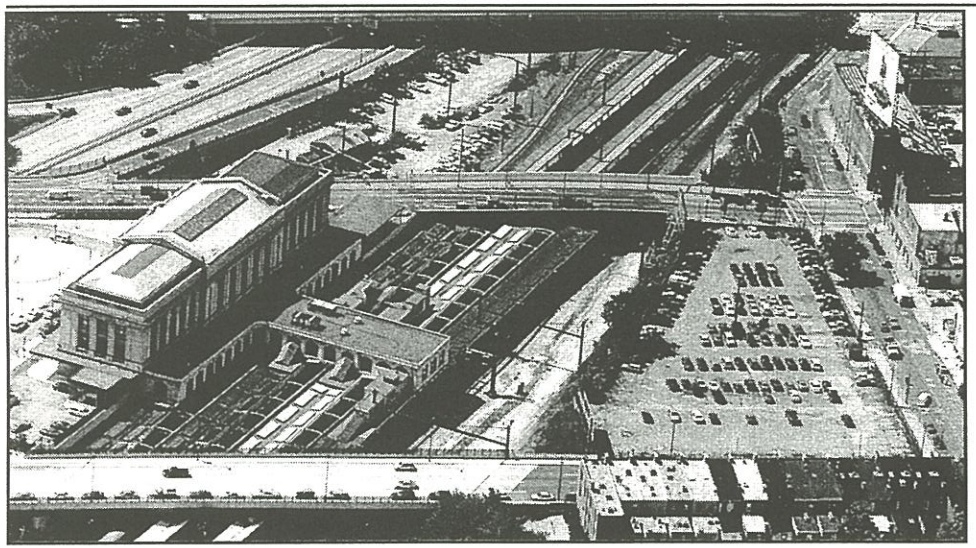
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	358	247	70	41	0	0	0	0	111	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,210	2,686	200	210	4,057	4,057	0	0	8,524	0
Total	11,568	2,933	270	251	4,057	4,057	0	0	8,635	0
Federal-Aid	9,254	2,515	152	146	3,190	3,251	0	0	6,739	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	1,013
CO	2002	S9-MTA	1,000
CO	2003	S9-MTA	1,000
CO	2004	S9-MTA	2,450

0717



PROJECT: Greyhound Terminal at Penn Station

DESCRIPTION: Construct new intercity bus terminal adjacent to Penn Station. Project to include parking structure to be financed by Baltimore City.

JUSTIFICATION: Existing bus terminal in downtown Baltimore is being displaced due to redevelopment of surrounding area. New terminal will provide convenient access to Amtrak, MARC and Light Rail at Penn Station.

STATUS: Design underway. Construction to begin during current 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

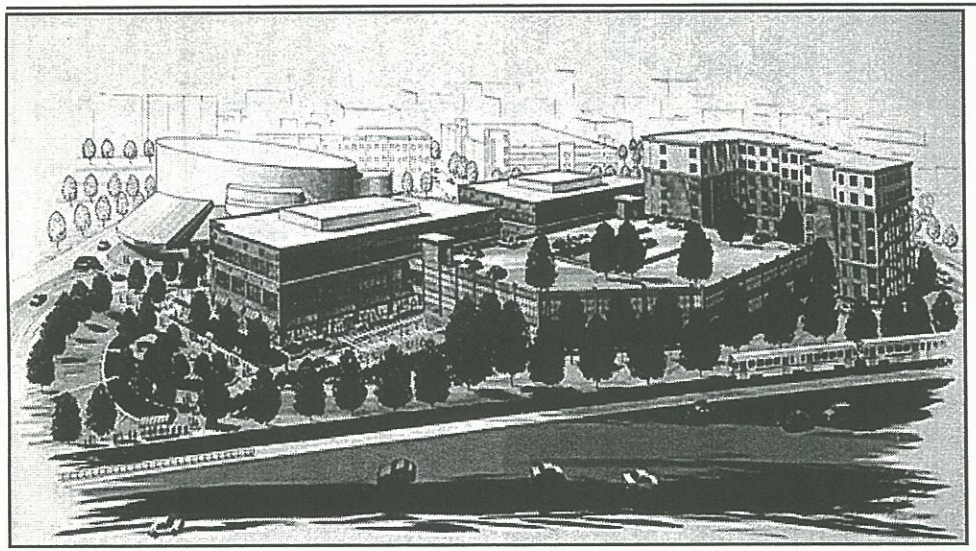
ASSOCIATED IMPROVEMENTS:
TSO - Transit Station Smart Growth Initiative

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,000	0	6,000	0	0	0	0	0	6,000	0
Total	6,000	0	6,000	0	0	0	0	0	6,000	0
Federal-Aid	4,800	0	4,800	0	0	0	0	0	4,800	0

Project schedule dependent upon participation of Baltimore City.
0505



PROJECT: Redevelopment of 901 N. Howard Street

DESCRIPTION: Provide development site at the former Baltimore Life Building for proposed mixed use transit oriented development. The project will result in new retail, office, residential and parking space adjacent to the Central Light Rail line. MDOT is providing funding for the demolition of the Baltimore Life Building, as well as a new multi-story parking garage.

JUSTIFICATION: As a planned Smart Growth neighborhood revitalization project, this development will enhance the northern end of the Howard Street downtown corridor. The City will experience positive gains as the development generates jobs and retail sales. In addition, the MTA will realize increased ridership on the Light Rail, Metro subway and six major bus routes serving the area.

STATUS: Demolition of Baltimore Life Building complete. Utility relocation work underway. Construction to begin during current fiscal year.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS: None.

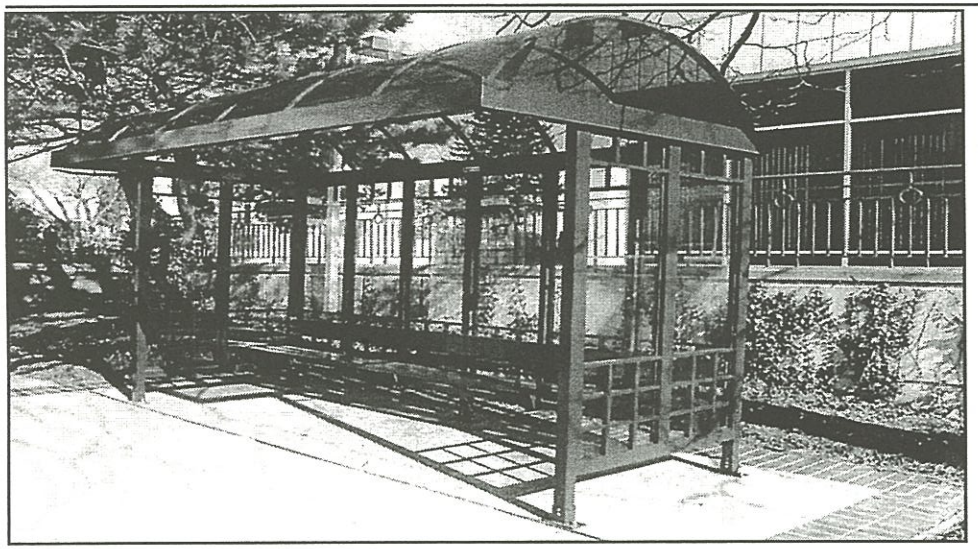
SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Minor Projects Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	60	52	8	0	0	0	0	0	8	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,340	5	7,335	1,000	0	0	0	0	8,335	0
Total	8,400	57	7,343	1,000	0	0	0	0	8,343	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Funding depicted above includes $1.2 million provided by the Secretary's Transit Station Smart Growth program, $6.0 million provided by the Neighborhood Conservation Program and $1.2 million for utility relocation from Baltimore City.

0503



PROJECT: Neighborhood Conservation

DESCRIPTION: This is the MTA element of the Statewide Neighborhood Conservation Program. Funds will be made available for transportation projects in designated revitalization areas, where enhancement of existing infrastructure will promote economic revitalization and neighborhood conservation and where these improvements will contribute to on-going revitalization activities. Project types can include pedestrian connections, landscaping, lighting, bike racks and shelters.

JUSTIFICATION: Some of Maryland's older urban areas contain significant investments in physical infrastructure that are underutilized due to their inability to attract new investment. MDOT is joining with other State agencies to target resources to these areas with the goal of increasing their attractiveness to private investment.

STATUS: FY 1999 funds awarded. FY 2000 grant funds to be awarded include: Arbutus, Baltimore City, Catonsville, Edgewood, Laurel, Perryville, Riverdale, and Westernport.

SMART GROWTH STATUS

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

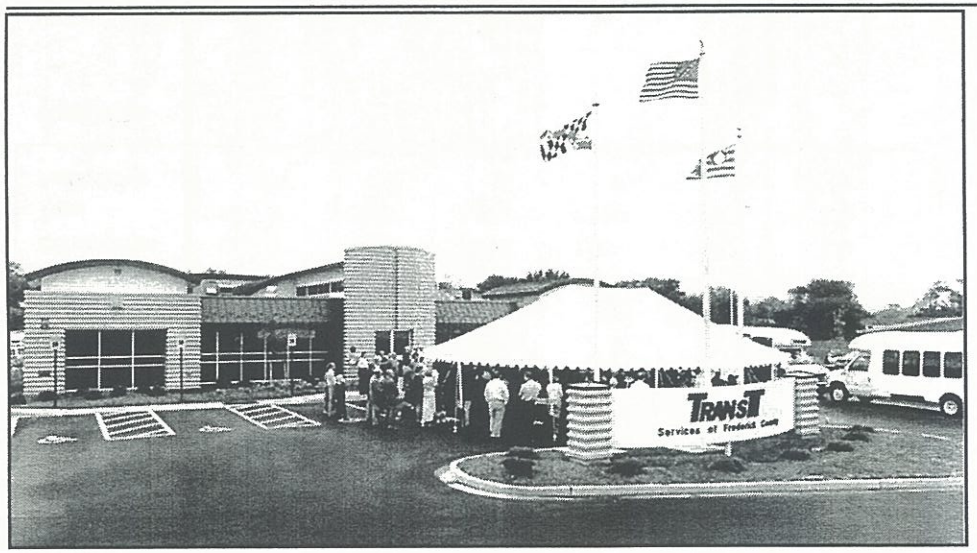
ASSOCIATED IMPROVEMENTS:
SHA Statewide

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: There was $6.0 million transferred from the Neighborhood Conservation to the 901 N. Howard St. project. However, new funds for FY 2006 were added which only caused a $1.8 million decrease in the overall program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10	0	10	0	0	0	0	0	10	0
Engineering	306	181	55	70	0	0	0	0	125	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,276	1,367	1,935	1,069	2,033	3,553	4,763	4,556	17,909	0
Total	19,592	1,548	2,000	1,139	2,033	3,553	4,763	4,556	18,044	0
Federal-Aid	11	11	0	0	0	0	0	0	0	0

0082, 0709



PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: The MTA provides funding to local jurisdictions in rural and small urban areas for transit vehicles, equipment and facilities. In addition, the MTA provides funding to Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery, and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools, vanpools and transit.

JUSTIFICATION: Intense use of equipment and increased demand for service requires regular vehicle replacement and expansion as well as adequate support facilities to provide reliable service and keep operating costs to a minimum. The ridesharing program provides citizens with information on expanded commute options and companies with technical expertise needed to meet Federal clean air requirements.

SMART GROWTH STATUS

- [X] 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 2001 and Prior and FY 2002 -- Line 51

STATUS: This is a yearly funding program. A more detailed list of FY 2001 county projects and FY 2002 funding source projection is provided on Line 51. Funding for FY 2003 through FY 2006 is shown as a statewide total on this page only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased $61.8 million due to the addition of Montgomery and Prince George's Counties vehicles, West Ocean City Park & Ride Lot, Annapolis Smart Cards, Howard County AVL System and rural community-based services. Approximately $41.0 million for Montgomery and Prince George's Counties local bus was

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	12,581	3,283	1,771	1,416	1,455	1,504	1,551	1,601	9,298	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	138,918	25,949	16,073	23,680	27,861	17,518	13,769	14,068	112,969	0
Total	151,499	29,232	17,844	25,096	29,316	19,022	15,320	15,669	122,267	0
Federal-Aid	91,239	15,167	7,009	10,401	19,143	13,601	12,680	13,238	76,072	0

The above cost increase includes $15.1 million from the Governor's Transit Initiatives; $6.8 million is in the budget year.

0023, 0024, 0025, 0027, 0028, 0030, 0031, 0033, 0035, 0036, 0038, 0039, 0040, 0041, 0043, 0044, 0045, 0053, 0142, 0144, 0145, 0147, 0148, 0211, 0214, 0215, 0217,

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	L-S3MPG, CMAQ	3,853
CO	2001	L-S3, L-S9, L-S18	10,699
CO	2002	L-S3MPG, CMAQ	4,088
CO	2002	L-S3, L-S9, L-S18	9,164
CO	2003	L-S3MPG, CMAQ	4,221
CO	2003	L-S3, L-S9, L-S18	6,110
CO	2004	L-S3MPG, CMAQ	4,360
CO	2004	L-S3, L-S9, L-S18	4,967



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.

STATUS: This is a yearly funding program. A more detailed list of FY 2001 Non-Profit Agencies receiving vehicles and the FY 2002 funding projection is provided on Line 51. Funding for FY 2003 through FY 2006 is shown as a statewide total on this page only.

SMART GROWTH STATUS

- [X] 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 2001 and Prior and FY 2002 -- Line 51

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased $1.7 million based on higher federal apportionments.

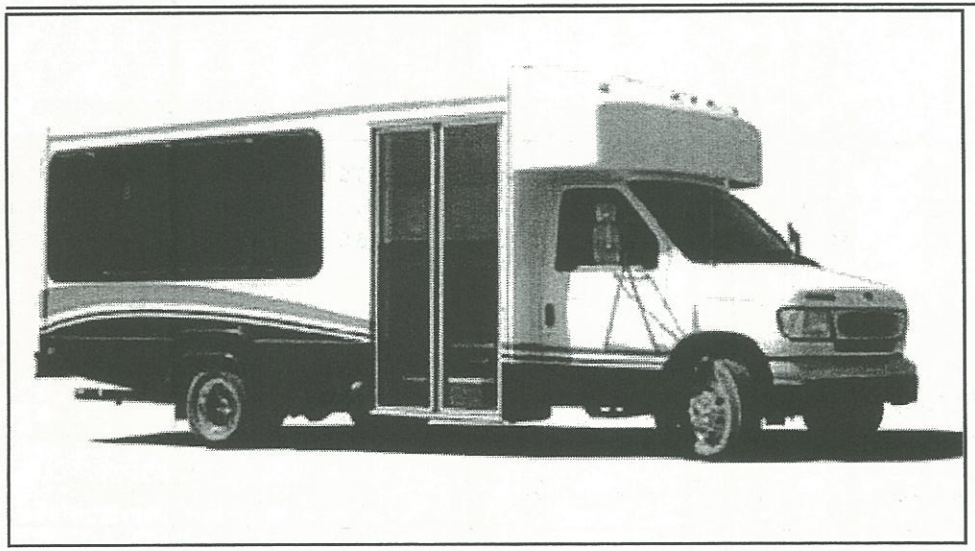
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,027	3,999	738	2,278	1,587	1,639	1,691	1,746	9,679	1,349
Total	15,027	3,999	738	2,278	1,587	1,639	1,691	1,746	9,679	1,349
Federal-Aid	12,025	3,067	737	1,811	1,270	1,311	1,353	1,398	7,880	1,078

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	L-S16	1,658
CO	2002	L-S16	1,194
CO	2003	L-S16	1,365
CO	2004	L-S16	1,343
CO	2005	L-S16	1,386

0021, 0022, 0141, 0210



STATUS: Service to begin FY 2002.

PROJECT: "Ride-On" Service Expansion

DESCRIPTION: The Rockville Shuttle and Rock Spring Circulator will provide three buses. The expansion of "Bethesda 8" service will provide expanded weekday service and Saturday service. The Shady Grove Shuttle will provide services between the Shady Grove Metro Station and nearby residential and commercial centers. The Metrorail Parking Lot Shuttles will provide four buses for daylong service that connects riders with Metro stations that are currently at full parking capacity. Annunciators will be added, which are electronic on-board devices that provide audible next-stop information. Finally, investments will be made for state-of-the-art technology for the future Silver

JUSTIFICATION: The "Ride-On" bus system is a successful and vital complement to the Metro system that serves the Washington region. Because Ride-On is designed as a community-based feeder system to Metrorail, its success has contributed significantly to record ridership throughout the Metro system. These investments will make Ride-On a more convenient and user-friendly system, while improving passenger access to a Metro system that is being challenged by a lack of available parking. Through these investments, transit will become a more attractive alternative to single-vehicle transportation.

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: Added to the Construction Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,380	0	0	5,080	300	0	0	0	5,380	0
Total	5,380	0	0	5,080	300	0	0	0	5,380	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

OPERATING COST IMPACT: "Bethesda 8" is $150,00; remainder are $280,000.

This is part of the Governor's Transit Initiative.



STATUS: Service to begin in FY 2002.

PROJECT: "The Bus" Service Expansion

DESCRIPTION: "The Bus" service expansion would provide seven new routes. The purchase of 19 buses would be deployed on new community-based routes throughout Prince George's County. The Metro enhanced parking program would provide a $4 million loan to Prince George's County with start-up funds for design and construction of structured parking facilities at the College Park Station, New Carrollton Station, and the Largo Town Center station site.

JUSTIFICATION: "The Bus" system is a successful and vital component to the Metro system that serves the Washington region. Because "The Bus" is designed as a community-based feeder system to Metrorail, its success has contributed significantly to record ridership throughout the Metro system. The new routes will provide much needed service in growing and underserved communities throughout Prince George's County. These routes will provide an effective complement to the Metro system, providing riders with convenient connections to local Metrorail stations. The Metro enhanced parking program is a response to the acute parking shortage at Prince George's County, similar to the

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: Added to the Construction Program

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,800	0	0	8,800	0	0	0	0	8,800	0
Total	8,800	0	0	8,800	0	0	0	0	8,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

OPERATING COST IMPACT: Operating costs for "The Bus" expansion is $1.5 million.

This project is part of the Governor's Transit Initiative.

MARC

Freight

Light Rail

Baltimore Metro

Bus

Agencywide

Locally Operated Transit Systems



MTA Minor Projects

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MASS TRANSIT ADMINISTRATION - LINE 46

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	MARC AND FREIGHT IMPROVEMENTS -- FY 2001 AND PRIOR		
1	Operation Control & Communication Link Improvements (0364)	221	Complete
2	Edgewood Alternative Sites (0671)	45	Complete
3	Rehab Platform at Penn Station (0433)	50	Complete
4	Ditch Lights (0694)	175	Complete
5	Freight Economic Evaluation (0477)	141	Complete
6	Intermittent Inductive Train Control (0103)	259	Complete
7	Shelters (0054, 0583, 0584)	288	Underway
8	East Baltimore Station Facility Planning (0155)	750	Underway
9	ADA Equipment (0684)	301	Underway
10	Crosswalk Improvements (0102)	290	Underway
11	College Park Station Improvements (0182)	174	Underway
12	MARC II Overhaul (0181)	112	Underway
13	Connection Track at Brunswick (0419)	215	Underway
14	Rockville Station Improvements (0006)	1,880	Underway
15	MARC Master Plan and Needs Study (0136, 0585)	2,357	Underway
16	Design Passenger Warning System at 9 CSX Stations (0420)	1,300	Underway
17	Design West Baltimore Station Improvement (0421)	150	Underway
18	Miscellaneous Station Improvements and Rehab	1,241	Underway
19	Operating Agreement with Amtrak (0183)	5,000	Underway
20	Ticketing System - CSX Agencies (0638)	664	Underway
21	Odenton Station Parking Expansion D&E (0836)	350	Underway
22	MARC Preservation Fund (0634)	200	Underway
23	Facility Improvement Fund (0199)	341	Underway
24	MARC II Overhaul Plus	787	Underway
25	Rockville Pedestrian Promenade (0286)	820	Underway
26	Martin Coach Repair Shop - Heat	190	Underway
27	Rubber Xings at Halethorpe, W. Baltimore and Martin (0396)	200	Underway
28	Savage Station (0423)	700	Underway
29	BWI Garage Exit Rd Temporary Repairs (0488)	85	Underway
30	Rockville Station EB Platform	80	Underway

MASS TRANSIT ADMINISTRATION - LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	MARC AND FREIGHT IMPROVEMENTS -- FY 2001 AND PRIOR (cont'd)		
31	PA System Replacement (0430)	1,019	Spring, 2001
32	Western Maryland Scenic Railroad Brush Tunnel Rehabilitation (0823)	415	Spring, 2001
33	Union Station High Level Platform D&E (0834)	250	Spring, 2001
34	Operating Agreement with CSX (0687)	1,100	Spring, 2001
35	Freight Transloading Facility in Hurlock (0875)	335	Spring, 2001
36	Freight Relocation S. Terminus of Massey-Centreville Line (0873)	650	Spring, 2001
37	Freight Line Stabilization and Improvement Program (0876)	540	Spring, 2001
	MARC AND FREIGHT IMPROVEMENTS -- FY 2002		
38	Operating Agreement with CSX (0687)	1,500	Fall, 2001
39	Operating Agreement with Amtrak (0183)	4,000	Fall, 2001
40	Facility Improvement Fund (0199)	285	Fall, 2001
41	MARC Preservation Fund (0634)	200	Fall, 2001
42	Freight Capital Improvement Program (0590)	1,000	Fall, 2001
43	Freight Line Stabilization and Improvement Program (0876)	617	Fall, 2001
44	MARC II Overhaul	2,135	Fall, 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MASS TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LIGHT RAIL IMPROVEMENTS -- FY 2001 AND PRIOR		
1	Tire Kits (0125)	720	Complete
2	Additional Television Monitors (0243)	660	Complete
3	Bridge Rehabilitation (0367)	198	Complete
4	Sidewalk at Warren Road (0322)	199	Complete
5	Hunt Valley Sidewalk Access (0289)	760	Complete
6	Ancillary Repairs and Maintenance (0467)	119	Complete
7	Bridge Rehabilitation and Preservation (0248)	324	Underway
8	Rehabilitation of Embedded Track (0250)	5,493	Underway
9	Power and Signal Improvements (0058)	422	Underway
10	Rail Purchase and Installation (0797, 0660)	386	Underway
11	5 Year Vehicle Overhaul (0116)	300	Underway
12	Fiber Backbone Backup (0581)	2,000	Underway
13	Substation Installation (0341)	1,584	Underway
14	Upgrade Frequency Converters (0244)	279	Underway
15	Catenary Improvements (0247)	275	Underway
16	Upgrade and Replace Electrical Connectors (0249)	500	Underway
17	Television Monitor Network Demonstration (0452)	125	Underway
18	Ice Scraper Pantographs (0245)	702	Underway
19	Conversion of Yard Switches (0451)	548	Underway
20	Vehicle Roof Repair (0570)	2,000	Underway
21	Safety Upgrades at Terminal Stations (0870)	2,000	Underway
22	Vehicle Fault Reporting (0582)	75	Underway
23	Falls Road Parking Reconfiguration (0871)	114	Underway
24	Hunt Valley Station Park and Ride Expansion (0872)	310	Underway
25	LTR/Metro Wheel/Rail Study (0219)	325	Underway
26	Westport Access Feasibility (0153)	90	Underway
27	LTR/Metro Connection (0648)	227	Underway
28	Howard St. Safety Improvements (0489)	366	Underway
29	Enhancements (0790)	1,668	Underway
30	Hunt Valley Signage (0517)	76	Underway

MASS TRANSIT ADMINISTRATION - LINE 47 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LIGHT RAIL IMPROVEMENTS -- FY 2001 AND PRIOR (cont'd)		
31	Catenary and Track Geometry Vehicle (0809)	1,439	Underway
32	Catenary Sectionalizing Switches (0792)	100	Underway
33	Falls Rd Retainer Wall Investigation (0265)	129	Underway
34	Platform Surveillance (0309)	247	Underway
35	Bridge Rehabilitation (0334)	207	Underway
36	Access Roads (0448)	239	Underway
37	Drainage Improvements (0449, 0856)	1,150	Spring, 2001
38	Maintenance of Way Misc Improvements Fund (0005)	751	Spring, 2001
	LIGHT RAIL IMPROVEMENTS -- FY 2002		
39	Safety System Upgrades (0860)	400	Summer, 2001
40	Localized Event Recording (0854)	800	Fall, 2001
41	Vehicles and Equipment (0855, 0861)	405	Fall, 2001
42	5 Year Vehicle Overhaul (0116)	500	Fall, 2001
43	Rail Purchase and Installation (0797, 0660)	245	Fall, 2001
44	Power and Signal Improvements (0058)	327	Fall, 2001
45	Bridge Rehabilitation and Preservation (0248)	300	Fall, 2001
46	Maintenance of Way Misc. Improvements Fund (0005)	770	Fall, 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MASS TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	METRO IMPROVEMENTS -- FY 2001 AND PRIOR		
1	Escalator Step and Skirt Replacement (0225)	198	Complete
2	Sprinkler Valves Phase I (0329)	1,263	Complete
3	Rogers Avenue Crossover Rehab. (0234)	1,015	Complete
4	Railcar Battery Upgrade (0118)	493	Complete
5	Turnout Replacement at Wabash Yard (0189)	319	Complete
6	Railcar Floor Upgrade Prototype (0075)	145	Complete
7	Ballast Tamper (0545)	875	Complete
8	Owings Mills Pavement Repair & Rehab (0471)	425	Complete
9	Structures and Bridges Rehab (0331)	744	Underway
10	Priority System Preservation Project Design (0537)	1,019	Underway
11	Rail Inspection and Installation	1,360	Underway
12	Railcar End Cap Overhaul (0092)	508	Underway
13	Miscellaneous System Preservation Improvements (0179)	331	Underway
14	Railcar Lift (0281)	2,787	Underway
15	Needs Study (0369)	885	Underway
16	Railcar Ongoing Overhaul ((0091)	690	Underway
17	Replace Fire Suppressant Equipment in TC&C Rooms (0238)	225	Underway
18	Railcar Traction Motor Cover Upgrade (0077)	356	Underway
19	Rail Shop Improvements (0606)	1,131	Underway
20	VHF Channel #1 (0577)	141	Underway
21	L.E.D. Signs Installation (0480)	344	Underway
22	Electrical Needs (0474)	300	Underway
23	Facility Maintenance Building (0459)	453	Underway
24	SCADA System Replacement (0457)	246	Underway
25	Milford Mill Platform Rehabilitation (0456)	95	Underway
26	Direct Fixation Fastener Replacement (0455)	2,548	Underway
27	Tunnel Door and Frame Replacement	479	Underway
28	Platform Rehab (Old Court and Miford Mill)	3,515	Underway
29	Upgrade VACP (0312)	184	Underway
30	Reisterstown Plaza QCS Improvements	537	Underway

MASS TRANSIT ADMINISTRATION - LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	METRO IMPROVEMENTS -- FY 2001 AND PRIOR (cont'd)		
31	Twin Block Ties (0368)	270	Underway
32	Metro Turnout Replacement (0370)	700	Underway
33	Metro R&C Room HVAC Replacement (0453)	1,059	Underway
34	Railcar Brake Component Upgrade (0730)	1,104	Underway
35	Upton Station Platform Level Walls (0731)	30	Underway
36	TPSS Switchgear Overhaul (0753)	1,978	Underway
37	Tunnel Structural Repairs (0529)	3,425	Spring, 2001
38	Tunnel Lights Replacement-Phase I (0454)	1,080	Spring, 2001
39	Yard Renovation (0520)	129	Spring, 2001
40	Rail Inspection	160	Spring, 2001
41	Bridge and Elevated Structures Rehab Fund (0239)	30	Spring, 2001
42	UPS Battery Replacement (0310)	20	Spring, 2001
43	Dump Truck	76	Spring, 2001
44	Rail Shop Equipment Overhaul/Replacement (0839)	50	Spring, 2001
45	Cable Assessment/Evaluation/Replacement (0839)	640	Spring, 2001
46	Station M&E Systems Upgrade/Repair (0841)	250	Spring, 2001
47	Station Emergency Lighting (0842)	15	Spring, 2001
48	Rail Installation (0868)	165	Spring, 2001
	METRO IMPROVEMENTS -- FY 2002		
49	Sprinkler Valves Phase II (0521)	2,000	Summer, 2001
50	Priority System Preservation Project Design (0537)	523	Summer, 2001
51	Station Direction/Wayfinding Signage Improvements (0843)	1,894	Fall, 2001
52	Rail Installation (0868)	207	Fall, 2001
53	Miscellaneous System Preservation Improvements (0179)	2,536	Fall, 2001
54	Railcar Ongoing Overhaul (0091)	430	Fall, 2001
55	SCADA System Replacement	628	Fall, 2001
56	Storm Drain Pump Rehab - Phase II	1,655	Fall, 2001
57	Bridge and Elevated Structures Rehab Fund (0239)	898	Fall, 2001

MASS TRANSIT ADMINISTRATION - LINE 48 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	METRO IMPROVEMENTS -- FY 2002 (cont'd)		
58	UPS Battery Replacement (0310)	125	Fall, 2001
59	Speed Swing Crane (0821)	300	Fall, 2001
60	Rail Shop Equipment Overhaul/Replacement (0838)	500	Fall, 2001
61	Train Control Elements (0840)	1,568	Fall, 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MASS TRANSIT ADMINISTRATION - LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	BUS SYSTEM IMPROVEMENTS -- FY 2001 AND PRIOR		
1	Eastern Electrical System Rehab (0536)	274	Complete
2	Alternator/Regulator Test Stand (0442)	85	Complete
3	Security Booths (0446)	50	Complete
4	Washington Blvd Door Replacement (0291)	387	Complete
5	Ventilation System for Bush Division Brake Room (0240)	15	Complete
6	Washington Boulevard Master Plan (0373)	264	Complete
7	Bus Engine Upgrade - EPA (0716)	3,300	Underway
8	Shelters (0071)	170	Underway
9	New Park and Ride Facilities (0715)	436	Underway
10	Systemwide Improvements and Rehabilitation (0193)	225	Underway
11	Block Heater Replacement (0445)	500	Underway
12	9200 Series Engine Performance Enhancement (0568)	400	Underway
13	Fluids Management System (0108)	346	Underway
14	Bush Division Cyclone (0441)	950	Underway
15	NW Division Storage Bay Floor Coating (0444)	243	Underway
16	Refrigerant Reclaim Unit (0547)	390	Underway
17	Rehab. Bus Washers NW Division (0768)	1,687	Underway
18	Main Shop Modernization (0562)	350	Underway
19	Shifter Pit Rehabilitation (0563)	651	Underway
20	Kirk/Eastern HVAC Improvements (0567)	2,075	Underway
21	Steam Cleaner Replacement (0781)	190	Underway
22	Bush Division Building #2 Floor Coating (0852)	470	Underway
23	Fork Lift Truck Replacement (0575)	440	Underway
24	DAVCO Fuel Filter Retrofit (0850)	175	Underway
25	Transmission Dyno Upgrade (0564)	175	Underway
26	Fast Roll Doors - Bush Bldgs. 2 & 7 and NW Parking Building (0851)	408	Underway
27	Kirk/Eastern HVAC Improvements (0847)	1,900	Underway
28	Hoists Replacement (0774)	200	Underway
29	Wireless Troubleshooting Module (0848)	300	Underway
30	AC Compressor Replacement (0849)	960	Underway

MASS TRANSIT ADMINISTRATION - LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	BUS SYSTEM IMPROVEMENTS -- FY 2001 AND PRIOR (cont'd)		
31	Bus Needs Study (0853)	800	Underway
32	Renovation at 1331 S. Monroe Street (0589)	3,000	Underway
33	Scissor Lift Replacement (0783)	473	Underway
34	Powertrain Protection Package (0624)	1,400	Spring, 2001
35	Service Trucks (0546)	441	Spring, 2001
36	Mobile Sweeper (0565)	130	Spring, 2001
37	Acquisition and Rehab of 1300 Bush Street (0845)	2,950	Spring, 2001
	BUS SYSTEM IMPROVEMENTS - FY 2002		
38	LED Rear Light Retrofit (0846)	439	Fall, 2001
39	Bus Engine Upgrade - EPA (0716)	3,300	Fall, 2001
40	Systemwide Improvements and Rehabilitation (0193)	540	Fall, 2001
41	Hoists Replacement (0774)	382	Fall, 2001
42	Shelters (0071)	187	Fall, 2001
43	Automobile and Truck Washer (0767)	120	Fall, 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MASS TRANSIT ADMINISTRATION - LINE 50

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2001 AND PRIOR		
1	Enhanced Software for Information Center	61	Complete
2	Y2K Compliance	460	Complete
3	Computer Networking (0418)	508	Complete
4	Enhanced Software for Information Center (0438)	16	Complete
5	Simultaneous Radio Broadcasting for Two (0476)	64	Complete
6	CPMS NT Conversion (0479)	138	Complete
7	Imagesetter Procurement (0811)	85	Complete
8	Simultaneous Radio Broadcasting for Two Sites	64	Complete
9	Trapeze Equipment & Software Upgrade	1,361	Underway
10	Third Trunked Radio Site	1,614	Underway
11	Roof Rehabilitation	1,269	Underway
12	Wash. Blvd. NPDES Compliance	900	Underway
13	Bush Division Sprinkler System Replacement	1,690	Underway
14	MDOT Youth Corp Program	150	Underway
15	Third Trunked Radio Site (0812)	1,614	Underway
16	Real Estate Development Services Contract (0323)	122	Underway
17	Roof Rehabilitation (0300)	1,269	Underway
18	Trapeze Equipment and Software Upgrade (0513)	1,361	Underway
19	Parking Lot Lighting Study (0519)	120	Underway
20	Preston Street Streetscape (0560)	1,000	Underway
21	CPMS Improvements (0588)	216	Underway
22	Rail Station and Rail Station Access Improvements (0391, 0461, 0555)	1,089	Underway
23	Telephone Communications System	1,824	Underway
24	Transit Station Development Incentive Program (0073, 0284, 0439, 0559)	1,001	Underway
25	VPS Surveys & Smart Growth Conference (0175)	650	Underway
26	ADA Compliance - Cited Items (0266)	1,323	Underway
27	Maintenance Support Improvement Fund (0554)	517	Underway
28	Corrosion Control Services (0752)	130	Underway
29	Systemwide Inspection Services (0470, 608)	418	Underway
30	Repave Parking Lots, Bus Loops and Park and Ride Lots (0177)	972	Underway

MASS TRANSIT ADMINISTRATION - LINE 50 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2001 AND PRIOR (cont'd)		
31	Standard Specifications and Details (0221)	500	Underway
32	Owner-Controlled Insurance Program (0832)	2,088	Underway
33	Transit Police Office Space D&E (0222)	2,110	Underway
34	Document Control Imaging System (0184)	200	Underway
35	Miscellaneous Planning Studies (0510)	200	Underway
36	CPMS Enhancements (0867)	250	Spring, 2001
37	Washington Blvd NPDES Compliance (0830)	900	Spring, 2001
38	MDOT/Youth Corps Program (0824)	150	Spring, 2001
39	Bush Division Sprinkler System Replacement (0844)	1,690	Spring, 2001
	AGENCYWIDE IMPROVEMENTS -- FY 2002		
40	Systemwide Inspection Services (470, 608)	600	Summer, 2001
41	Repave Parking Lots; Bus Loops; and Park 'n Ride Lots (0177)	719	Summer, 2001
42	Rail Station and Rail Station Access Improvements (0391, 0461, 0555)	1,490	Summer, 2001
43	Miscellaneous Planning Studies (0510)	272	Summer, 2001
44	Transit Station Development Incentive Program (0073, 0284, 0439, 0559)	400	Fall, 2001
45	Friendship Heights Streetscape & Pedestrian Improvements (0889)	500	Fall, 2001
46	Owner Controlled Insurance Program (0832)	932	Fall, 2001
47	Real Estate Development Services Contract (0323)	126	Fall, 2001
48	Maintenance Support Improvement Fund (0554)	300	Fall, 2001
49	Corrosion Control Services (0752)	140	Fall, 2001
50	Print Shop Equipment Replacement (0831)	500	Fall, 2001
51	Print Shop Equipment Replacement	500	Fall, 2001
52	Owner Controlled Insurance Program	932	Fall, 2001
53	Maintenance Support Improvement Fund	300	Fall, 2001

MASS TRANSIT ADMINISTRATION -- LINE 51

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS FY 2000 AND PRIOR		
	ALLEGANY COUNTY		
1	Equipment	167	Underway
2	Facility Renovations	90	Underway
3	Preventive Maintenance	27	Underway
4	Vehicles - Small Buses/Support Vehicles	130	Underway
5	Vehicles to Non-Profit Organizations - Allegany Co Human Resource Dev. Comm., Friends Aware, Hagerstown Goodwill	105	FY 2001
	ANNE ARUNDEL COUNTY		
6	Ridesharing	149	Underway
7	Vehicles to Non-Profit Organizations - ARC of Anne Arundel, Opportunity Builders	60	FY 2001
	CITY OF ANNAPOLIS		
8	Equipment	300	Underway
9	Vehicle Rehabilitation	94	Underway
10	Smart Card Upgrade	227	FY 2001
	BALTIMORE COUNTY		
11	Ridesharing (Program operated by BMC)	115	Underway
12	Vehicles to Non-Profit Organizations - Dulaney Station	30	FY 2001
	CALVERT COUNTY		
13	Ridesharing	7	Underway
14	Vehicles - Small Buses	96	FY 2001
15	Vehicles to Non-Profit Organizations - ARC of Southern MD	30	FY 2001
	CAROLINE COUNTY		
16	See Kent County		

MASS TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS FY 2000 AND PRIOR (cont'd)		
	CARROLL COUNTY		
17	Ridesharing (Program Operated by MTA)	60	Underway
18	Vehicles - Small Buses	124	FY 2001
19	Vehicles to Non-Profit Organizations - ARC of Carroll County, Senior Overland Services Inc.	75	FY 2001
	CECIL COUNTY		
20	Equipment	30	FY 2001
21	Vehicles - Small Bus	50	FY 2001
24	Vehicles to Non-Profit Organizations - Bayside Community Network, Chesapeake Care Resources, Upper Bay Counseling Service	190	FY 2001
	CHARLES COUNTY		
23	Ridesharing (See St. Mary's County)		Underway
24	Equipment	58	FY 2001
25	Vehicles - Small Bus	50	FY 2001
26	Vehicles to Non-Profit Organizations - Spring Dell Center, Charles County Adult Day Care, St. Phillips Epis Church	115	FY 2001
	DORCHESTER COUNTY		
27	Equipment	50	Underway
28	Facility	23	Underway
29	Vehicles - Supervisor Vehicle	28	FY 2001
30	Vehicles to Non-Profit Organizations - Dorchester Co Commission on Aging	14	FY 2001
	FREDERICK COUNTY		
31	Equipment	93	Underway
32	Facility	60	Underway
33	Ridesharing	95	Underway
34	Vehicles - 30 Ft & Small Buses	1,195	Underway
35	Preventive Maintenance	172	FY 2001
36	Vehicles to Non-Profit Organizations - Magnolia Foundation, Way Station	60	FY 2001

MASS TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS FY 2000 AND PRIOR (cont'd)		
	GARRET COUNTY		
37	Vehicles - Small Bus	40	FY 2001
38	Vehicles to Non-Profit Organizations - Appalachian Parent Association	20	FY 2001
	HARFORD COUNTY		
39	Equipment	225	Underway
40	Facility	1,706	Underway
41	Ridesharing	74	Underway
42	Vehicles - Small Buses	336	Underway
43	Vehicles to Non-Profit Organizations - ARC of Northern Chesapeake, Alliance	70	FY 2001
	HOWARD COUNTY		
44	Ridesharing	101	Underway
45	Vehicles - 35 ft & Small Buses	302	Underway
46	Automatic Vehicle Locator (AVL)	214	FY 2001
47	Equipment	9	FY 2001
48	Vehicles to Non-Profit Organizations - Developmental Services Group,	70	FY 2001
	KENT COUNTY		
49	Equipment	45	FY 2001
50	Vehicles - Small Buses	159	FY 2001
51	Vehicles to Non Profit Organizations - Upper Shore Aging	35	FY 2001
	MONTGOMERY COUNTY		
52	Ridesharing	313	Underway
53	Vehicles to Non-Profit Organizations - ARC of Montgomery County, Jewish Council for the Aging, Ardmore, Rock Creek Foundation	166	FY 2001

MASS TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS FY 2000 AND PRIOR (cont'd)		
	PRINCE GEORGE'S COUNTY		
54	Ridesharing	269	Underway
55	Vehicles - Buses	490	FY 2001
56	Vehicles to Non-Profit Organizations - ARC of Prince George's County, Second Family , Rehabilitation Opportunities	94	FY 2001
	QUEEN ANNE'S COUNTY		
57	Equipment	7	FY 2001
	ST. MARY'S COUNTY		
58	Equipment	95	Underway
59	Facility	60	Underway
60	Ridesharing (Program operated by Tri-County Council for Calvert, Charles & St. Mary's Counties)	83	Underway
61	Vehicles - Small Bus	100	Underway
	SOMERSET COUNTY		
62	Vehicles - Small Buses	160	Underway
63	Vehicles to Non-Profit Organizations - Somerset County Development Center	40	FY 2001
	TALBOT COUNTY		
64	See Kent County		
	WASHINGTON COUNTY		
65	Equipment	68	Underway
66	Facility Renovations	7	Underway
67	Vehicles - Small Bus	24	Underway
68	Vehicles to Non-Profit Organizations - ARC of Washington County, Washington County Commission on Aging	75	FY 2001

MASS TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS FY 2000 AND PRIOR (cont'd)		
	WICOMICO COUNTY		
69	Equipment	45	FY 2001
70	Vehicles - Small Buses	198	FY 2001
71	Vehicles to Non-Profit Organizations - Dove Point, Go-Getters, Shore Up, Inc.	120	FY 2001
	WORCESTER COUNTY		
72	Equipment	53	Underway
73	Vehicles to Non-Profit Organizations - Worcester County Commission on Aging	30	FY 2001
	TOWN OF OCEAN CITY		
74	Equipment	96	Underway
75	Facility Rehabilitation	16	Underway
76	Vehicles - 40ft Transit Buses	1,140	Underway
77	West Ocean City Park & Ride Lot	400	FY 2001
	BALTIMORE CITY		
78	Vehicles to AdVANtage II	608	FY 2001
79	Vehicles to Non-Profit Organizations - Bayview Medical, St Anne's Adult Day Care, UCP of Central MD	120	FY 2001

MARC

Light Rail

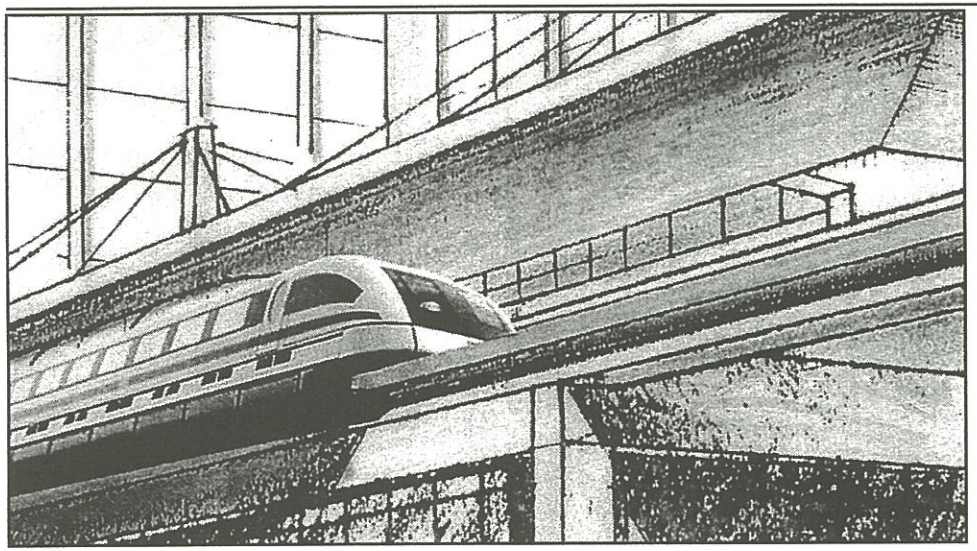
Baltimore Metro

Bus

Multi-Modal



MTA Development & Evaluation Projects



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.

STATUS: Feasibility study completed and submitted to FRA. Decision to pursue Draft Environmental Impact Statement expected by Winter, 2000.

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: Cost increased $10.4 million based on additional funding to undertake Environmental Impact phase.

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

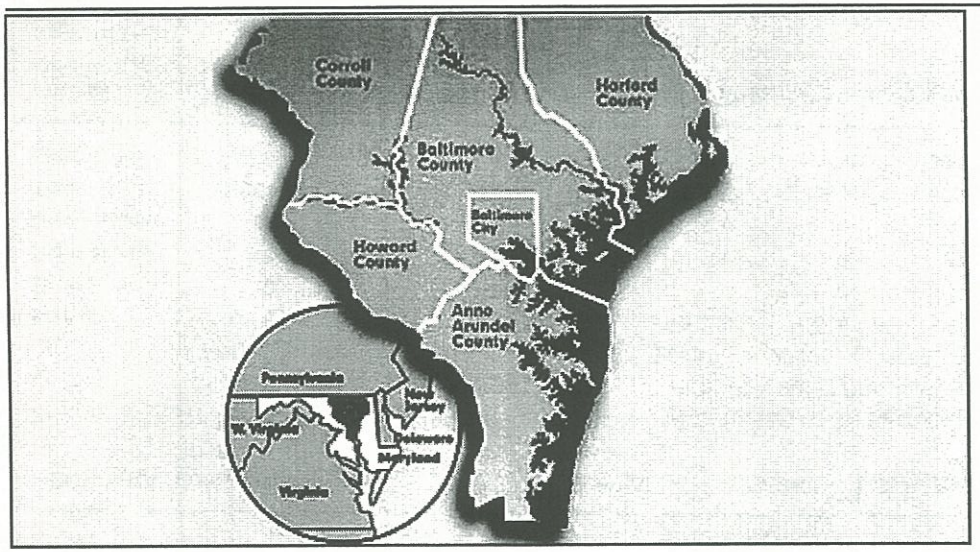
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	13,800	1,596	800	4,403	5,806	695	500	0	12,204	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,800	1,596	800	4,403	5,806	695	500	0	12,204	0
Federal-Aid	9,200	1,039	539	2,943	3,880	465	334	0	8,161	0

Funding depicted above assumes receipt of federal award. A portion of the federal-aid matching local share will come from local jurisdictions.

0483, 0484

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	FRA	3,000
CO	2002	FRA	2,941



PROJECT: Baltimore Region New Transit Corridor Study

DESCRIPTION: This study will identify and analyze one or more potential corridors that would extend the Baltimore transit system. It includes conducting corridor feasibility analyses, environmental screenings of potential alignments, and identification of right-of-way issues. The scope of this study also includes an investigation of a downtown Baltimore Light Rail 'loop'.

JUSTIFICATION: Detailed analyses concerning various engineering, environmental, and community issues need to be conducted for new transit corridors. New services could reduce traffic congestion and provide access to jobs not previously served by transit.

STATUS: Project Planning underway.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

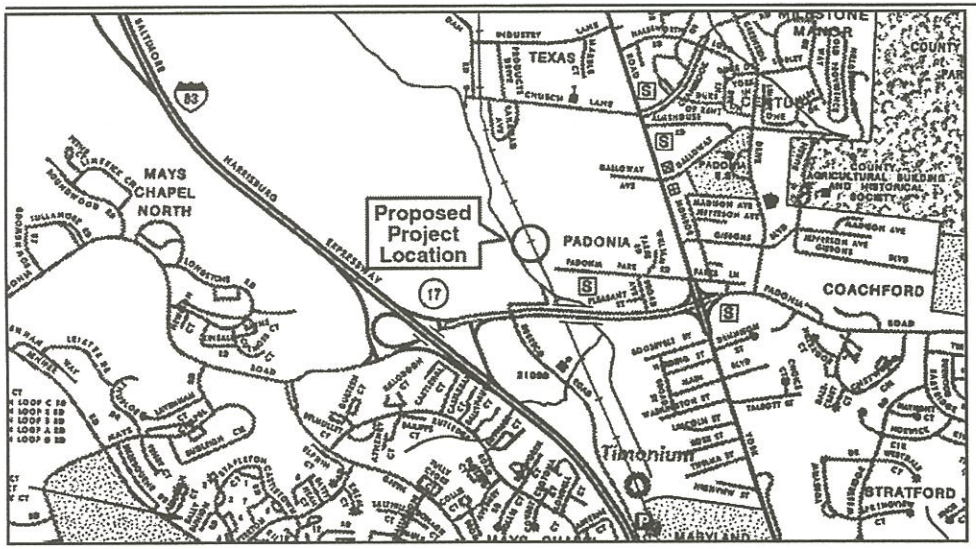
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,700	0	100	600	1,500	1,500	0	0	3,700	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,700	0	100	600	1,500	1,500	0	0	3,700	0
Federal-Aid	2,960	0	80	480	1,200	1,200	0	0	2,960	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	1,760
CO	2002	S9-MTA	1,200

0859, 0862



PROJECT: New Light Rail Station at Texas Study

DESCRIPTION: Study to construct a new Light Rail Station at Texas to take advantage of the increased ridership base with the opening of an industrial park in the area.

JUSTIFICATION: Texas is the site of a former quarry that is gradually being shut down and redeveloped. A new station at this location will take advantage of the increased ridership base that will emerge as the development of the area continues.

STATUS: Project Planning to begin in FY 2003.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

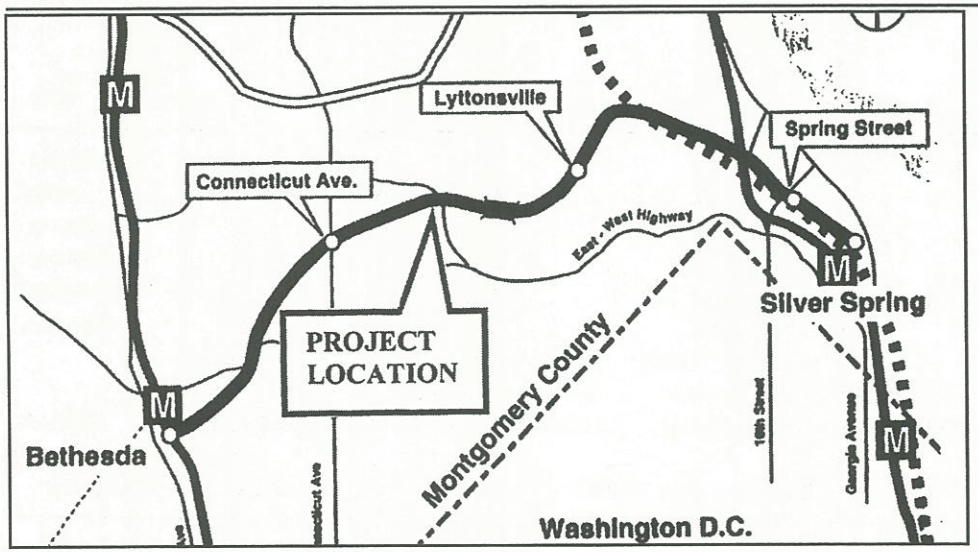
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	500	0	0	0	500	0	0	0	500	0
Engineering	1,700	0	0	0	0	1,076	624	0	1,700	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,200	0	0	0	500	1,076	624	0	2,200	0
Federal-Aid	1,760	0	0	0	400	861	499	0	1,760	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	400
CO	2003	S9-MTA	900
CO	2004	S9-MTA	460

0881



PROJECT: Georgetown Branch Transitway - Bethesda to Silver Spring

DESCRIPTION: Study to construct a 4.4 mile light rail transit line or busway on the county-owned Georgetown Branch railroad right-of-way between Silver Spring and Bethesda Metrorail Stations.

JUSTIFICATION: This transit line would link the Silver Spring and Bethesda central business districts and connect the Shady Grove and Glenmont Metrorail lines in Montgomery County.

STATUS: Consultant selection process initiated. Preferred Alternative Report to begin by Jan., 2001. Upon FTA approval, the Final Environmental Impact Statement will be initiated.

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:
Silver Spring Transit Center and MARC Station Relocation -- Line 6

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

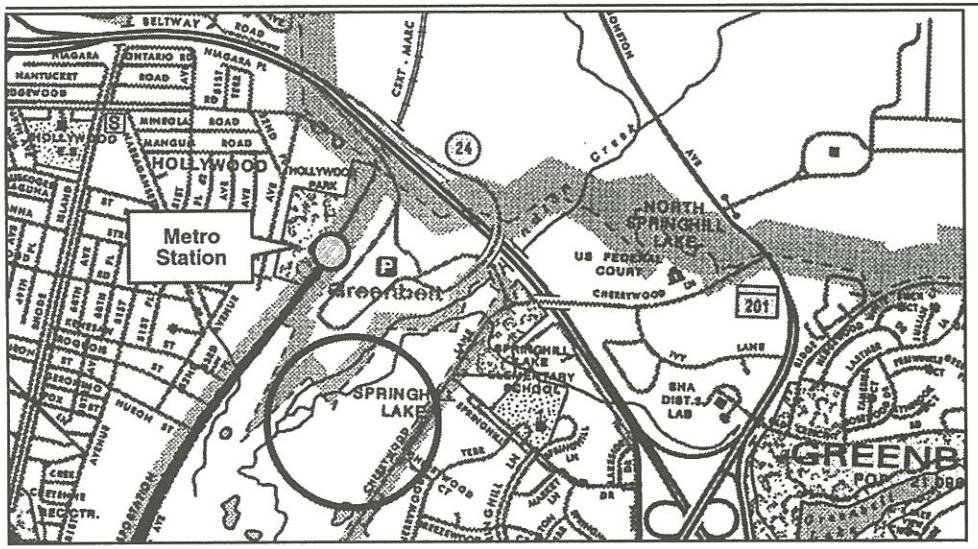
POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	8,265	2,249	150	1,766	2,500	1,600	0	0	6,016	0
Engineering	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	8,265	2,249	150	1,766	2,500	1,600	0	0	6,016	0
Federal-Aid	4,966	0	124	1,458	2,064	1,320	0	0	4,966	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	CMAQ	3,430

0065



PROJECT: Greenbelt Transit Oriented Development

DESCRIPTION: As part of the proposed large mixed use transit oriented development at the Greenbelt Metrorail Station, the State will purchase 75 acres to be used as part of an environmental mitigation and protection strategy.

JUSTIFICATION: This property purchase is an environmental protection strategy representing a State funding contribution to this transit oriented development.

STATUS: Right-of-way acquisition underway.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
I-95/I-495 Interchange Study, Prince George's County -- Line 20, SHA Program

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	10,000	0	10,000	0	0	0	0	0	10,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,000	0	10,000	0	0	0	0	0	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Funding depicted above assumes reimbursement from a General Fund Deficiency Appropriation in FY 01.
0887



PROJECT: Statewide Busway Corridor Study

DESCRIPTION: Study to evaluate traffic management measures to reduce bus travel times. Study corridors could include MD 147 (Harford Road), from I-695 to downtown Baltimore, US 40 (Edmondson Avenue), from I-695 to downtown Baltimore, MD 97 (Georgia Avenue) and MD 586 (Viers Mill Road).

JUSTIFICATION: Buses travelling along arterial roadways in rush hour traffic offer no advantage over driving in the same conditions. Solutions such as construction of bus bypass lanes, signaling improvements and passenger amenities require investigation.

STATUS: Project Planning to begin during budget fiscal year.

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: Added to the Development and Evaluation Program.

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

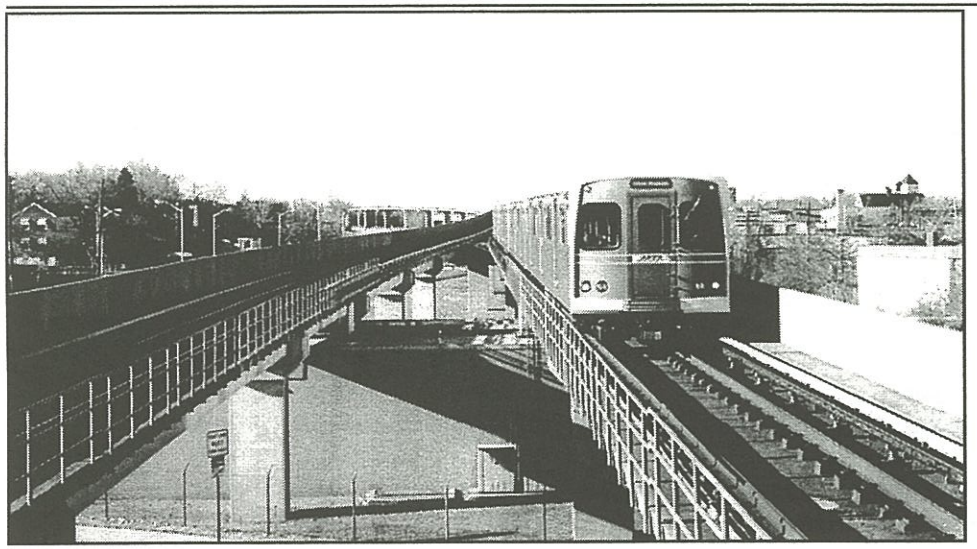
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	0	0	1,000	0	0	0	0	1,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,000	0	0	1,000	0	0	0	0	1,000	0
Federal-Aid	400	0	0	400	0	0	0	0	400	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	400

This project is included in the Governor's Transit Initiatives.

0882



STATUS: Plan is complete. Adoption expected during current fiscal year.

PROJECT: Maryland Comprehensive Transit Plan

DESCRIPTION: Develop a vision and plan for transit that will guide short range service and capital programming and will establish a broad framework for future transit system development.

JUSTIFICATION: The Maryland Comprehensive Transit Plan is the first long range transit plan developed for Maryland. The plan is needed to provide a unified framework for the operations and continued development of transit services throughout the State. Given the increased demands for transit services and the limited financial resources, there is a need for the Plan to provide for greater coordination of existing and planned transit services and to provide for greater overall efficiency and effectiveness of service.

SMART GROWTH STATUS

- [X] Project Not Location Specific or Location Not Determined
- [ ] Project Within PFA
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- [ ] Grandfathered
- [ ] Exception Approved by BPW/MDOT

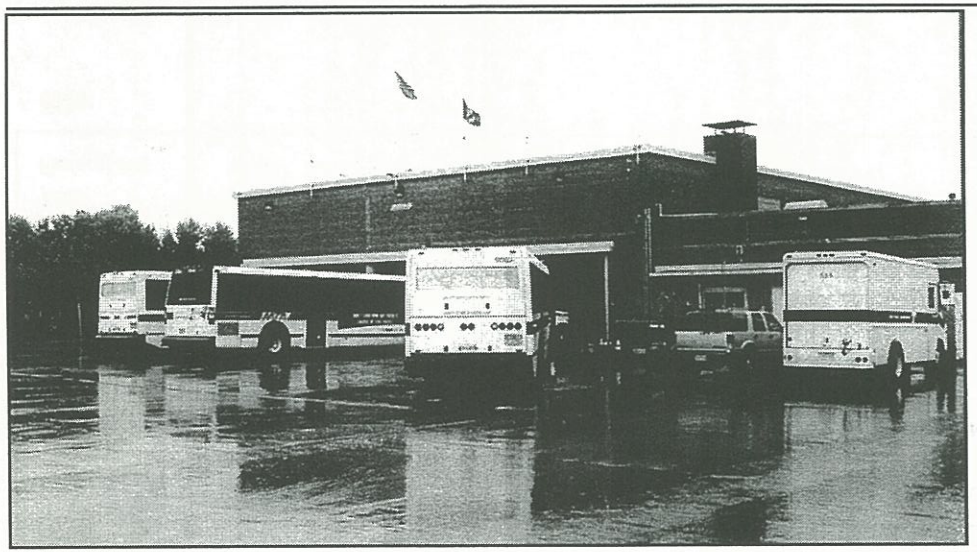
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,050	3,830	220	0	0	0	0	0	220	0
Engineering	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	4,050	3,830	220	0	0	0	0	0	220	0
Federal-Aid	3,240	2,306	934	0	0	0	0	0	934	0

0708



PROJECT: Northeast Bus Division

DESCRIPTION: Conduct a study to determine the feasibility of replacing the Kirk and/or Eastern Divisions. Develop plan to show impact on manpower levels, productivity, operations and maintenance. Identify and evaluate potential sites for new Division.

JUSTIFICATION: The existing Kirk and Eastern bus facilities are inefficient and lack sufficient storage capacity for future service. The consolidation of the Eastern and Kirk bus facilities will increase bus operating and maintenance efficiency. In addition, it will provide revitalization and economic development opportunities by closing one or both facilities at their current sites and making these locations available for new development.

STATUS: Study underway.

SMART GROWTH STATUS

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

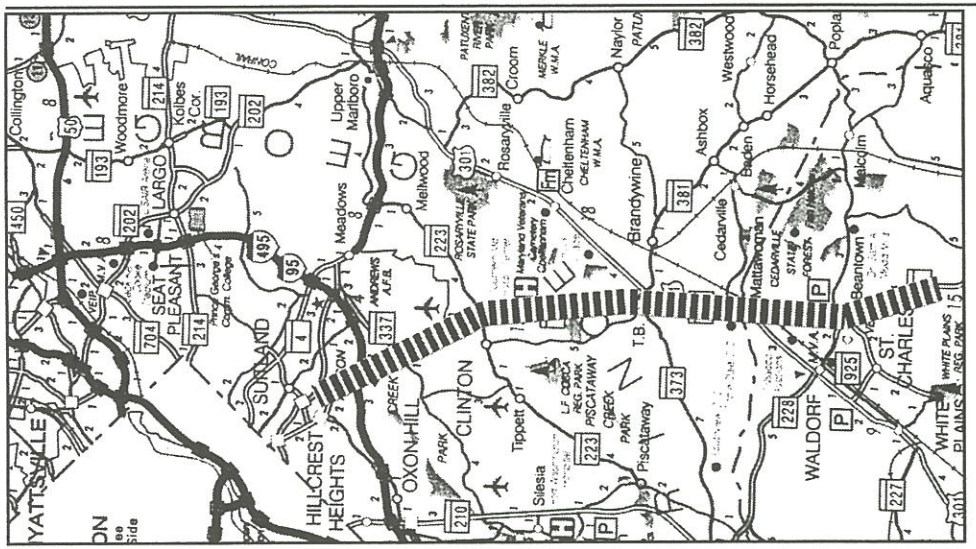
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,200	451	75	200	261	213	0	0	749	0
Engineering	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	1,200	451	75	200	261	213	0	0	749	0
Federal-Aid	960	313	65	173	225	184	0	0	647	0

0705



STATUS: Study underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

PROJECT: Southern Maryland Mass Transportation Analysis

DESCRIPTION: Planning for preferred alternatives for mass transit improvements including light rail transit, preparation of an Environmental Impact Statement, and advanced land acquisition to preserve a transitway in the MD 5/US 301 corridor from the Branch Avenue Metrorail station to the White Plains area. This work implements results of the Southern Maryland Mass Transportation Alternatives Study and the US 301 Corridor Task Force Final Report. This work is being coordinated with the US 301 Policy Oversight Committee.

JUSTIFICATION: Planned service expansion to address increasing development in this area.

SMART GROWTH STATUS

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

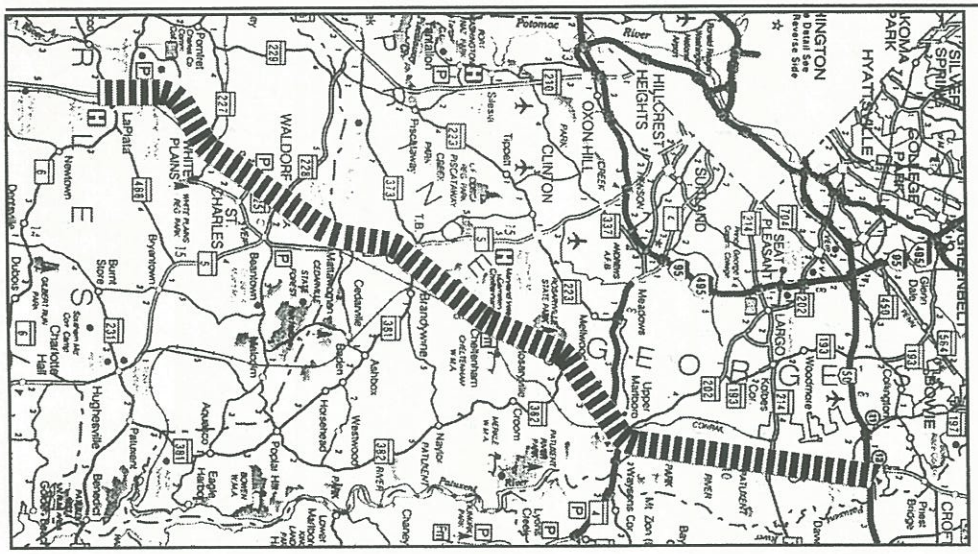
ASSOCIATED IMPROVEMENTS:

MTA - US 301 South Corridor Transportation Study -- Line 59
SHA - US 301 South Corridor Transportation Study
TSO - Intermodal Projects Implementation Program

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,664	3	3	772	662	662	562	0	2,661	0
Engineering	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	2,664	3	3	772	662	662	562	0	2,661	0
Federal-Aid	2,033	0	3	590	506	506	428	0	2,033	0

0201



STATUS: Project Planning and Right-of-Way corridor preservation underway including planning for the Waldorf area.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Additional right-of-way funding for corridor preservation.

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 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

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

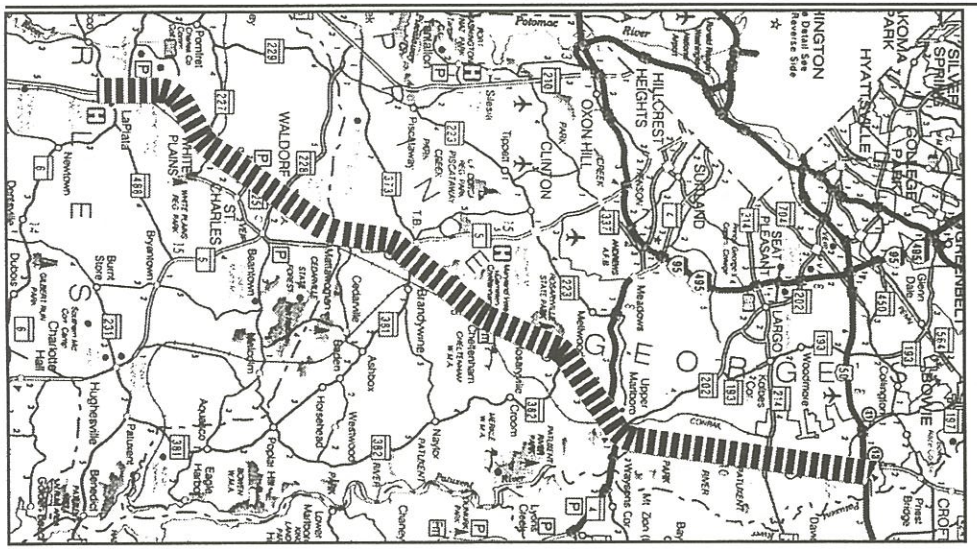
ASSOCIATED IMPROVEMENTS:

SHA - US 301 South Corridor Transportation Study
TSO - Intermodal Projects Implementation Program

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	12,716	8,855	2,500	1,361	0	0	0	0	3,861	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,893	14,353	2,000	100	4,610	4,610	4,610	4,610	20,540	0
Total	47,609	23,208	4,500	1,461	4,610	4,610	4,610	4,610	24,401	0
Federal-Aid	8,235	5,532	1,750	953	0	0	0	0	2,703	0

The estimated cost is for the entire project in Charles and Prince George's Counties. MTA is contributing $2.2 million to the Study.
0242



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 to North of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and 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.

STATUS: Project Planning underway.

SMART GROWTH STATUS

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

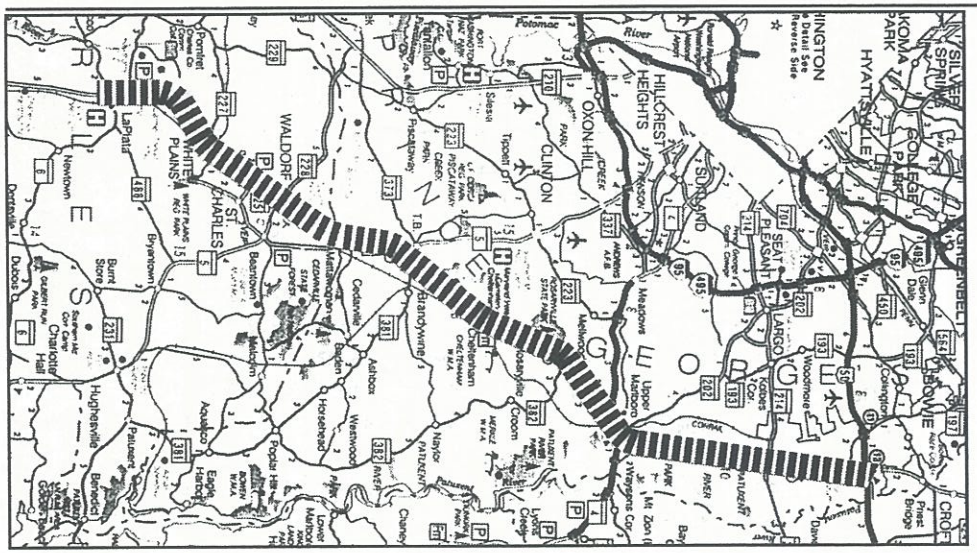
ASSOCIATED IMPROVEMENTS: I-270/MD 124 Interchange (Montgomery County - Construction Program)
I-270, I-270 Interchange (Construction Program)
I-70, MD 85 & MD 355 Interchange (Construction Program)
I-70, Mt. Phillip Road to MD 144 (Frederick County - D&E Program)

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,247	4,570	2,247	2,100	330	0	0	0	4,677	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,247	4,570	2,247	2,100	330	0	0	0	4,677	0
Federal-Aid	6,473	3,199	1,573	1,470	231	0	0	0	3,274	0

The estimated cost is for the entire project in Frederick and Montgomery Counties.



STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

PROJECT: I-495/I-95, Corridor Transportation Study

DESCRIPTION: Study to determine the feasibility of providing high occupancy vehicle lanes or other transit improvements, from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery Counties, along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion. High occupancy vehicle lanes or other transit improvements would encourage more carpooling and transit use.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Interchange at Ritchie Marlboro Rd (PG County - Construction Program)
I-95/I-495, Woodrow Wilson Bridge (PG County - Construction Program)
MD 4, MD 223 to I-95/I-495 (PG County - D&E Program)
MD 5, US 301 at T.B. to north of I-95/I-495 (PG County - D&E Program)

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,225	2,946	1,200	1,579	500	0	0	0	3,279	0
Engineering	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	2,946	1,200	1,579	500	0	0	0	3,279	0
Federal-Aid	4,357	2,062	840	1,105	350	0	0	0	2,295	0

The estimated cost is for the entire project in Montgomery and Prince George's Counties.



Washington Metropolitan Area Transit

WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	SIX-YEAR TOTAL
Construction Program							
Major Projects	79.4	175.8	217.9	150.8	106.4	69.6	799.9
Special Funds*	69.5	110.3	145.5	76.7	26.9	52.9	481.8
Federal Funds	9.9	65.5	72.4	74.1	79.5	16.7	318.1
Federal Funds - WMATA**	85.5	79.4	67.7	70.9	70.9	58.7	433.1
Special Funding* (Governor's Initiative)**	-	7.6	18.6	18.6	12.6	22.6	80.0

* **Includes General Funds for Addison Road**

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

*** **These are funds for the Governor's Transit Initiative from FY 2002-FY 2006. They are included in the total and are part of the "Special Funds*" line. They are broken out for informational purposes.**



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 for remaining work 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 close-out expenditures.

JUSTIFICATION: To provide financial assistance for the construction of a 103-mile 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 annual budgets.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
Metrorail Debt Service Payments - Line 2
Metrorail Equipment Rehabilitation and Replacement - Line 4

STATUS: The Glenmont station opened on July 25, 1998. The six mile Branch Avenue route extension will open January 13, 2001, and includes five stations (four located in Maryland).

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The total cost shown includes federal funds received by WMATA directly. Normal reprogramming of capital cash flow based on WMATA construction schedules and anticipated close-out expenditures.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,500,060	2,332,404	61,940	45,711	21,023	19,491	19,491	0	167,656	0
Total	2,500,060	2,332,404	61,940	45,711	21,023	19,491	19,491	0	167,656	0
Federal-Aid	1,847,724	1,742,940	38,712	28,569	13,139	12,182	12,182	0	104,784	0

Federal funds shown are received directly by WMATA. Maryland's share of rail construction program is deterined by regional formula.

USAGE: Completion of these lines by 2001 will increase annual ridership in excess of 6 milion passengers.

OPERATING COST IMPACT: Green Line extension is approximately $3 million annually.



PROJECT: Addison Road to Largo Town Center Metrorail Extension

DESCRIPTION: Construct 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 Summerfield Street and the second at Largo Town Center.

JUSTIFICATION: The Addison Road extension will increase transit ridership in the corridor and assist in economic development in Summerfield and Largo Town Center areas. WMATA projects an additional 20,000 riders daily after six months of operation. This Construction Program is the first rail extension beyond the 103-mile system, and reflects the Governor's ambitious efforts to double transit ridership.

SMART GROWTH STATUS

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

ASSOCIATED IMPROVEMENTS:
None

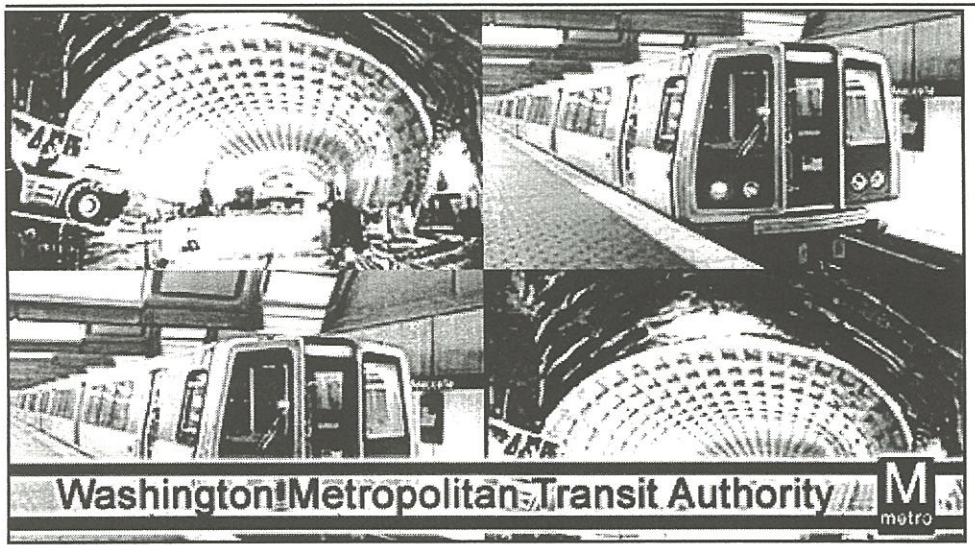
STATUS: The Record of Decision on the FEIS was provided by FTA. A local funding grant agreement was executed in May, 2000. The federal funding grant agreement (FFGA) was approved in December 2000. With funding in place, the right of way activity has already begun with construction to follow in FY 2002.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cash flow changes based on the FFGA anticipated federal aid schedule, and Maryland general fund availability..

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	433,870	0	30,000	120,000	157,100	87,310	39,460	0	433,870	0
Total	433,870	0	30,000	120,000	157,100	87,310	39,460	0	433,870	0
Federal-Aid	260,300	0	7,500	60,000	65,000	65,000	62,800	0	260,300	0

Construction contingent upon the availability of federal and general funds.



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 Washington Metropolitan Area 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

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

STATUS: Annual payments are made for debt service by Maryland DOT in accordance with legislation enacted by the 1980 General Assembly and amended by the 1992 General Assembly. Maryland's share increased from 75% to 100% effective FY 2000.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Total funds shown include federal funds received directly by WMATA.

ASSOCIATED IMPROVEMENTS:
Metrorail Construction - Line 1
Metrorail Equipment Rehabilitation and Replacement - Line 4

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	641,887	511,876	9,741	9,741	9,741	9,741	9,741	9,741	58,446	71,565
Total	641,887	511,876	9,741	9,741	9,741	9,741	9,741	9,741	58,446	71,565
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

Federal funds are received by WMATA.



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 20 years old. Various rail car componenets and station equipment are wearing out and are in need of renovation or replacement. Adequate maintenance and replacement of the rail system components is required to ensure safe, reliable operation. Replacement based on industry replacement cycles.

STATUS: Rehabilitation of 298 Rohr rail cars is now complete with the conclusion of HVAC rehabilitation. WMATA has begun the major overhaul of the 364 Breda rail cars and incorporated other planned rehabilitation projects.

SMART GROWTH STATUS

- [X] 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:

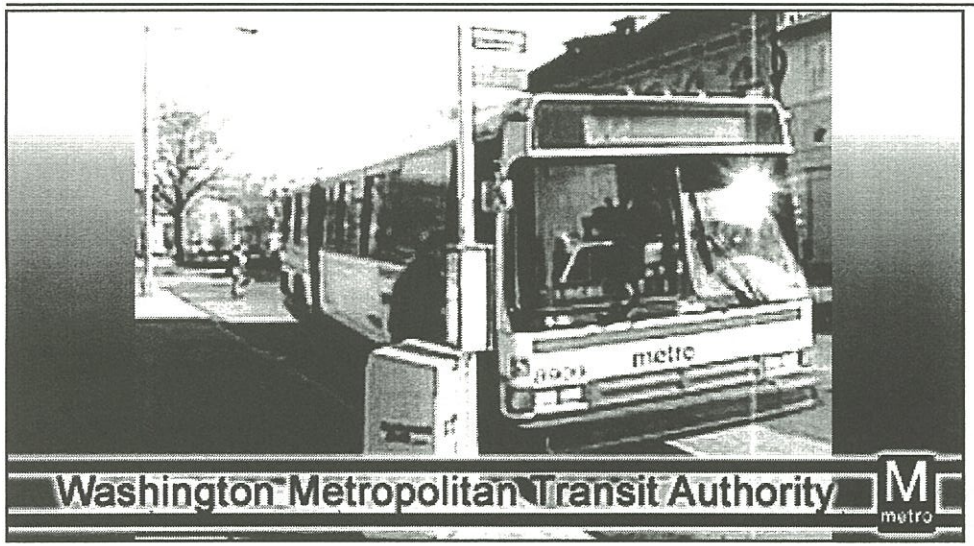
Metrorail Construction - Line 1
Metrorail Debt Service Payments - Line 3

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The total costs shown includes federal funds received by WMATA directly. FY 2006 includes $10.0 million as part of the Governor's new Transit Initiative Program, earmarked for WMATA's anticipated IRP ramp-up.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	510,481	171,661	35,370	44,800	51,875	59,275	68,750	78,750	338,820	0
Total	510,481	171,661	35,370	44,800	51,875	59,275	68,750	78,750	338,820	0
Federal-Aid	392,215	129,159	28,296	35,840	41,500	47,420	55,000	55,000	263,056	0

A total of $219.8 million in Federal funds are received by WMATA directly. There are $43.3 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.



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.

JUSTIFICATION: The average age of the WMATA bus fleet is approximately 7.4 years. FTA guidelines suggest a six year average age based on a twelve year life expectancy. The mid-life bus overhaul program will extend the life of some Metrobuses to 15 years. Purchase and overhaul of equipment will provide a fleet that supports safe, efficient and reliable bus service.

STATUS: WMATA has recived a programmed 262 bus purchase. Fiscal Year 2002 funds the replacement of approximately one-hundred forty-foot heavy duty clean diesel buses.

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: The total cost shown includes federal funds received by WMATA directly. FY 2006 includes the same estimated annual requirement for bus capital for WMATA's IRP Program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	261,633	107,788	26,195	25,530	25,530	25,530	25,530	25,530	153,845	0
Total	261,633	107,788	26,195	25,530	25,530	25,530	25,530	25,530	153,845	0
Federal-Aid	209,025	85,949	20,956	20,424	20,424	20,424	20,424	20,424	123,076	0

A total of $108.5 million in federal funds are received directly by WMATA. There are $14.5 million in federal Congestion Mitigation and Air Quality (CMAQ) funds utilized by MDOT.



PROJECT: Metro Bus/Rail Repair Parts

DESCRIPTION: This project funds the replacement of repairable parts for railcars, facilities, system equipment, bus parts, and major components which are beyond economic repair. It also increases parts inventories to support system expansion, increased fleet mileage and scheduling for the overhaul program.

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.

STATUS: Ongoing Program.

SMART GROWTH STATUS

- [X] 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 2000 - 05 CTP: The same annual cost of 1.8 million is added for FY 06.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,278	1,786	1,692	1,760	1,760	1,760	1,760	1,760	10,492	0
Total	12,278	1,786	1,692	1,760	1,760	1,760	1,760	1,760	10,492	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: WMATA System Access Initiative

DESCRIPTION: This initiative will go toward the purchase of 300 new Metrobuses and 50 new rail cars to accommodate projected ridership growth on the Metro system. Investments also include a 200-bay bus garage to house the new buses, a ramp-up of the WMATA Capital Improvement Program to address concerns over Metrorail structural decline, and funding for major repairs of the Metrorail Red Line, which is experiencing the effects of water intrusion. A $3 million investment to expand the use of Smart Card technology throughout the Washington region is included in Mass Transit Administration project summaries.

JUSTIFICATION: The Metropolitan Washington Council of Govenments (MWCOG) 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.

STATUS: WMATA has set forth a new System Access Program (SAP) budget that includes all projects as described. Expect approval of SAP in April.

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 2000 - 05 CTP: This is a new program that begins in FY 2002.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	69,915	0	0	7,583	18,583	18,583	12,583	12,583	69,915	0
Total	69,915	0	0	7,583	18,583	18,583	12,583	12,583	69,915	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

This project is part of the Governor's Transit Initiative.



State Highway Administration

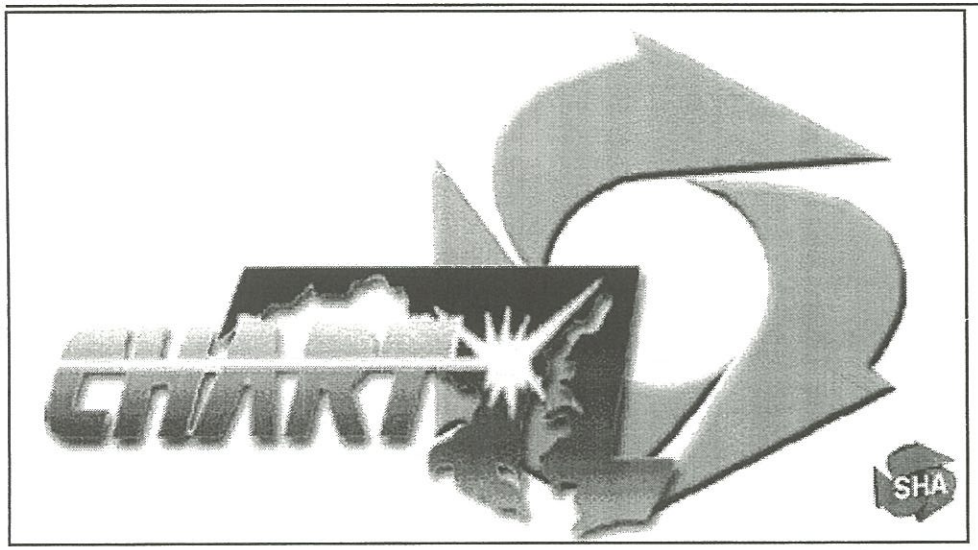
STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	SIX-YEAR TOTAL
Construction Program							
Major Projects	331.6	493.9	589.0	456.8	399.0	203.3	2,473.6
System Preservation Minor Projects	386.7	357.3	342.6	335.3	350.3	370.9	2,143.1
Development & Evaluation Program	45.1	33.7	45.6	44.7	26.3	7.6	203.0
TOTAL	763.4	884.9	977.2	836.8	775.6	581.8	4,819.7
Special Funds*	297.5	314.8	399.6	386.1	370.6	249.9	2,018.5
Federal Funds	465.9	570.1	577.6	450.7	405.0	331.9	2,801.2

*** Includes General Funds for the Woodrow Wilson Bridge**



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 compromised 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:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2100	2000	2000	2000	4000	CMAQ
RW	0	0	0	0	0	----
CO	6700	9000	9000	9000	18000	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 2000 - 05 CTP: Added $14.7 million for further traffic management system projects. The additional funds are from adding in fiscal year 2006 and from additional federal authorization of Intelligent Transportation System funds.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24,845	10,309	2,576	2,234	2,315	2,391	2,470	2,550	14,536	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	147,005	86,541	15,224	9,166	10,885	8,109	8,130	8,950	60,464	0
Total	171,850	96,850	17,800	11,400	13,200	10,500	10,600	11,500	75,000	0
Federal-Aid	147,272	82,772	15,308	9,804	11,352	9,030	9,116	9,890	64,500	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

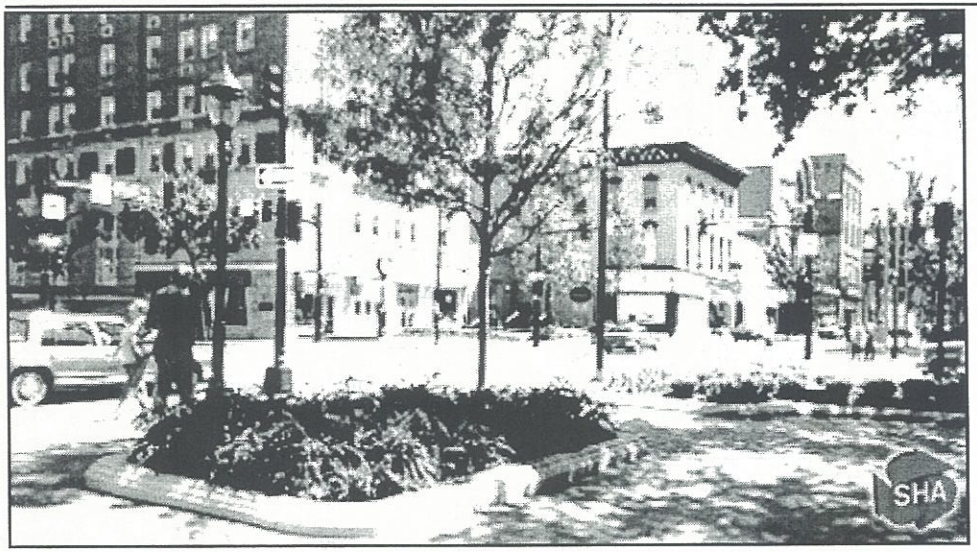
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT: N/A



PROJECT: Neighborhood Conservation Program

DESCRIPTION: This is the SHA element of the Statewide Neighborhood Conservation Program. Funds will be made available for highway transportation projects in designated revitalization areas. Areas will be designated by local jurisdictions taking into account factors such as the age and number of abandoned and substandard structures, the extent of unemployment, and the redevelopment plans and strategies of the local jurisdiction. Project improvements include roadway reconstruction, lighting and drainage improvements, streetscaping and roadway improvements.

JUSTIFICATION: Some of Maryland's older urban areas contain significant investments in physical infrastructure that are underutilized due to their inability to attract new investment. MDOT is joining with other State agencies to target resources for these areas with the goal of increasing their attractiveness to private investment.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	12000	9000	11000	11000	24000	STP

STATUS: Engineering and Construction underway. Continuing to work with other State agencies to define additional program elements. This sheet represents a summary of the Neighborhood Conservation Program. Individual projects are shown in the SHA's System Preservation Program.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added $62.5 million for futher construction of Neighborhood Conservation projects. Of these additional funds $20 million was for undergrounding of utilities.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	31,862	7,862	4,000	4,000	4,000	4,000	4,000	4,000	24,000	0
Right-of-way	10,791	1,791	1,500	1,500	1,500	1,500	1,500	1,500	9,000	0
Construction	191,321	36,321	24,500	24,800	42,300	19,500	20,400	23,500	155,000	0
Total	233,974	45,974	30,000	30,300	47,800	25,000	25,900	29,000	188,000	0
Federal-Aid	75,600	6,100	16,400	7,200	7,200	12,200	12,900	13,600	69,500	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

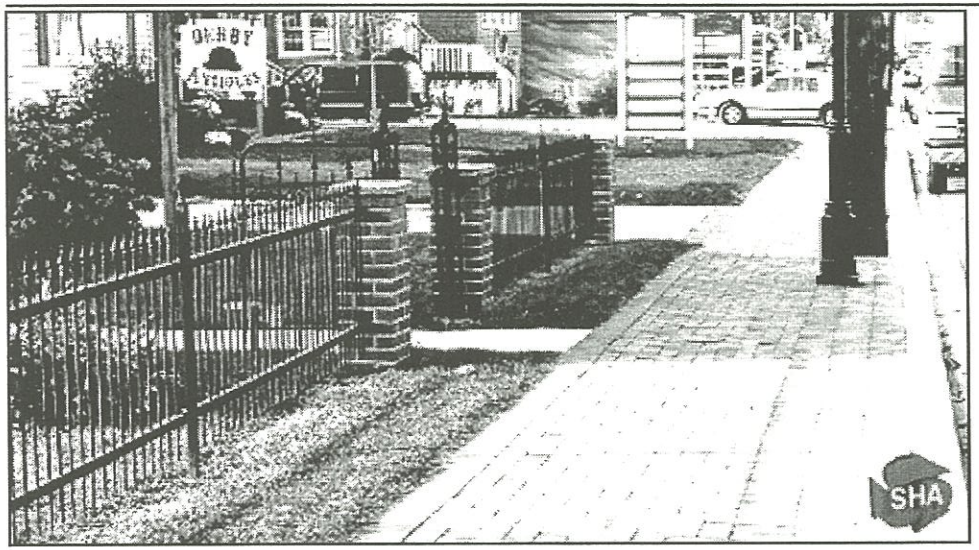
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT: N/A



PROJECT: Sidewalk Program

DESCRIPTION: 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.

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:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: Added $3.0 million for further construction of sidewalks. The additional funds are from adding in fiscal year 2006.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,554	1,187	517	534	551	570	588	607	3,367	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,391	6,358	2,483	2,766	2,649	3,030	2,412	2,693	16,033	0
Total	26,945	7,545	3,000	3,300	3,200	3,600	3,000	3,300	19,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

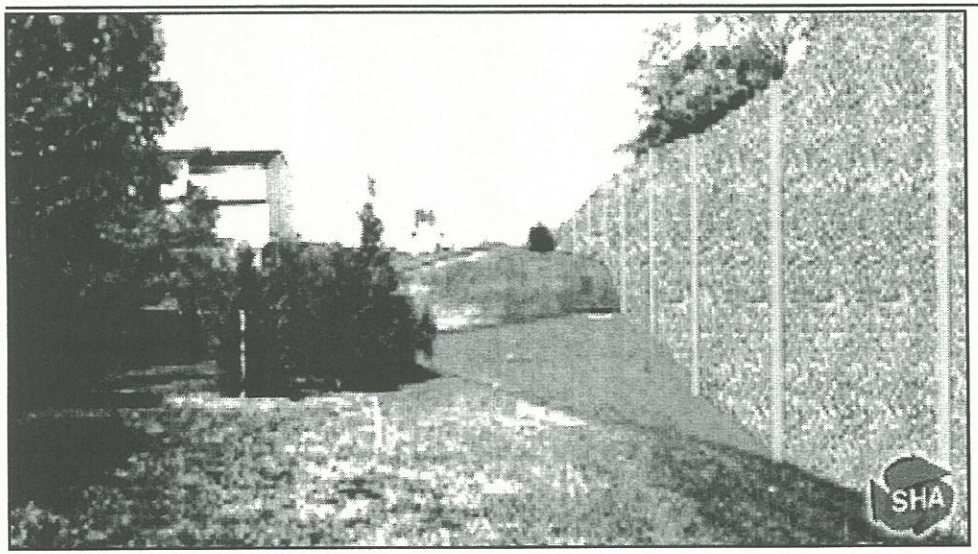
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT: N/A



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:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	9000	5000	6000	9000	17500	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 2000 - 05 CTP: Added $17.2 million for further implementation of retrofit sound barrier projects. The additional funds are from adding fiscal year 2006.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	25,513	14,588	1,050	1,000	2,125	2,800	1,950	2,000	10,925	0
Right-of-way	270	210	10	10	10	10	10	10	60	0
Construction	278,381	195,366	3,740	14,990	13,365	15,290	19,140	16,490	83,015	0
Total	304,164	210,164	4,800	16,000	15,500	18,100	21,100	18,500	94,000	0
Federal-Aid	193,524	155,224	2,200	5,700	3,800	6,800	10,200	9,600	38,300	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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Enhancements		
		Landscaping/Scenic Beautification/Mitigation		
1		Community Planting Program - Landscaping community gateways, reforestation plantings, streetscapes, and landscaping highways at the request of local governments, civic organizations and garden clubs.	125	Completed
		Fiscal Years 2001 and 2002		
		C.H.A.R.T. Projects		
2		C.H.A.R.T. Statewide Communications Network	20,762	Underway
3		C.H.A.R.T. Statewide System Integration	8,897	Underway
4		C.H.A.R.T. - I 97 and US 50 (Phase 2); advanced traffic management system additions	1,212	FY 2001
5		C.H.A.R.T. - I 695 and I 97 (Phase 2); advanced traffic management system additions	1,151	Underway
6		C.H.A.R.T. - I 83, I 795 and I 70 (Phase 2); advanced traffic management system additions	1,086	FY 2001
		Enhancements		
		Archaeological Planning & Research		
7		Maryland's Historic Highway Bridges - Publication of a book, CD, and Web information on Maryland's historic bridges.	48	FY 2001
8		Assessment of Cultural Resources - Development of an historical and archeological survey of cultural resources in transportation corridors in Kent and Queen Anne's Counties.	48	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Enhancements (cont'd)		
		Archaeological Planning & Research (cont'd)		
9		Archeological and Historic sites data - MHT - Develop historic resources and archeological sites information for use in transportation planning Geographic Information System.	180	Underway
10		SHA Archaeology Research - Phase I/II Site Studies, GIS Work and Historical Site Context Work at Various Locations in Maryland.	100	Underway
		Landscaping/Scenic Beautification/Mitigation		
11		Aesthetic Retrofits - Landscaping of SHA stormwater management facilities in highly visible areas and to increase diversity while minimizing thermal impacts.	400	FY 2002
12		Partnership Planting Program - Landscaping, community gateways, reforestation plantings, streetscapes and landscaping highways at the request of local governments, civic organizations, and garden clubs.	125	FY 2001
		Pedestrian and Bicycle Safety and Educational Activities		
13		Pedestrian Safety Campaign - Production and distribution of pedestrian safety flyers to educate pedestrians and drivers on pedestrian safety.	20	Underway
		Environmental Mitigation		
14		Urban Storm Water Retrofit Pilot Program - Retrofit, monitoring and sampling of Low Impact Development (LID) practices within different urban arenas.	200	FY 2002
15		Wetlands Restoration Program - Replacement of tidal and non-tidal wetlands throughout Maryland	500	FY 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Enhancements (cont'd)		
		Environmental Mitigation (cont'd)		
16		Watershed Revitalization Partnership - Establish a program to expand exisitng 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	FY 2002
		Scenic/Historic Highway Programs/Visitor Centers		
17		Bay Game - Publication of the Maryland Bay Game educational pamphlets to educate the traveling public on their relationship to the Chesapeake Bay.	60	FY 2001
18		Civil War Driving Tour - Develop driving tour of Battle of Antietam, including trail blazer signing, mapping, waysides and interpretive signing.	690	FY 2002
19		Keep Maryland Beautiful - Conduction of a campaign to raise the level of awareness statewide of the negative impact of littering on Maryland's highways, the environment, and the economy.	560	Underway



PROJECT: Smart Growth Initiative

DESCRIPTION: Study of transportation alternatives consistent with Smart Growth principles.

JUSTIFICATION: Funding shown is for several projects removed from the Development and Evaluation Program due to inconsistency with Smart Growth principles. This study will identify alternative solutions to transportation problems consistent with Smart Growth principles for these projects.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: Study underway. This program consolidates funding from the following projects removed from the CTP: MD 36; Seldom Seen Road to Buskirk Hollow Road: MD 30; at Manchester: MD 140; Westminster Bypass: MD 213 Rel; Chestertown Bypass.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,493	551	294	162	162	162	162	0	942	0
Engineering	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	1,493	551	294	162	162	162	162	0	942	0
Federal-Aid	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)

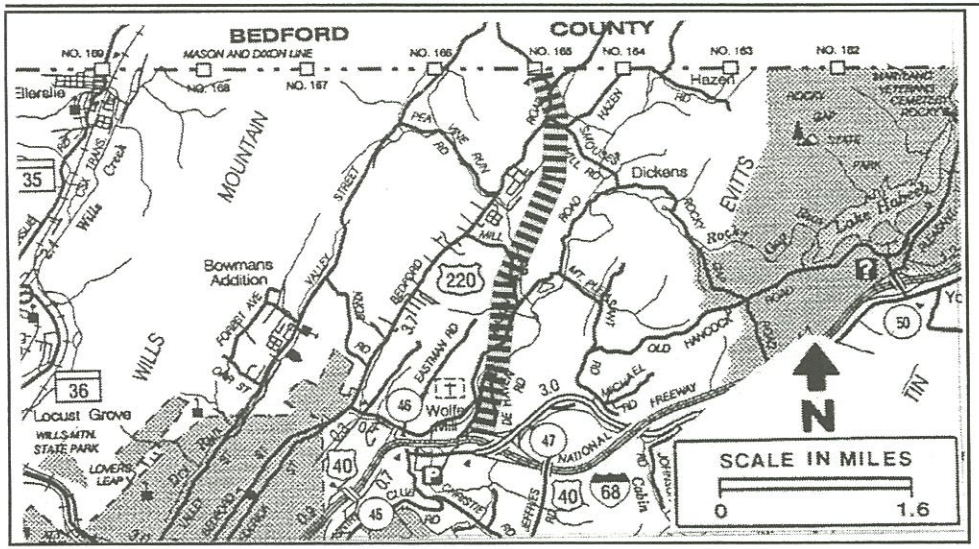
CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT: N/A



Allegany



PROJECT: US 220 Relocated

DESCRIPTION: Construct a new 2 lane highway from I-68 east of Cumberland to the Pennsylvania State line (4.56 miles). Shoulder will accommodate bicycles.

JUSTIFICATION: The existing roadway alignment and cross section are substandard and cannot safely accommodate future traffic demand.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4110	0	0	0	0	APD

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $2.9 million is based on the project's final close out cost.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,423	1,423	0	0	0	0	0	0	0	0
Engineering	4,810	4,810	0	0	0	0	0	0	0	0
Right-of-way	4,571	4,366	205	0	0	0	0	0	205	0
Construction	28,132	22,995	5,137	0	0	0	0	0	5,137	0
Total	38,936	33,594	5,342	0	0	0	0	0	5,342	0
Federal-Aid	29,427	25,159	4,268	0	0	0	0	0	4,268	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

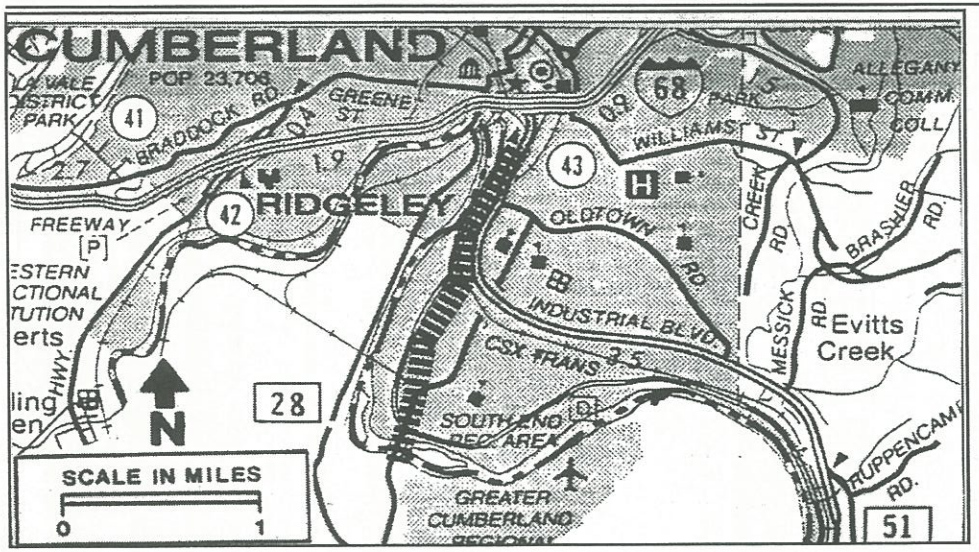
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 3,900 - 10,550 (Existing)

PROJECTED (2020) - 4,800 (US 220 Rel.)

OPERATING COST IMPACT: $11,300 per year



PROJECT: Canal Parkway

DESCRIPTION: Construct new 2 lane roadway to improve access between the West Virginia State line and MD 51 (1.78 miles). An associated hiker/biker trail is to be built by the National Park Service along the C&O Canal.

JUSTIFICATION: Access to South Cumberland is constrained on Virginia Avenue at the existing railroad underpass. Police, fire, ambulance access are also limited. This project will alleviate these conditions and provide improved access to the Cumberland Airport. The project is also a key element of the plan to redevelop the area surrounding the terminus of the C&O Canal.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
Canal Place Authority, Enhancement Improvements
C&O Canal (National Park Service)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1000	0	0	0	0	STP

STATUS: The roadway segment from Wiley Ford Bridge to River Road is open to service. Construction of the Municipal Service Center is complete. Construction underway for the final roadway segment.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,169	3,169	0	0	0	0	0	0	0	0
Engineering	4,855	4,855	0	0	0	0	0	0	0	0
Right-of-way	7,644	4,989	2,090	5	560	0	0	0	2,655	0
Construction	32,542	21,305	6,152	5,085	0	0	0	0	11,237	0
Total	48,210	34,318	8,242	5,090	560	0	0	0	13,892	0
Federal-Aid	34,159	24,379	5,272	4,072	436	0	0	0	9,780	0

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

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 7,600 - 14,100 (Virginia Avenue)

PROJECTED (2020) - 10,000 (Canal Parkway)

OPERATING COST IMPACT: $4,500 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Neighborhood Conservation		
1	US 40 ALT	Main Street; Bowery Street to MD 36 in Frostburg; urban street reconstruct	1,410	Completed
		Streetscapes and Minor Reconstruction		
2	MD 936	Georges Creek Road; Burns Alley to Church Street in Midland; urban street reconstruct	744	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
3	US 40 ALT	National Pike; MD 36 (Frostburg) to 0.47 mile east of Red Hill Road; resurface	3,392	Under construction
4	I 68	National Freeway; 0.37 mile east of M.V. Smith Road Bridge to 0.37 mile east of Orleans Road Bridge; resurface	3,356	FY 2002
		Bridge Replacement/Rehabilitation		
5	US 40 ALT	National Highway; Bridge 1028 over Wills Creek; bridge rehabilitation	1,546	Completed
6	I 68	National Freeway; Bridge 1105 over US 220; bridge deck replacement and substructure repairs	2,859	Under construction
7	I 68	National Freeway; Bridge 1096 over Wills Creek, CSX Transportation and municipal streets; bridge deck rehabilitation	1,717	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Safety/Spot Improvement		
8	MD 36	George Creek Road; at entrance to Westmar High School and at George's Creek Elementary School in Lonaconing; add left turn lane northbound at Westmar High School entrance, realign south driveway entrance and provide barrier/wall between MD 36 and playground at George's Creek Elementary School	750	FY 2002
9	US 220	McMullen Highway; Bunting Street to 700 feet south of Industrial Park entrance; drainage improvements	116	FY 2001
10	MD 658	Vocke Road; West Braddock Road to US 40 Alternate; widen east side of MD 658 at US 40 Alternate to provide double left turn lanes northbound, widen MD 49 to provide left and right turn lanes, re-align I 68 ramp and widen MD 658 to provide merge lane from I 68 off ramp to West Braddock Road	887	FY 2002
		Neighborhood Conservation		
11	MD 36	Mt. Savage Road; Jealous Row to Jennings Run Bridge in Mt. Savage; urban street reconstruct (Funded for preliminary concept studies only)	50	Concepts Underway
12	US 40 ALT	National Pike; 0.47 mile east of Red Hill Road to Long Drive in LaVale; urban street reconstruct (Funded for preliminary engineering only)	150	PE Underway
13	US 40 ALT	Main Street; Phase II - Western limits of Frostburg to Eastern limits of Frostburg; urban street reconstruct	2,206	FY 2001
14	MD 135	Church Street; MD 36 to eastern limits of Westernport; urban street reconstruct	2,412	FY 2001
15	US 220	McMullen Highway; 0.11 mile south of MD 53 to 0.11 mile north of MD 636, MD 53 (Winchester Road) - 0.11 mile north of MD 636 to US 220 and MD 636 (Warrior Drive) - MD 53 to US 220 (Cresaptown); urban street reconstruct (Funded for preliminary engineering only)	250	PE Underway

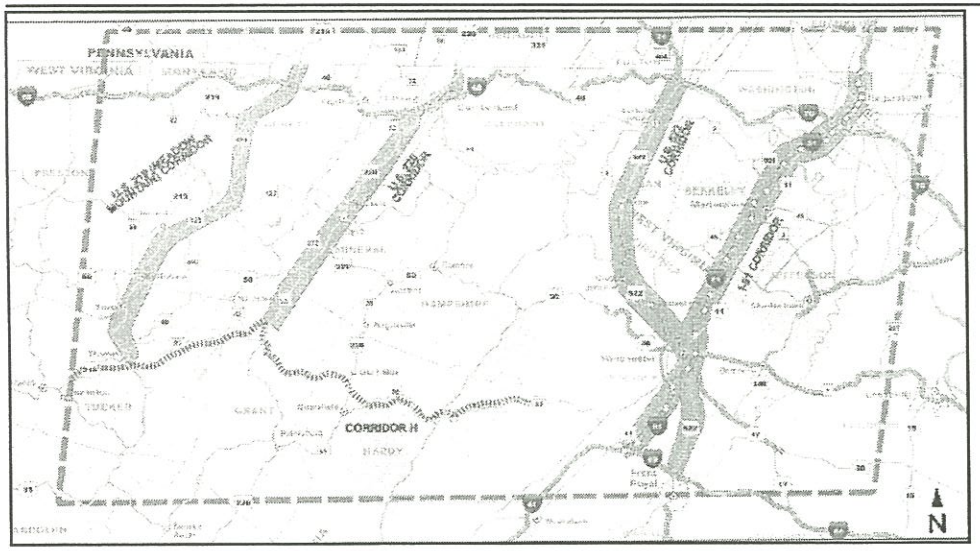
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Environmental Preservation		
16	I 68	National Freeway; Various locations; landscape (Note: Cost for entire project shown in Allegany and Garrett Counties.)	178	Completed
		Sidewalks		
17	MD 51	Industrial Boulevard; Vancouver Street to Springdale Street in Cumberland; retrofit sidewalks northbound - 1,390 linear feet	79	Under construction
18	MD 51	Industrial Boulevard; Springdale Street to Vancouver Street in Cumberland; retrofit sidewalks southbound - 635 linear feet	54	Under construction
		Enhancements		
		Pedestrian/Bicycle Facilities		
19		Canal Place - Trestle Walk - Extension of Canal Street Promenade, Trestle Walk, and Other Improvements in the Station Square Area in the City of Cumberland.	1,000	FY 2001
		Historic Preservation		
20		Wills Creek/City Junction - Rehabilitation of the historic railroad bridge structure over Wills Creek, as part of the C&O rewatering project; existing removal of rail line and connection to rail-yard will also be part of this project. (Work to begin in Fiscal Year 2003.)	1,000	
		Landscaping/Scenic Beautification/Mitigation		
21		Center/Bowery Streets - Landscaping of 600 feet of College Avenue and 1,800 feet of Bowery Street in the City of Frostburg.	163	Underway
22		Center/Bowery Streets - Phase II - Landscaping along Center/Bowery Streets in Frostburg.	88	FY 2001

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Enhancements (cont'd)		
		Preservation of Abandoned Railway Corridors		
23		Allegheny Highlands Trail - Central Section - Construction of the 6.1 mile central section of the Allegheny Highlands Trail from Woodcock Hollow Road to New Hope Road, south of the City of Frostburg.	500	FY 2002
24		Allegheny Highlands Trail - Eastern and Northern Segments - Construction of remaining 14.9 miles from Cumberland to the Pennsylvania Line.	1,085	FY 2002



PROJECT: Western Maryland North-South Corridor Study

DESCRIPTION: Conduct a multi-state study to identify a high priority north-south highway within Western Maryland, Virginia, West Virginia and Pennsylvania.

JUSTIFICATION: The need exists in Western Maryland to provide a major north-south highway of national significance to encourage and enhance economic development and interstate trade.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: A Pre-Project Planning study is underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Pennsylvania has elected to join the study.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	766	320	346	100	0	0	0	0	446	0
Engineering	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	766	320	346	100	0	0	0	0	446	0
Federal-Aid	536	224	242	70	0	0	0	0	312	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 1,275 - 63,100

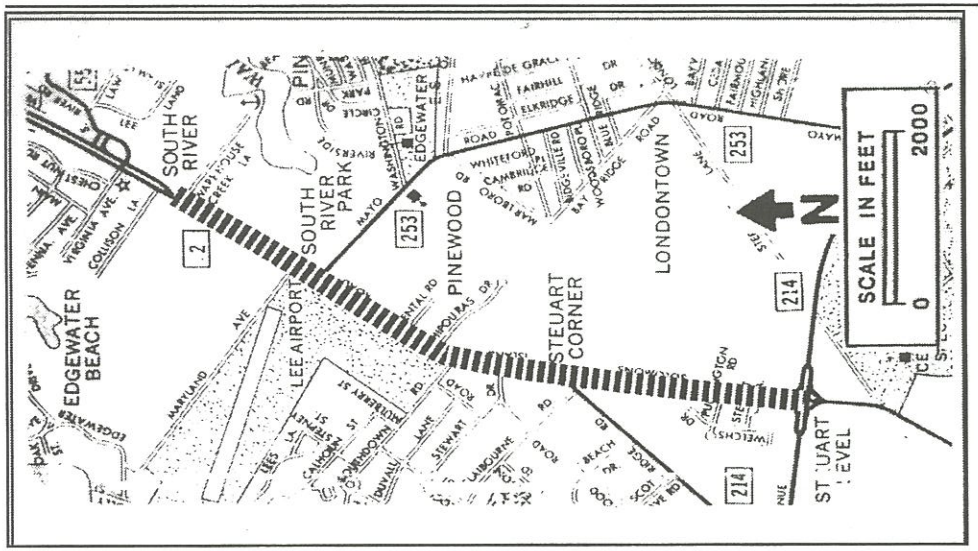
PROJECTED (2020) - 2,500 - 82,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 255194 12/01/2000 The estimated cost is for the entire project in Maryland, Virginia, West Virginia and Pennsylvania.



Anne Arundel



PROJECT: MD 2, Solomons Island Road

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

JUSTIFICATION: This improvement will complete the widening of MD 2 from MD 214 to the South River Bridge, serving existing and future traffic needs.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	2204	195	426	0	0	NHS/STP
CO	4182	2757	2545	886	0	NHS/STP

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction was delayed from FY00 to FY01 due to project re-advertisement. The cost increase of $2.9 million is based on a higher bid price.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,394	1,394	0	0	0	0	0	0	0	0
Engineering	870	870	0	0	0	0	0	0	0	0
Right-of-way	8,909	5,288	2,825	250	546	0	0	0	3,621	0
Construction	14,100	4	3,600	5,500	3,789	1,207	0	0	14,096	0
Total	25,273	7,556	6,425	5,750	4,335	1,207	0	0	17,717	0
Federal-Aid	18,298	5,103	4,853	4,242	3,214	886	0	0	13,195	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

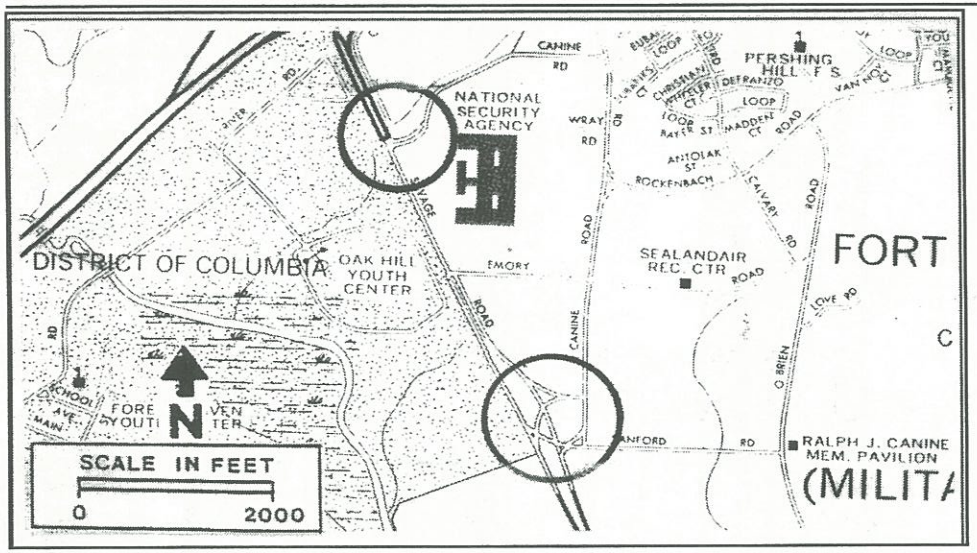
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 47,000

PROJECTED (2020) - 74,000

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 at entrances to the National Security Agency to interchanges, thereby reducing congestion and improving safety along this section of MD 32.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 32, Interchange at MD 198 (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1226	0	0	0	0	NHS
RW	282	0	0	0	0	NHS
CO	3654	7536	5136	2173	0	NHS/HPP

STATUS: Final Engineering underway. Construction underway for interchange at Samford Road. Construction to begin for interchange at Canine Road during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,735	235	1,200	300	0	0	0	0	1,500	0
Right-of-way	313	0	313	0	0	0	0	0	313	0
Construction	24,025	30	4,554	4,247	7,464	7,730	0	0	23,995	0
Total	26,073	265	6,067	4,547	7,464	7,730	0	0	25,808	0
Federal-Aid	20,914	188	5,051	3,824	5,822	6,029	0	0	20,726	0

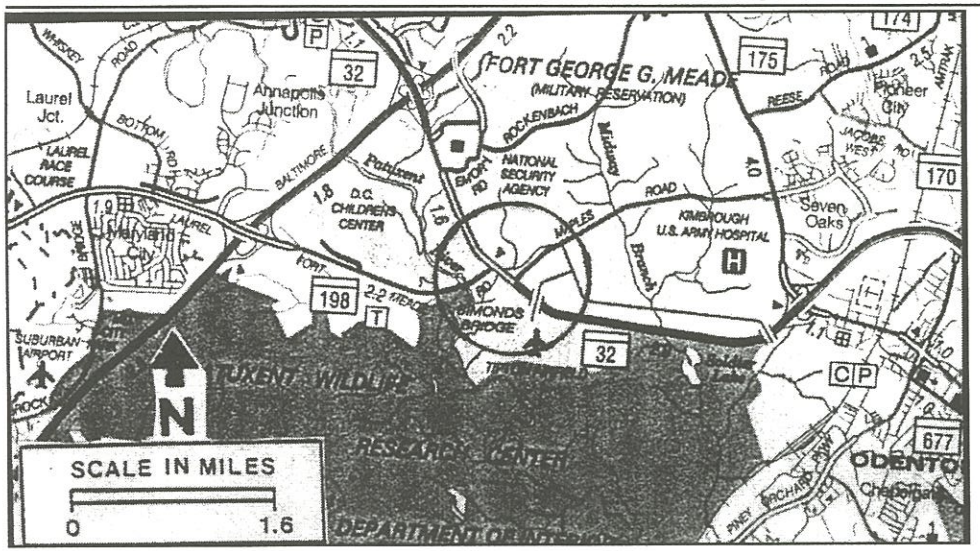
FUNCTION :
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 42,000

PROJECTED (2020) - 67,000

OPERATING COST IMPACT: $7,000 per year

STIP REFERENCE # 022235 12/01/2000



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct an interchange at MD 198. Includes sidewalks on MD 198 where appropriate. MD 198 will include wide outside curb lanes that will accommodate bicycles.

JUSTIFICATION: This project will consolidate access from MD 198, Airfield Road and Mapes Road, and eliminate the existing traffic signals, thereby reducing congestion and improving safety. This project will provide improved access to Fort Meade, the National Security Agency and Tipton Airfield, and will complete the Patuxent Freeway from Columbia to Annapolis.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 32, Interchanges at Canine and Samford Roads (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	225	0	0	0	0	NHS
RW	0	0	0	0	0	----
CO	497	3253	3967	0	0	NHS

STATUS: Final Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $2.1 million is based on final engineering being done as a design build project.

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

PROJECT CASH FLOW

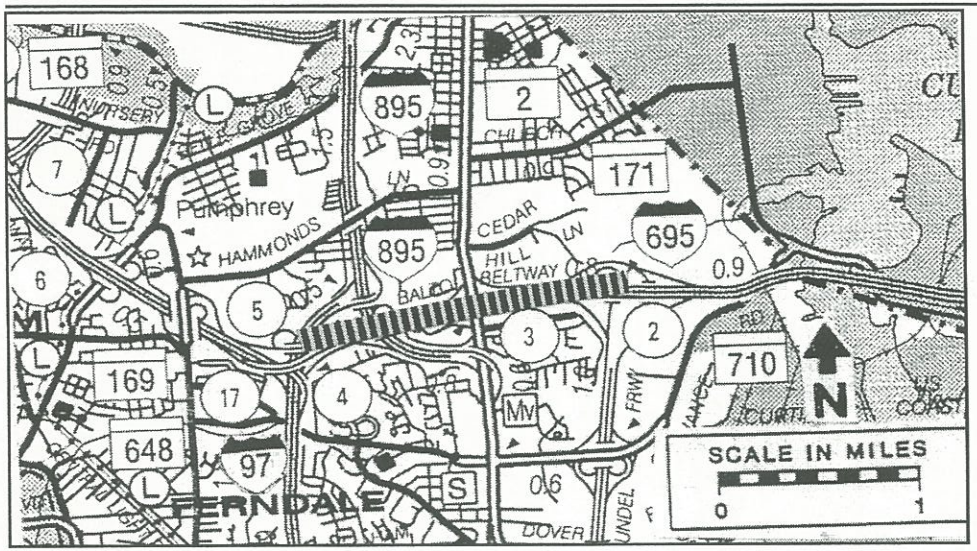
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	470	470	0	0	0	0	0	0	0	0
Engineering	7,371	7,071	300	0	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,894	0	637	4,171	5,086	0	0	0	9,894	0
Total	17,735	7,541	937	4,171	5,086	0	0	0	10,194	0
Federal-Aid	13,041	5,114	707	3,253	3,967	0	0	0	7,927	0

FUNCTION :
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 55,000

PROJECTED (2020) - 81,000

OPERATING COST IMPACT: $6,000 per year



PROJECT: MD 695, Baltimore Beltway

DESCRIPTION: Add an additional lane in each direction from I-97 to MD 10 (1.25 miles).

JUSTIFICATION: This project will improve the existing weave condition, resulting in safer operations along this section.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 695, Francis Scott Key Bridge to MD 10 (MdTA System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2532	4199	0	0	0	NHS

STATUS: Final Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the System Preservation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	529	429	100	0	0	0	0	0	100	0
Right-of-way	55	0	55	0	0	0	0	0	55	0
Construction	9,253	0	3,481	5,772	0	0	0	0	9,253	0
Total	9,837	429	3,636	5,772	0	0	0	0	9,408	0
Federal-Aid	6,732	0	2,532	4,200	0	0	0	0	6,732	0

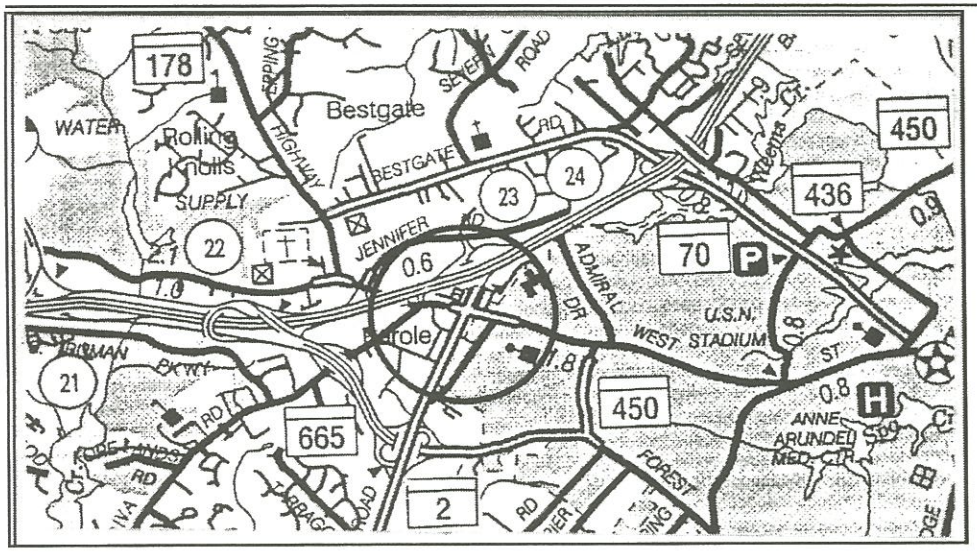
FUNCTION :
STATE - Principal Arterial
FEDERAL - Freeway - Expressway
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 92,000

PROJECTED (2020) - 133,000

OPERATING COST IMPACT: $3,000 per year

STIP REFERENCE # AA6521 12/01/2000



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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	2570	3857	1288	NHS/STP

STATUS: Final Engineering and Right-of-way underway. Anne Arundel County is contributing $10 million toward the total project cost. Right-of-way will be funded by Anne Arundel County as part of the $10 million. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,951	1,101	500	350	0	0	0	0	850	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,891	0	0	0	3,295	4,945	1,651	0	9,891	0
Total	11,842	1,101	500	350	3,295	4,945	1,651	0	10,741	0
Federal-Aid	7,715	0	0	0	2,570	3,857	1,288	0	7,715	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

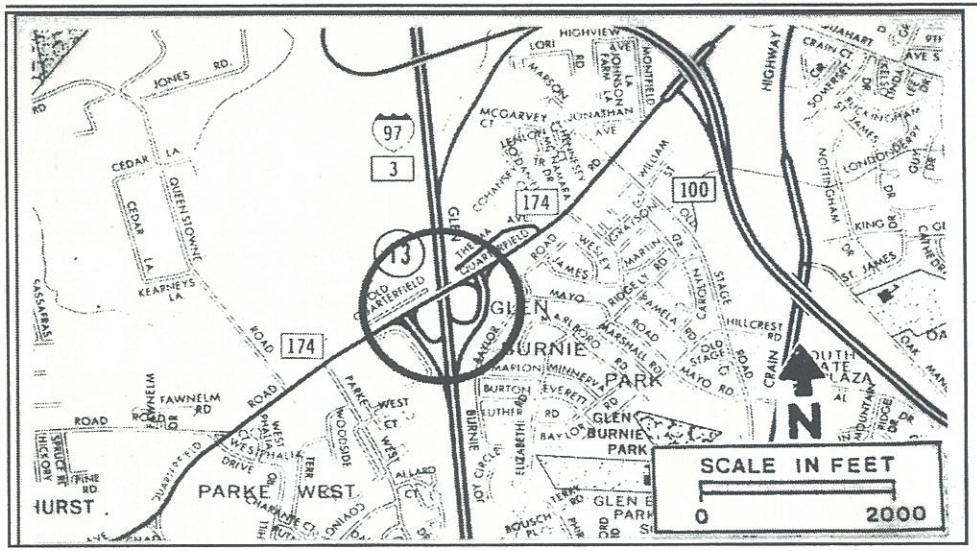
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 124,500

PROJECTED (2020) - 187,000

OPERATING COST IMPACT: $8,000 per year

STIP REFERENCE # 022222 12/01/2000



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. MD 174 will include wide outside curb lanes that 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
- [X] Project Within PFA
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	563	564	0	0	STP
CO	0	0	0	0	0	----

STATUS: Final Engineering underway. Right-of-way to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	873	273	300	300	0	0	0	0	600	0
Right-of-way	1,443	0	0	721	722	0	0	0	1,443	0
Construction	9,884	0	0	0	2,025	4,670	3,189	0	9,884	0
Total	12,200	273	300	1,021	2,747	4,670	3,189	0	11,927	0
Federal-Aid	1,737	191	210	772	564	0	0	0	1,546	0

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

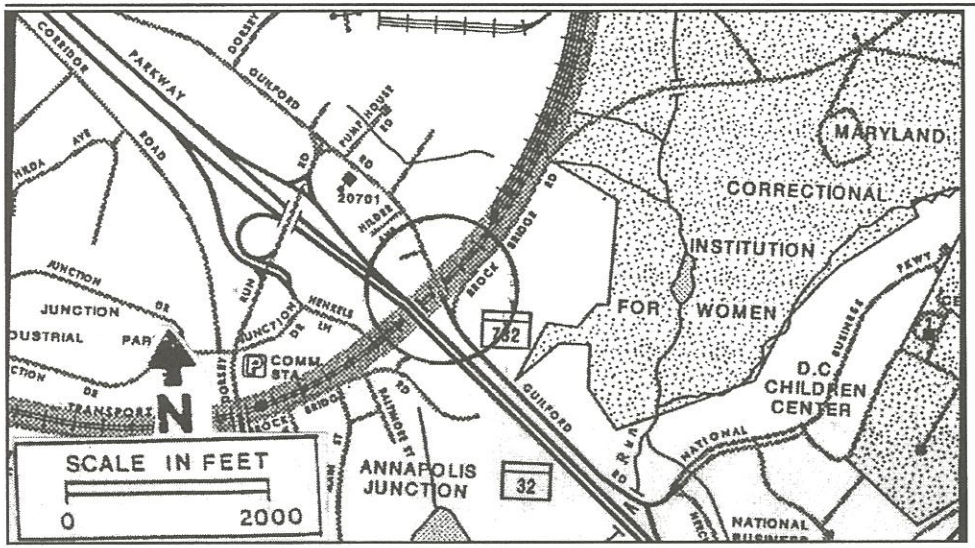
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 23,000

PROJECTED (2020) - 40,000

OPERATING COST IMPACT: $10,000 per year

STIP REFERENCE # 023302 12/01/2000



PROJECT: MD 732, Guilford Road

DESCRIPTION: Replace Bridge 13029 over CSX Railroad.

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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. Construction to begin during budget fiscal year. State Highway Administration, Anne Arundel County and Howard County are sharing the cost of construction. Costs shown are SHA share only. Project to be advertised by Howard County.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction delayed from FY01 to FY02 to allow additional time for roadway connection design by Howard County. The cost increase of $0.6 million is based on adding a lane and sidewalks to the project at the request of Howard County.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	184	36	100	48	0	0	0	0	148	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,136	0	0	1,136	0	0	0	0	1,136	0
Total	1,320	36	100	1,184	0	0	0	0	1,284	0
Federal-Aid	144	28	78	38	0	0	0	0	116	0

FUNCTION :

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 13,000

PROJECTED (2020) - 27,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 254963 12/01/2000 The estimated cost is for the entire project in Anne Arundel and Howard counties.

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, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 3 BUS	Crain Highway; 5th Avenue to MD 648E and MD 648E from MD 2 to Eastern Street; resurface	1,179	Completed
2	MD 178	Generals Highway; Carriage Hill Road to Fairfield Loop Road; resurface	1,470	Completed
3	MD 178	Generals Highway; Exit 5 to Veterans Highway; resurface	200	Completed
4	MD 198	Laurel - Fort Meade Road; Laurel Road to MD 295; resurface	853	Completed
5	MD 607	Hog Neck Road; MD 177 to MD 173; resurface	155	Completed
		Safety/Spot Improvement		
6	MD 424	Davidsonville Road; US 50/301 to Rossback Road; drainage improvement	83	Completed
7	MD 450	Defense Highway; MD 178 to Riva Road; widen to provide auxiliary lane and resurface	1,167	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
8	MD 2	Solomons Island Road; MD 214 to Mill Swamp Road; resurface	800	FY 2002
9	MD 3	Robert Crain Highway; Carver Road to MD 175; resurface northbound roadway	1,700	FY 2002
10	MD 175	Jessup Road; MD 295 to the Howard County Line; resurface	1,087	FY 2002
11	MD 256	Deale Road; MD 2 to MD 258; resurface	1,602	FY 2002

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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
12	MD 468	Muddy Creek Road; Snug Harbor Road to MD 255; resurface	3,501	FY 2002
		Bridge Replacement/Rehabilitation		
13	I 695	Baltimore Beltway; Bridge 2001 over Patapsco River and Hammonds Ferry Road; bridge rehabilitation	1,483	Under construction
		Safety/Spot Improvement		
14	MD 2	Solomons Island Road; at Tarragon Lane; geometric improvements	229	FY 2001
15	MD 3 BUS	Crain Highway; at I 97; extend thru lane and add right turn lane	191	Completed
16	MD 32	At MD 175; interchange modifications (Note: The cost shown represents SHA share of project cost.)	300	FY 2002
17	MD 32	Savage Road; MD 175 to east of Airfield Road; fencing	244	Completed
18	MD 70	Rowe Boulevard; Storm Sewer Outlet to College Creek Tidewaters; drainage improvements	257	FY 2002
19	MD 177	Mountain Road; West of Edwin Raynor Boulevard; replace culvert	32	FY 2002
20	MD 468	Shadyside Road; West of Deep Cove Road to east of Dent Road; safety and drainage improvements (Note: Construction to begin in Fiscal Year 2005.)	1,500	PE Underway
		Neighborhood Conservation		
21	MD 170	Belle Grove Road; I 895 to MD 648 in Brooklyn Park; urban street reconstruct (Funded for preliminary concept studies only)	250	Concepts Underway

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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Neighborhood Conservation (cont'd)		
22	MD 170	Belle Grove Road; MD 2 to I 895 in Brooklyn Park; urban street reconstruct (Funded for preliminary concept studies only)	50	FY 2002
23	MD 171	Church Street; MD 2 to Baltimore City Line in Brooklyn Park; urban street reconstruct	1,291	Under construction
24	MD 175	Annapolis Road; at MD 677 in Odenton; intersection improvements (Funded for preliminary engineering only)	353	PE Underway
25	MD 648	Baltimore Annapolis Boulevard; MD 176 (Dorsey Road) to MD 10 and MD 3 Business (Crain Highway) from 8th Avenue to Aquahart Road in Glen Burnie; streetscape (Funded for preliminary concept studies only)	300	Concepts Underway
		Noise Barriers		
26	US 50/301	John Hanson Highway; Ridgely Avenue to west of the Severn River Bridge; noise barrier (Lindamoor/Riverview Avenue)	3,819	FY 2002
		C.H.A.R.T. Projects		
27	US 50	John Hanson Highway; MD 197 to Bay Bridge and I 97 from US 50 to MD 648; install closed circuit television, variable message signs and traffic detectors for advanced traffic management system	1,606	Under construction
28	MD 295	Baltimore Washington Parkway; South of MD 202 to MD 175; install loop detectors for advanced traffic management system (Note: Cost for entire project shown in Anne Arundel and Prince George's Counties.)	554	Under construction
29	I 695	Baltimore Beltway; I 95 to I 97 and I 97 - I 695 to MD 648; install traffic detectors and roadway weather information systems for advanced traffic management (Note: Cost for entire project shown in Anne Arundel and Baltimore Counties.)	220	Under construction

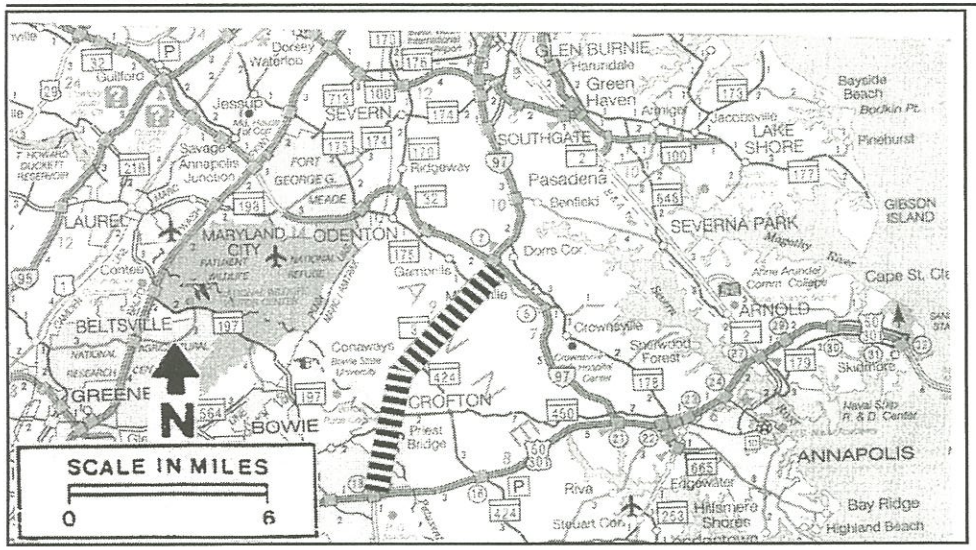
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Environmental Preservation		
30	I 97	MD 174 to MD 3 split; landscape	218	Completed
31	I 195	Metropolitan Boulevard; I 95 to MD 170; landscape	328	Under construction
		Sidewalks		
32	MD 677	Odenton Road; Higgins Drive to MARC Station in Odenton; retrofit sidewalks	297	FY 2001
		Intersection Capacity Improvements		
33	MD 177	Mountain Road; at Edwin Raynor Boulevard; construct additional left turn lane eastbound, mill and resurface intersection	343	FY 2002
		Enhancements		
		Acquisition of Scenic Easements & Scenic/Historic Sites		
34		Beverly Looper Property - Acquire the property (410+/- acres) to preserve an environmentally sensitve area and the Chesapeake Bay.	2,500	FY 2001
35		Holly Beach Farm - Acquire the property (300 +/- acres) to preserve the scenic viewshed of the Chespeake Bay from US 50.	2,875	FY 2001
		Pedestrian/Bicycle Facilities		
36		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction.	500	FY 2002
37		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	FY 2001

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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Enhancements (cont'd)		
		Landscaping/Scenic Beautification/Mitigation		
38		Tarnans Branch - Restore a portion of Tarnans Branch to correct and minimize stream bank erosion associated with runoff from US 50/301 and MD 424. (Work to begin in Fiscal Year 2003.)	126	
		Preservation of Abandoned Railway Corridors		
39		WB&A Trail - (West County Trail) - Construction of a 2.7 mile trail from the Odenton Marc Station to Strawberry Lake Way.	843	FY 2002
		Scenic/Historic Highway Programs/Visitor Centers		
40		London Town Visitor's Center & Museum - Construct a Visitors Center and Museum at Historic London Town and Gardens in Edgewater.	2,447	FY 2002



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.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 50, East of US 301 to west of MD 410 (Prince George's - Construction Program)
US 301, South Corridor Transportation Study (Prince George's - D&E Program)
US 301, North of Mount Oak Road to US 50 (Prince George's - D&E Program)
MD 450, Stonybrook Drive to west of MD 3 (Prince George's - D&E Program)

STATUS: Project Planning to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	771	0	0	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,102	0	0	331	440	331	0	0	1,102	0
Engineering	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	1,102	0	0	331	440	331	0	0	1,102	0
Federal-Aid	770	0	0	231	308	231	0	0	770	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 52,500

PROJECTED (2020) - 109,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # AA5032 12/01/2000 The estimated cost is for the entire project in Anne Arundel and Prince George's counties.



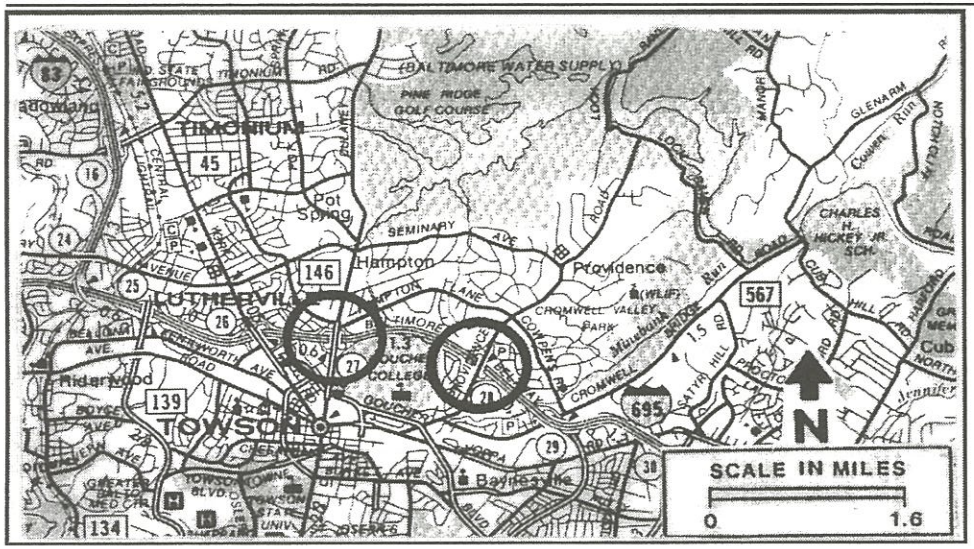
Baltimore City

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002		
		Enhancements		
		Pedestrian/Bicycle Facilities		
1		Frederick Douglass/Isaac Myers Park - Construction of a segment of the Baltimore Waterfront Promenade at the Frederick Douglass/Isaac Myers Park.	386	FY 2002
2		Gwynns Falls Trail Phase II - Construction of Phase II of the Gwynns Falls Trail from Leon Day Park to Carroll Park in West Baltimore	2,440	FY 2002
		Rehabilitation/Operation of Historic Transportation Structures		
3		B&O Railroad Museum - Car Shop II - Restoration and renovation of the Baltimore and Ohio Railroad Passenger Car Works building walls and windows.	1,000	FY 2001
		Landscaping/Scenic Beautification/Mitigation		
4		Caroline Street - Landscaping improvement along Caroline Street from Thames Street to Aliceanna Street.	66	FY 2002
5		US 40 West Landscaping - Landscaping and pedestrian pathway along US 40 from Monroe Street to Poppleton Street.	165	FY 2001
6		Roland Avenue - Landscaping enhancements to create a Town Square along Roland Avenue between Colorado Avenue and Deepdene Road.	170	Underway


Baltimore



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Dulaney Valley Road (MD 146) Bridge 3162 (including interchange modifications) and Providence Road Bridge 3163 over I-695 (1.16 miles). Includes sidewalks where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This project will improve the capacity, operation and safety of this segment of I-695 and the two interchanges.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-695, at MD 45 (Construction Program)
I-695, at MD 25A (Construction Program)
I-695, at MD 140 (Construction Program)
I-695, Noise Barriers (System Preservation Program)
I-695, I-83 (JFX) to I-95 (D&E Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1719	508	0	0	0	NHS

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	244	133	111	0	0	0	0	0	111	0
Construction	13,030	7,702	4,922	406	0	0	0	0	5,328	0
Total	13,274	7,835	5,033	406	0	0	0	0	5,439	0
Federal-Aid	11,999	7,069	4,555	375	0	0	0	0	4,930	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

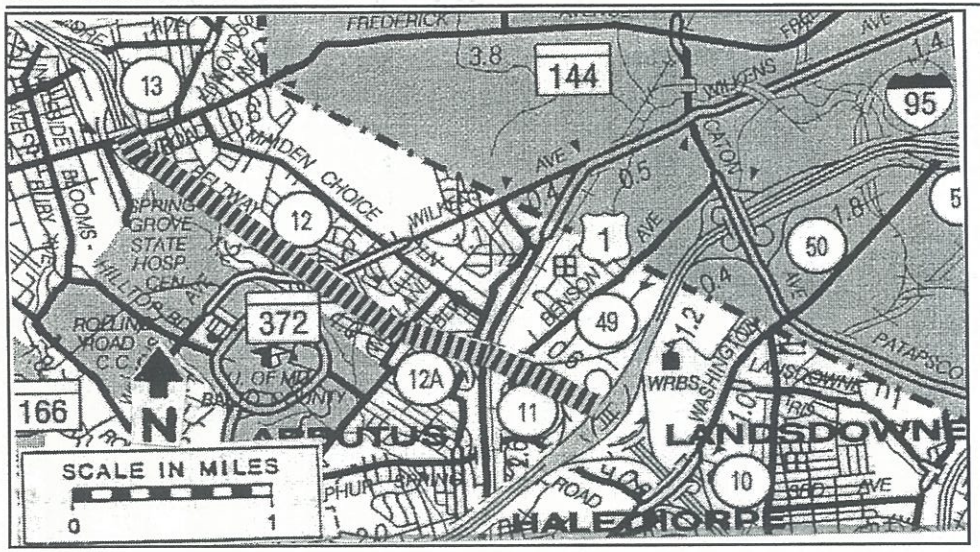
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 28,000 (MD 146)
21,000 (Providence Road)

PROJECTED (2020) - 32,000 (MD 146)
25,000 (Providence Road)

OPERATING COST IMPACT: N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Add an additional lane southbound from south of MD 144 to I-95. Also includes the reconstruction of the US 1 bridge (2.9 miles).

JUSTIFICATION: This project will provide improved capacity, safety and operations for this segment of I-695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-695, at MD 26 Outer Loop Ramp widening (Construction Program)
I-695, at MD 140 (Construction Program)
I-695, Noise Barriers (System Preservation Program)
I-695, I-95 to I-70 (D&E Program)
I-695, at MD 26 (D&E Program)

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $17.1 million is based on additional structural, grading, drainage, shoulder and traffic needs.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	21034	31550	0	0	NHS/HPP

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,779	1,279	1,500	0	0	0	0	0	1,500	0
Right-of-way	1,029	679	250	50	50	0	0	0	350	0
Construction	67,415	0	0	26,966	40,449	0	0	0	67,415	0
Total	71,223	1,958	1,750	27,016	40,499	0	0	0	69,265	0
Federal-Aid	55,332	1,425	1,245	21,073	31,589	0	0	0	53,907	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

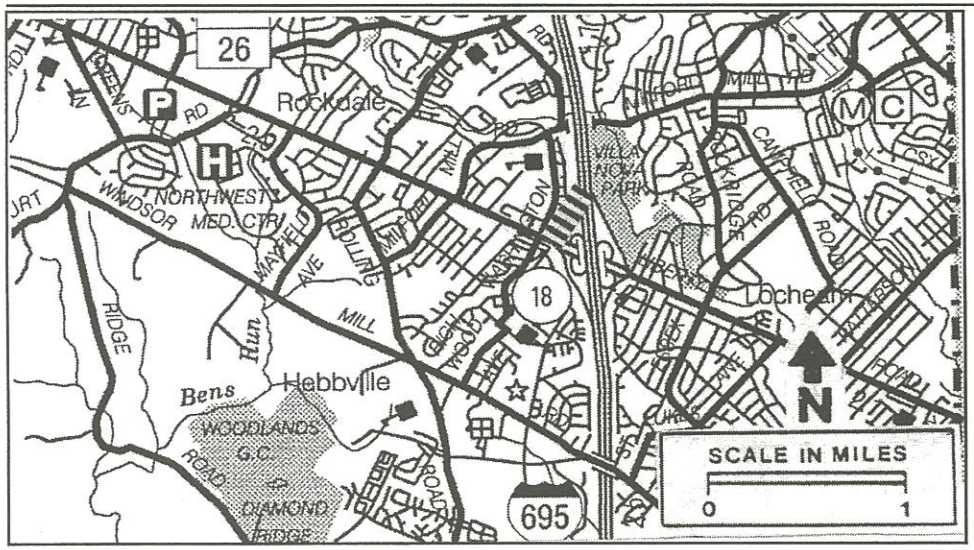
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 171,500

PROJECTED (2020) - 233,000

OPERATING COST IMPACT: $20,000 per year

STIP REFERENCE # 031274 12/01/2000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Construct improvements to the MD 26 / Washington Avenue intersection and improvements to the I-695 Outer Loop ramp to westbound MD 26.

JUSTIFICATION: This project will provide safety and operation 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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-695, at MD 140 (Construction Program)
I-695, I-95 to MD 144 (Construction Program)
I-695, I-95 to I-70 (D&E Program)
I-695, at MD 26 (D&E Program)

STATUS: Final Engineering underway. Right-of-way to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $2.9 million is due to scope changes which includes a new intersection reconstruction, additional ramp relocations and MD 26 widening.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	322	0	0	0	0	IM
RW	0	110	0	0	0	IM
CO	0	0	2168	3092	0	IM

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	405	5	200	200	0	0	0	0	400	0
Right-of-way	140	0	0	105	35	0	0	0	140	0
Construction	6,745	0	0	0	2,780	3,965	0	0	6,745	0
Total	7,290	5	200	305	2,815	3,965	0	0	7,285	0
Federal-Aid	5,654	4	140	222	2,196	3,092	0	0	5,650	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

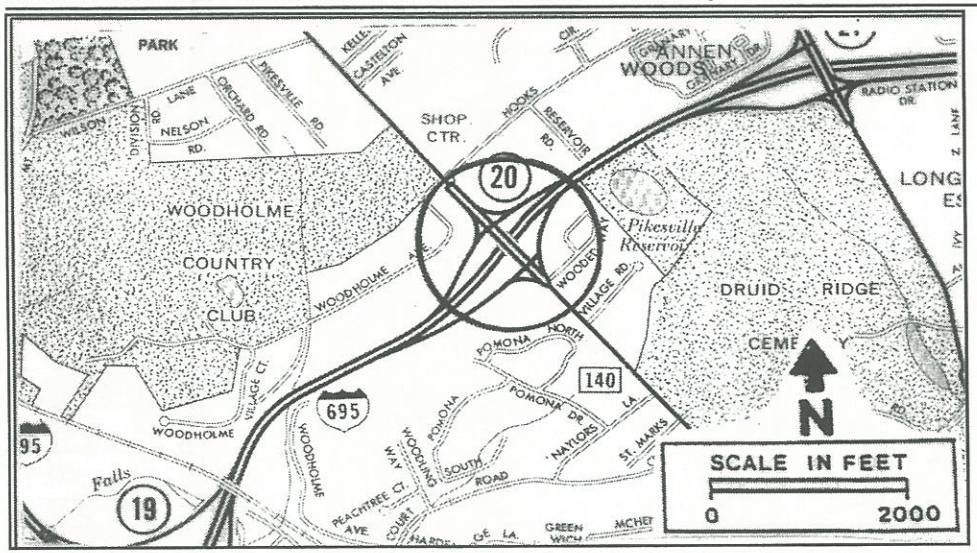
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 180,000 (I-695)
49,000 (MD 26)

PROJECTED (2020) - 241,000 (I-695) 71,000
(MD 26)

OPERATING COST IMPACT: $1000 per year



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Reconstruction of the existing MD 140 interchange to an urban diamond configuration, including bridge replacement and widening. Includes sidewalks where appropriate. Wide outside lanes will accommodate bicycles.

JUSTIFICATION: This project will improve the operation and safety of this segment of I-695 and the associated interchange. This project will also replace the existing deteriorated MD 140 bridge over I-695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-695, I-95 to MD 144 (Construction Program)
I-695, at MD 25A (Construction Program)
I-695, at MD 26 Outer Loop Ramp (Construction Program)
I-695, I-95 to I-70 (D&E Program)
I-695, I-83 JFX to I-95 (D&E Program)
I-695, at MD 26 (D&E Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $1.3 million is due to additional bridge aesthetics and a higher bid price.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3164	7070	2429	0	0	IM

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,305	1,305	0	0	0	0	0	0	0	0
Right-of-way	980	269	148	300	263	0	0	0	711	0
Construction	16,236	0	4,057	9,065	3,114	0	0	0	16,236	0
Total	18,521	1,574	4,205	9,365	3,377	0	0	0	16,947	0
Federal-Aid	15,624	1,124	3,605	8,026	2,869	0	0	0	14,500	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

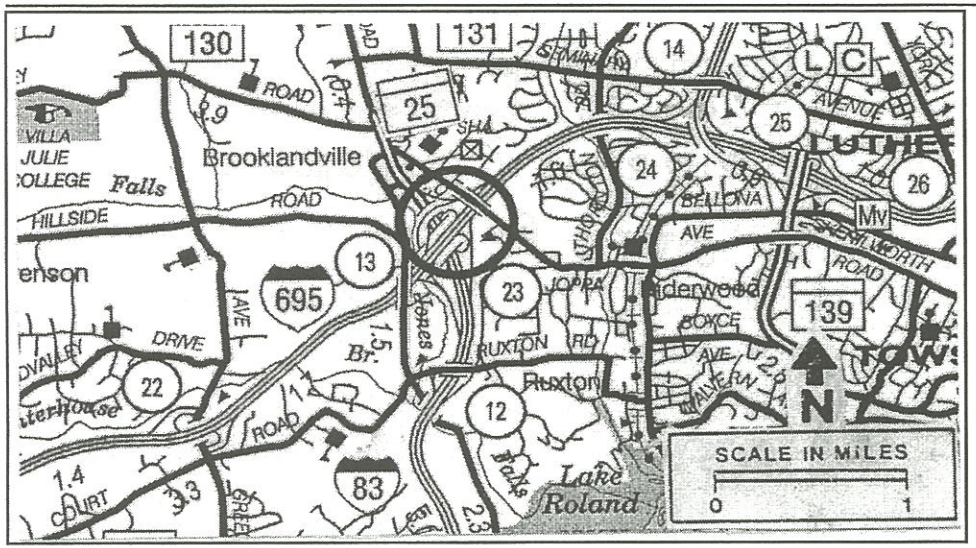
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 165,000
45,000 (MD 140)

PROJECTED (2020) - 220,000
60,000 (MD 140)

OPERATING COST IMPACT: $1,000 per year

STIP REFERENCE # 031255 12/01/2000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Widen and reconstruct the I-695 bridges over MD 25A, including Joppa Road.

JUSTIFICATION: This project will provide for future Beltway widening to improve the capacity, operation and safety of this segment of I-695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-695, at MD 45 (Construction Program)
I-695, at MD 140 (Construction Program)
I-695, Bridge Replacements Providence & Dulaney Valley Roads (Construction Program)
I-695, Noise Barriers (Systems Preservation Program)
I-695, I-83 (JFX) to I-95 (D&E Program)

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $1.7 million is due to the addition of PE funds from the mainline project (D&E Line 14), additional utility relocations, abutment repairs and under clearance problems on the I-695 bridge.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,109	472	275	262	100	0	0	0	637	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,221	0	0	0	0	4,949	7,224	2,048	14,221	0
Total	15,330	472	275	262	100	4,949	7,224	2,048	14,858	0
Federal-Aid	776	330	193	183	70	0	0	0	446	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

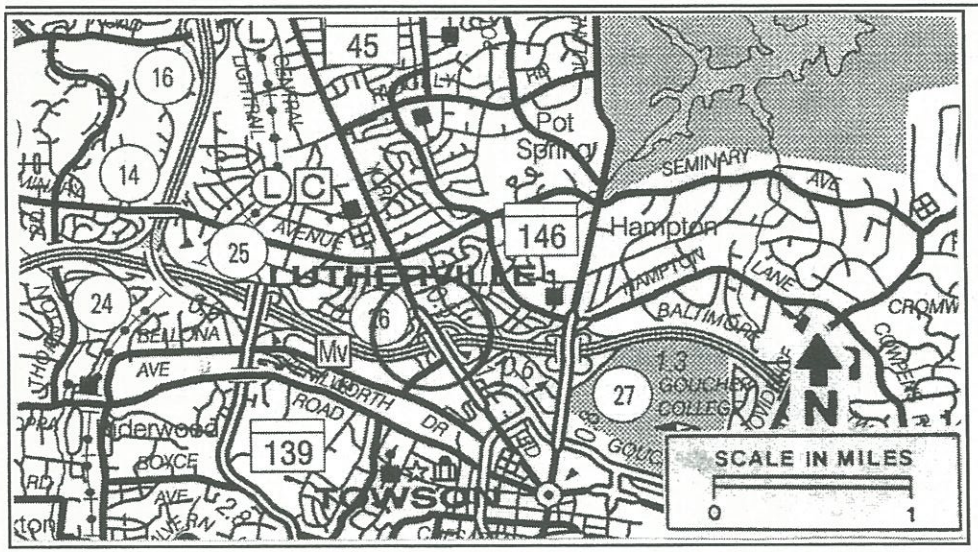
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 175,000

PROJECTED (2020) - 225,000

OPERATING COST IMPACT: N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Reconstruction of the existing MD 45 (York Road) interchange. Includes sidewalks where appropriate. Wide outside lanes will accommodate bicycles.

JUSTIFICATION: This project will improve capacity, safety and operation for this segment of I-695 and the associated interchange.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-695, at MD 25A (Construction Program)
I-695, Bridge Replacements Providence & Dulaney Valley Roads (Construction Program)
I-695, Noise Barriers (Ststem Preservation Program)
I-695, I-83 (JFX) to I-95 (D&E Program)

STATUS: Final Engineering underway. Right-of-way to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	548	0	0	0	0	IM
RW	0	102	0	0	0	IM
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	650	0	300	250	100	0	0	0	650	0
Right-of-way	190	1	1	5	148	35	0	0	189	0
Construction	15,676	0	0	0	0	4,980	7,838	2,858	15,676	0
Total	16,516	1	301	255	248	5,015	7,838	2,858	16,515	0
Federal-Aid	603	1	211	179	185	27	0	0	602	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

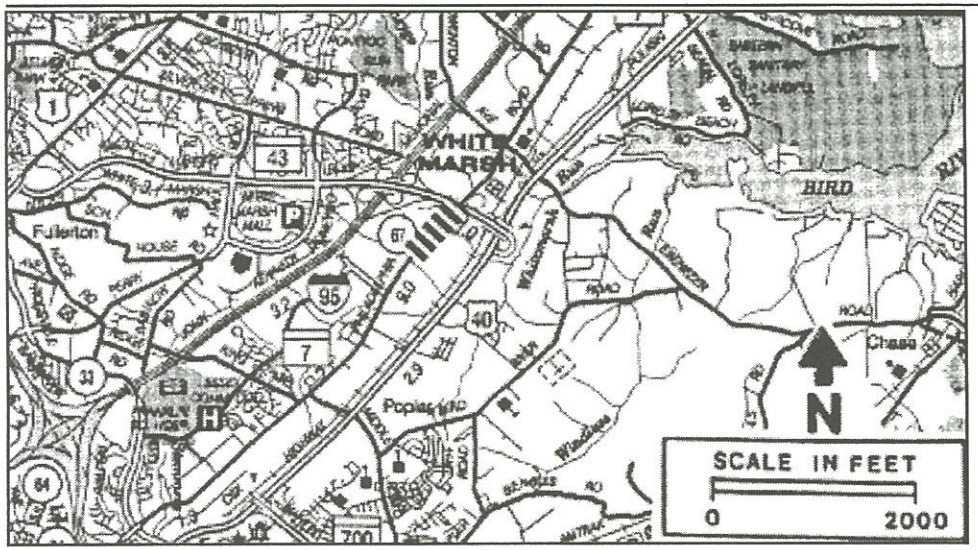
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 155,000 (I-695)
42,000 (MD 45)

PROJECTED (2020) - 205,000 (I-695)
55,000 (MD 45)

OPERATING COST IMPACT: N/A



PROJECT: MD 7, Philadelphia Road

DESCRIPTION: Widen MD 7 from MD 43 to Campbell Boulevard. Includes sidewalks where appropriate. Wide outside lanes will accommodate bicycles.

JUSTIFICATION: This project will provide the additional capacity needed to service planned business and industrial development in the White Marsh area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 43Extended, US 40 to MD 150 (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	3005	4508	0	0	STP

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $1.2 million is due to additional access point improvements for the Allison Transmission Plant.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	900	525	375	0	0	0	0	0	375	0
Right-of-way	387	0	233	50	104	0	0	0	387	0
Construction	10,157	0	0	4,063	6,094	0	0	0	10,157	0
Total	11,444	525	608	4,113	6,198	0	0	0	10,919	0
Federal-Aid	8,855	368	444	3,208	4,835	0	0	0	8,487	0

FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

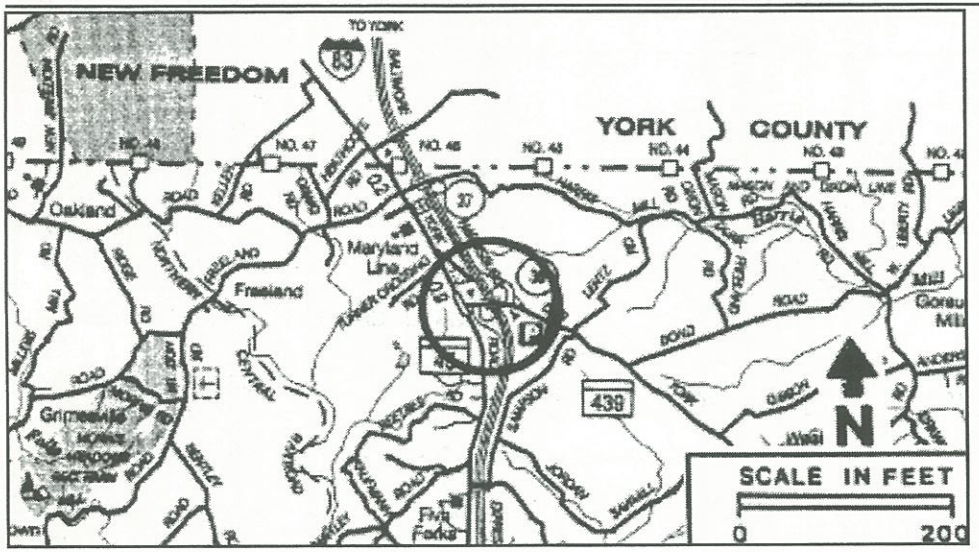
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 12,500

PROJECTED (2020) - 22,000

OPERATING COST IMPACT: $4,840 per year



PROJECT: MD 439, Old York Road and MD 45, York Road

DESCRIPTION: Replace Bridge 3208 and Bridge 3210 over I-83.

JUSTIFICATION: This project will alleviate deteriorated bridge conditions and provide 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
- [X] Exception Approved by BPW/MDOT

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	7877	0	0	0	0	BR

STATUS: Final Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $4.1 million is due to refined bridge improvements and higher roadway and approach costs. The MD 45 and MD 439 bridge replacements were combined.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	348	113	235	0	0	0	0	0	235	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,904	0	1,603	6,412	1,889	0	0	0	9,904	0
Total	10,252	113	1,838	6,412	1,889	0	0	0	10,139	0
Federal-Aid	8,121	79	1,440	5,100	1,502	0	0	0	8,042	0

FUNCTION :

STATE - Major Collector

FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

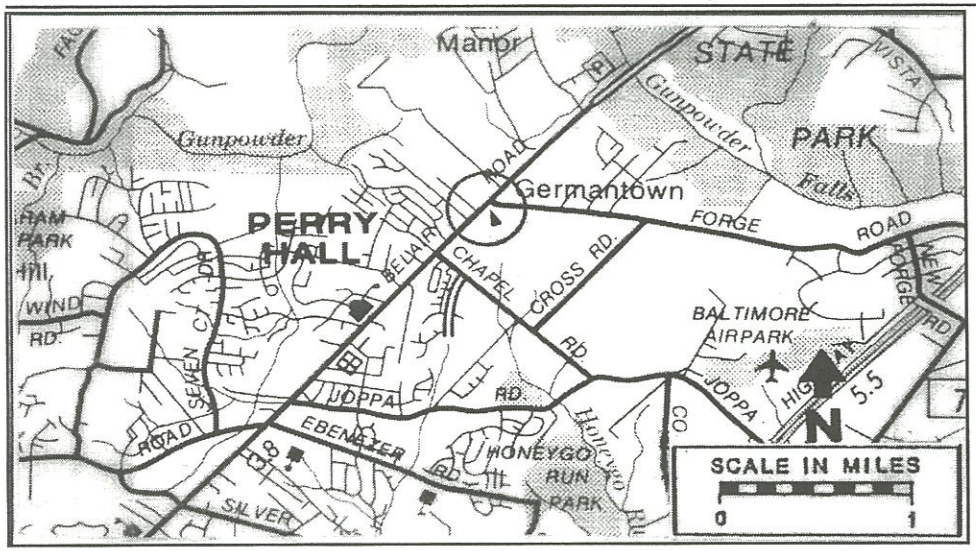
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 6,000 (MD 439)
4,300 (MD 45)

PROJECTED (2020) - 9,000 (MD 439)
7,000 (MD 45)

OPERATING COST IMPACT: N/A

STIP REFERENCE # 033458 12/01/2000



PROJECT: US 1, Belair Road

DESCRIPTION: Upgraded existing US 1 from Cliffvale Road to Miller Avenue (0.7 miles). Sidewalks were included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project improved drainage, replaced the deteriorating roadway, provided turning movements, improved safety, relieved local congestion and improved traffic flow along the US 1 corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 1, MD 43 to MD 152 (D&E Program-Baltimore and Harford counties)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

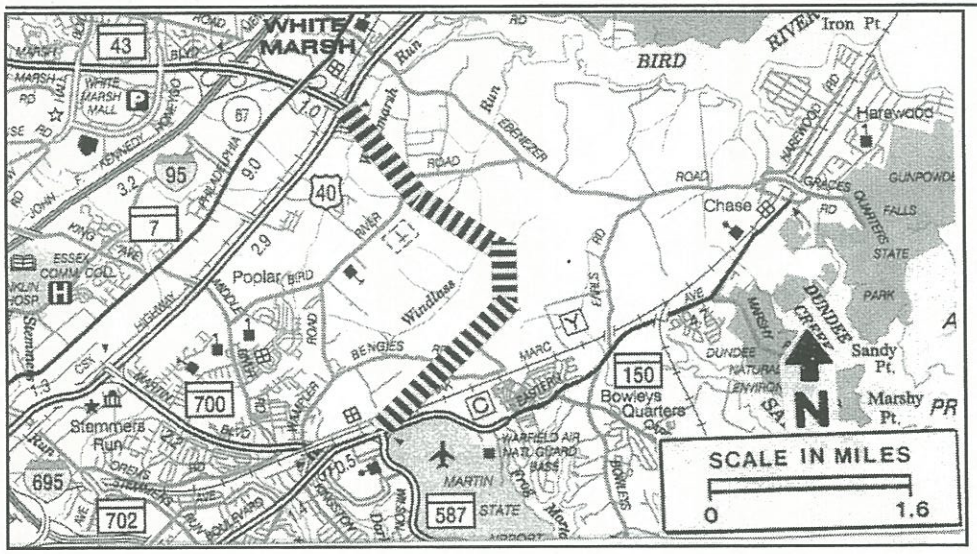
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	448	448	0	0	0	0	0	0	0	0
Right-of-way	1,294	1,294	0	0	0	0	0	0	0	0
Construction	2,670	2,582	88	0	0	0	0	0	88	0
Total	4,412	4,324	88	0	0	0	0	0	88	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 (1999) - 30,000

PROJECTED (2020) - 50,000

OPERATING COST IMPACT: $100 per year



PROJECT: MD 43 Extended

DESCRIPTION: Construct a limited access highway between MD 150 and US 40. Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: Significant economic growth is planned for the Middle River Employment Center area that cannot be accommodated with the existing transportation network. In order for this development to occur as Baltimore County has planned, additional access is needed.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 7, MD 43 to Campbell Blvd. (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	4976	13925	11099	NHS

STATUS: Final Engineering underway on selected alignment. County and State to split PP and PE costs, County to contribute $12.0 million towards R/W and Construction. R/W to begin during current fiscal year and funded by Baltimore Co. as part of the $12.0 million. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $2.9 million is due to more refined estimate.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	867	133	0	0	0	0	0	133	0
Engineering	2,727	0	1,000	1,500	227	0	0	0	2,727	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	47,997	0	0	0	6,380	17,852	23,765	0	47,997	0
Total	51,724	867	1,133	1,500	6,607	17,852	23,765	0	50,857	0
Federal-Aid	30,000	0	0	0	4,976	13,925	11,099	0	30,000	0

FUNCTION :
STATE - Intermediate Arterial
FEDERAL - Urban Principle Arterial
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 12,000 (Ebenezer Road)

PROJECTED (2020) - 45,000

OPERATING COST IMPACT: $18,000 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	US 1	Washington Boulevard; Howard County Line to US 1 Alternate; resurface	267	Completed
2	MD 7	Philadelphia Road; at Kenwood Avenue; resurface	17	Completed
3	MD 26	Liberty Road; Carroll County Line to Church View Road; deep patch and resurface	193	Completed
4	US 40	Pulaski Highway; Chesaco Avenue to Todds Lane; resurface	287	Completed
5	US 40	Pulaski Highway; Todds Lane to I 695; mill and resurface	409	Completed
6	MD 45	York Road; at Hereford High School; resurface	49	Completed
7	MD 45	York Road; MD 145 (Ashland Road) to Beaver Run Lane; patch and resurface	55	Completed
8	I 83	Harrisburg Expressway; Middletown Road to the Pennsylvania State Line; resurface	3,367	Completed
9	MD 122	Security Boulevard; Whitehead Road to Woodlawn Drive; mill and resurface	140	Completed
10	MD 130	Greenspring Valley Road; East of Craddock Lane to Spring Hill Road; mill and resurface	68	Completed
11	MD 134	Bellona Avenue; Charles Street to Ruxton Road; resurface	125	Completed
12	MD 138	Sheppard Road; Monkton Road to J.M. Pearce Road; patch and resurface	252	Completed
13	MD 138	Monkton Road; MD 45 to bridge over Gunpowder Falls; patch and resurface	275	Completed
14	MD 139	Charles Street; Chestnut to I 695; resurface	1,981	Completed

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions (cont'd)		
		Resurface/Rehabilitate (cont'd)		
15	MD 140	Reisterstown Road; at Hammershire Road; resurface	40	Completed
16	MD 140	Westminster Pike; MD 795 to Mitchell Drive; mill and resurface	86	Completed
17	MD 147	Harford Road; North of Cub Hill Road to Long Green Pike; resurface	927	Completed
18	MD 150	Eastern Boulevard; MD 700 to MD 587 (Wilson Point Road); mill and resurface	108	Completed
19	MD 157	Peninsula Expressway; Ramps at MD 158 and Wharf Road; mill and resurface	109	Completed
20	MD 588	Golden Ring Road; at Kenwood Avenue; patching	26	Completed
21	MD 588	Golden Ring Road; MD 7 to Delegge Road; mill and resurface	46	Completed
22	I 795	Northwest Expressway; Ramps at Franklin Boulevard; resurface	206	Completed
		Bridge Replacement/Rehabilitation		
23	I 83	Harrisburg Expressway; Bridge 3055 over Quaker Bottom Road and Bridge 3058 over Shawan Road; bridge rehabilitation (includes resurfacing of northbound roadway from Shawan Road to Mt. Carmel Road)	6,220	Completed
		Safety/Spot Improvement		
24	MD 122	Security Boulevard; I 695 to Whitehead Road; extend left turn lane on eastbound roadway	159	Completed
25	MD 147	Harford Road; at Joppa Road; intersection improvements	895	Completed
26	I 695	Baltimore Beltway; Ramp to MD 26 (eastbound); widen and resurface	434	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions (cont'd)		
		Neighborhood Conservation		
27	MD 144	Frederick Road; West of Sanford Avenue to I 695 in Catonsville; streetscape and realignment of Egges Lane/Mellor Avenue intersection (Note: The cost shown represents SHA share of project cost.)	801	Completed
		Environmental Preservation		
28	MD 295	Baltimore Washington Parkway; Anne Arundel County Line to Baltimore City Line; landscape	113	Completed
		Sidewalks		
29	US 40	Baltimore National Pike; Nuwood Road to the Double T Diner in Catonsville; retrofit sidewalks on the north side - 2,000 linear feet	96	Completed
30	MD 140	Reisterstown Road; High Falcon Road to Franklin Boulevard; retrofit sidewalks - 5,500 linear feet	150	Completed
31	MD 150	Eastern Boulevard; North Point Boulevard to Eastpoint Mall in Dundalk; retrofit sidewalks on south side - 2,500 linear feet	64	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
32	US 1	Southwestern Boulevard; US 1 Alternate to structure 3005 over Sulphur Spring Road; resurface	691	Completed
33	MD 25	Falls Road; Stringtown Road to MD 137; resurface	1,200	Completed
34	MD 45	York Road; Monkton Road to Gifford Lane; resurface	336	FY 2001

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
35	MD 45	York Road; Stevenson Lane to Burke Avenue (includes MD 146 from Hecht Company garage entrance to Fairmount Avenue); resurface	1,794	Under construction
36	MD 45	York Road; Corbett Road to MD 138 and Gifford Lane to Hereford High School; resurface	1,178	FY 2001
37	I 70	Howard County Line to 0.5 mile east of I 695; resurface	8,051	Under construction
38	I 83	Harrisburg Expressway; Timonium Road to Shawan Road; resurface	6,153	Under construction
39	I 95	Howard County Line to the Baltimore City Line; resurface	5,875	Under construction
40	MD 129	Park Heights Avenue; Caves Road to Garrison Forest Road; resurface	684	Completed
41	MD 133	Old Court Road; MD 25 to Ruxton Road; resurface	500	FY 2002
42	MD 140	Reisterstown Road; Mt. Wilson Lane to Owings Mill Boulevard; resurface	1,887	Under construction
43	MD 140	Reisterstown Road; Chartley Drive to Franklin Boulevard; resurface	1,245	Under construction
44	MD 150	Eastern Boulevard; Margaret Avenue to Selig Avenue; resurface and drainage improvement	1,530	Under construction
45	MD 439	Old York Road; West Liberty Road to the Harford County Line; resurface	1,100	FY 2002
46	I 695	Baltimore Beltway; Outer Loop - I 95 to Perring Parkway; resurface	3,432	FY 2002
47	MD 695	Baltimore Beltway; Inner Loop - MD 150 to end SHA maintenance; resurface	3,890	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Bridge Replacement/Rehabilitation		
48	I 95	Bridges 0325301and 0325302 over I 195; bridge rehabilitation	559	Under construction
49	I 95	I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	10,000	FY 2002
		Safety/Spot Improvement		
50	MD 7	Philadelphia Road; at Cowenton Avenue/Ebenezer Road; provide left turn lanes and signalization (Note: The cost shown represents SHA share of project cost.)	612	Under construction
51	MD 25	Falls Road; at Somerset Place; improve shoulder	73	Under construction
52	MD 26	Liberty Road; Schnaper Drive to Offutt Road; provide center turn lane (Funded for preliminary engineering only)	115	PE Underway
53	MD 26	Liberty Road; Washington Avenue to Outer Loop ramp from I 695; intersection improvements (Funded for preliminary engineering only)	118	PE Underway
54	US 40	Baltimore National Pike; 970 feet west of Geipe Road to 525 feet east of Rolling Road; beautification and pedestrian safety improvements	885	Under construction
55	US 40	Pulaski Highway; at Golden Ring Road; geometric improvements	300	FY 2002
56	MD 43	White Marsh Boulevard; Walther Boulevard to Perry Hall Boulevard; improve taper into left turn bays (Funded for preliminary engineering only)	53	FY 2001
57	MD 43	White Marsh Boulevard; at Honeygo Boulevard; intersection improvements and landscape	839	FY 2001
58	MD 45	York Road; Seminary Avenue to Ridgely Road; widen to provide center turn lane (Funded for preliminary engineering only)	29	PE Underway

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Safety/Spot Improvement (cont'd)		
59	MD 45	York Road; at Broadmead Community entrance; geometric improvements	300	FY 2002
60	I 83	Harrisburg Expressway; 0.6 mile north of Cold Bottom Road crossing Piney Creek; slope protection	314	Under construction
61	I 83	Harrisburg Expressway; at MD 137 (Mt. Carmel Road); drainage improvement	130	FY 2001
62	MD 122	Security Boulevard; at Rolling Road; geometric improvements	900	FY 2002
63	MD 128	Butler Road; at Piney Grove Road; geometric improvements	200	FY 2002
64	MD 133	Old Court Road; MD 129 to Stevenson Road; provide right turn lane	215	FY 2001
65	MD 139	Charles Street; at Towsontown Boulevard; intersection improvements (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2003)	2,200	
66	MD 139	Charles Street; at Kenilworth Drive/Bellona Avenue; add third thru/right turn lane southbound, extend right turn lane northbound and extend left turn lane southbound	392	FY 2002
67	MD 140	Reisterstown Road; at Franklin Boulevard; widen to provide double left turn northbound and right turn lane southbound	386	FY 2002
68	MD 140	Westminster Pike; at Mitchell Drive; geometric improvements	500	FY 2002
69	MD 144	Frederick Road; at South Rolling Road; intersection improvements	298	Completed
70	I 695	Baltimore Beltway; Outer Loop Ramp 'E' to I 70 westbound; widen ramp	1,951	Under construction
71	MD 695	Baltimore Beltway; Near Chesaco Avenue; provide superelevation around curve	1,900	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Safety/Spot Improvement (cont'd)		
72	CO 722	Greenspring Avenue; at I 695 ramp and MD 133 to Valley Park Drive; add thru lane southbound (Note: The cost shown represents SHA share of project cost.)	617	Under construction
		Neighborhood Conservation		
73	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape (Funded for preliminary concept studies only)	75	Concepts Underway
74	MD 26	Liberty Road; Rolling Road to west of Washington Avenue; streetscape (Note: The cost shown represents estimated SHA share of project cost.)	2,031	Under construction
75	US 40	Baltimore National Pike; Ingleside Avenue to St. Agnes Lane; streetscape (Funded for preliminary concept studies only)	100	FY 2001
76	MD 43	White Marsh Boulevard; I 695 to I 95 in White Marsh; streetscape (Funded for preliminary concept studies only)	100	FY 2001
77	MD 45	York Road; Northern Parkway to Stevenson Lane in Anneslie; streetscape (Baltimore City portion of project is in Mass Transit Administration program.)	4,000	FY 2002
78	MD 45	York Road; Investment Place to Fairmount Avenue; streetscape (Note: The cost shown represents SHA share of project cost.)	2,375	Under construction
79	MD 140	Reisterstown Road; Glengyle Avenue to south of I 695; streetscape, resurface and reconstruct 4 signals (Note: The cost shown represents estimated SHA share of project cost.)	3,351	Under construction
80	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for preliminary concept studies only)	75	Concepts Underway

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Neighborhood Conservation (cont'd)		
81	MD 147	Harford Road; Taylor Avenue to Joppa Road in Parkville; streetscape (Funded for preliminary concept studies only)	100	Concepts Underway
82	MD 150	Eastern Boulevard; MD 700 (Martin Boulevard) to MD 587 (Wilson Point Road) and MD 587 - MD 150 to Strawberry Point road in Middle River; streetscape (Funded for preliminary concept studies only)	75	Concepts Underway
83	MD 150	Eastern Boulevard; Selig Avenue to MD 700; urban street reconstruct (Note: The cost shown represents SHA share of project cost.)	4,027	Under construction
84	MD 151	North Point Boulevard; Morse Lane to Wise Avenue; streetscape (Note: The cost shown represents SHA share of project cost.)	2,700	FY 2002
85	MD 157	Merrit Boulevard; Peninsula Boulevard to Wise Avenue; streetscape (Funded for preliminary concept studies only)	100	Concepts Underway
86	MD 542	Loch Raven Boulevard; Taylor Avenue to north of Joppa Road; streetscape	4,878	Under construction
		Noise Barriers		
87	I 83	Harrisburg Expressway; (Southbound) 2500 feet north of Seminary Avenue to Seminary Avenue and (Northbound) 900 feet north of Seminary Avenue to 3,770 feet north of Seminary Avenue; noise barriers	2,800	FY 2002
88	I 83	Harrisburg Expressway; 350 feet south of Belfast Road to 2,650 feet south of Belfast Road; noise barrier along southbound roadway (Priceville) (Note: Preliminary engineering to begin in Fiscal Year 2004, construction in Fiscal Year 2005)	1,071	
89	I 95	North of Metropolitan Boulevard to north of Southwestern Boulevard; noise barrier	6,347	Under construction

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Noise Barriers (cont'd)		
90	I 195	Metropolitan Boulevard; 600 feet south of Francis Avenue Bridge to 400 feet northwest of US 1; noise barriers (Cedar Heights, Richardson Mews and Francis Avenue) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2005)	3,517	
91	I 695	Baltimore Beltway; MD 140 (Reisterstown Road) to 3,950 feet northwest of MD 140; noise barrier along outer loop (Woodholme Avenue) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2004)	1,215	
92	I 695	Baltimore Beltway; (Inner Loop) 400 feet east of MD 147 to 300 feet east of Putty Hill Avenue and (Outer Loop) 400 feet east of Avondale Road to 250 feet east of MD 147; noise barriers (Ridge Grove/Woodland Heights) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2004)	4,284	
93	I 695	Baltimore Beltway; Joppa Road to Thornton Road; noise barrier	11,897	Under construction
94	MD 695	Baltimore Beltway; North of MD 150 to south of Back River Bridge; noise barrier along outer loop (Oriole Avenue) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2005)	631	
		C.H.A.R.T. Projects		
95	I 95	I 695 to I 95/I 495; install variable message signs, traffic detectors and traveler alert signs for advanced traffic management (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	944	Under construction
96	I 695	Baltimore Beltway; I 95 to I 97 and I 97 - I 695 to MD 648; install traffic detectors and roadway weather information systems for advanced traffic management (Note: Cost for entire project is shown in Baltimore and Anne Arundel Counties.)	220	Under construction

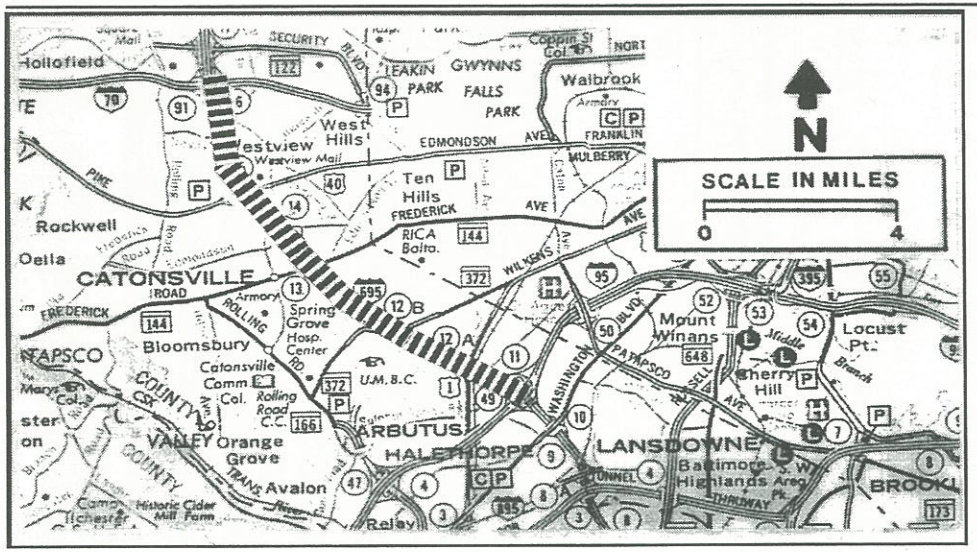
STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		C.H.A.R.T. Projects (cont'd)		
97	I 695	Baltimore Beltway; I 95 (South) to MD 702; install closed circuit television cameras, variable message signs, traveler advisory radio, dynamic traveler alert signs and traffic detectors for advanced traffic management	2,000	Under construction
98	I 795	Northwest Expressway; I 695 to MD 30; I 83 - I 695 to MD 137 and I 70 - I 695 to US 40; install closed circuit television, traffic detectors, variable message signs and dynamic traveler alert signs for advanced traffic management	1,052	Under construction
		Environmental Preservation		
99	US 1	Belair Road; Rossville Boulevard to Forge Road; landscaping (Note: The cost shown represents SHA share of project cost.)	100	Under construction
100	US 40	Baltimore National Pike; Howard County Line to Baltimore City Line; landscape	100	FY 2001
101	I 70	Washington County Line to I 695; landscape (Note: Cost for entire project shown in Baltimore, Carroll, Frederick and Howard Counties.)	178	Completed
102	I 83	Harrisburg Expressway; at Warren Road Interchange; landscape	228	FY 2001
103	I 695	Baltimore Beltway; at various sound barriers along I 695; landscape	579	FY 2001
		Sidewalks		
104	MD 122	Security Boulevard; Woodlawn Drive to ramps to I 695 in Woodlawn; retrofit sidewalks - 1,000 linear feet	67	FY 2001
105	MD 140	Reisterstown Road; Owings Mills Boulevard to Enchanted Hills Road; retrofit sidewalks on east side - 1,500 linear feet	89	FY 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Intersection Capacity Improvements		
106	MD 26	Liberty Road; at St. Lukes Lane; construct acceleration lane east of the intersection (eastbound) and improve intersection lighting	477	FY 2002
107	MD 30	Hanover Pike; at MD 795/MD 128; widen east side of MD 30 to provide double left turn lanes eastbound	520	FY 2002
108	MD 45	York Road; at Seminary Avenue; widen Seminary Avenue to extend the eastbound right turn lane	254	FY 2002
109	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	516	FY 2002
		Enhancements		
		Acquisition of Scenic Easements & Scenic/Historic Sites		
110		I-83 Viewshed Protection - Purchase of preservation easement on the 113 acre historic Retreat Farm.	238	Underway



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Study to upgrade existing I-695 to an 8 lane freeway from I-95 to I-70 (5.67 miles).

JUSTIFICATION: This project would improve the capacity, operation and safety of this segment of I-695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-695, I-95 to MD 144 (Construction Program)
I-695, at MD 140 (Construction Program)
I-695, at MD 26 Outer Loop Ramp (Construction Program)
I-695, I-83 JFX to I-95 (D&E Program)
I-695, at MD 26 (D&E Program)

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Additional funding for final engineering to complete design work.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	11,197	6,646	551	1,500	1,500	1,000	0	0	4,551	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,623	8,072	551	1,500	1,500	1,000	0	0	4,551	0
Federal-Aid	7,838	4,652	386	1,050	1,050	700	0	0	3,186	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 173,000

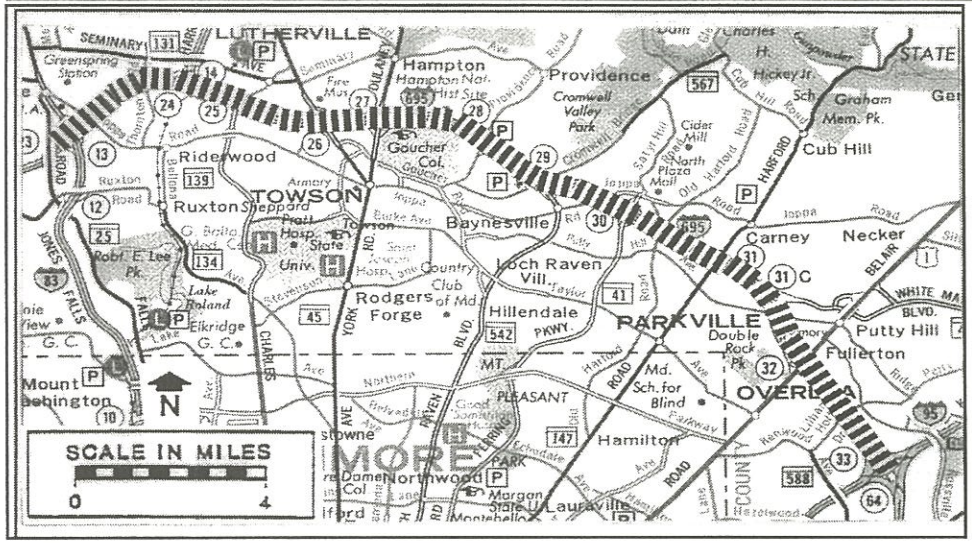
PROJECTED (2020) - 236,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 251029 12/01/2000



Calvert



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Study to upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (11.38 miles).

JUSTIFICATION: This project would improve the capacity, operation and safety of this segment of I-695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-695, at MD 25A (Construction Program)
I-695, at MD 140 (Construction Program)
I-695, at MD 45 (Construction Program)
I-695, Bridge Replacements Providence & Dulaney Valley Roads (Construction Program)
I-695, Noise Barriers (System Preservation Program)
I-695, I-95 to I-70 (D&E Program)

STATUS: Final Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $3.0 million is due to final engineering funds being shown on individual breakout projects which are included in the Construction Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	16	2554	2940	1704	NHS
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,515	1,515	0	0	0	0	0	0	0	0
Engineering	12,877	10,637	300	400	700	280	280	280	2,240	0
Right-of-way	9,276	8	19	20	3,275	3,769	2,185	0	9,268	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	23,668	12,160	319	420	3,975	4,049	2,465	280	11,508	0
Federal-Aid	17,309	8,512	225	296	3,044	3,136	1,900	196	8,797	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

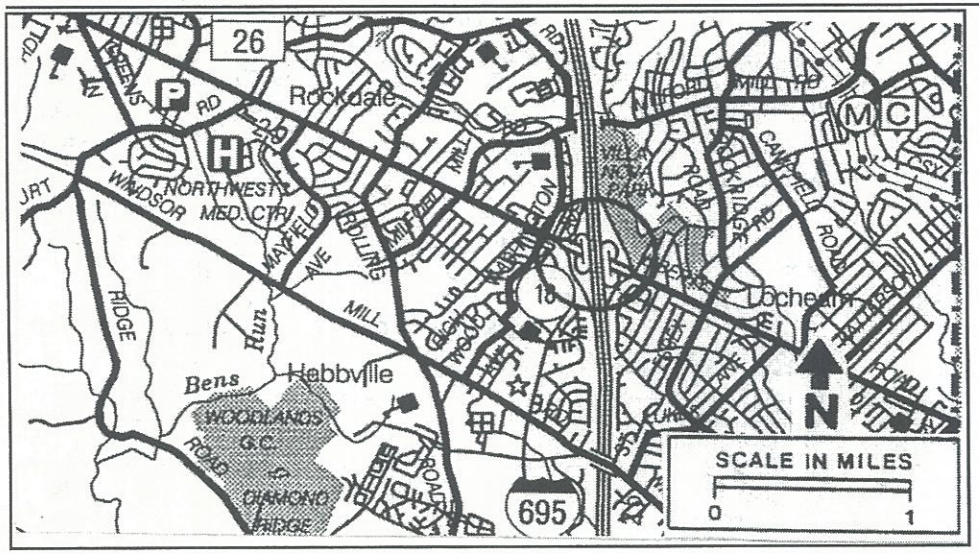
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 175,000

PROJECTED (2020) - 225,000

OPERATING COST IMPACT: N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Study to reconstruct the existing MD 26 interchange. Sidewalks will be included where appropriate.

JUSTIFICATION: This project would improve the capacity, operation and safety of this segment of I-695 and the associated interchange.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-695, at MD 26 Outer Loop Ramp improvement (Construction Program)
I-695, I-95 to MD 144 (Construction Program)
I-695, at MD 140 (Construction Program)
I-695, I-95 to I-70 (D&E Program)

STATUS: Project Planning to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	578	0	0	0	NHS
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	827	0	0	310	310	207	0	0	827	0
Engineering	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	827	0	0	310	310	207	0	0	827	0
Federal-Aid	579	0	0	217	217	145	0	0	579	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

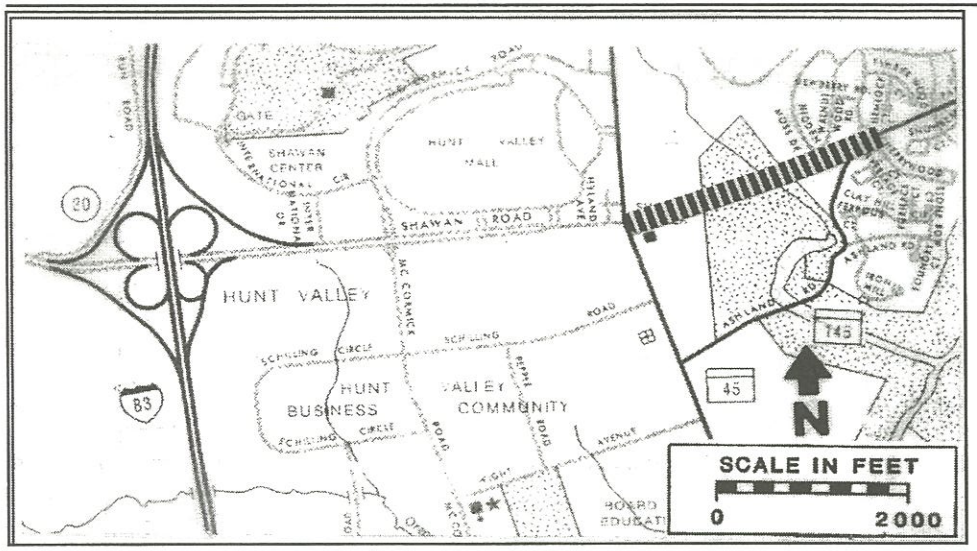
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 180,000 (I-695)
49,000 (MD 26)

PROJECTED (2020) - 241,000 (I-695)
71,000 (MD 26)

OPERATING COST IMPACT: N/A

STIP REFERENCE # BA3232 12/01/2000



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. Includes sidewalks where appropriate.

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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway to evaluate issues at the MD 45 and Shawan Road intersections.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,049	981	68	0	0	0	0	0	68	0
Engineering	113	113	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,162	1,094	68	0	0	0	0	0	68	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

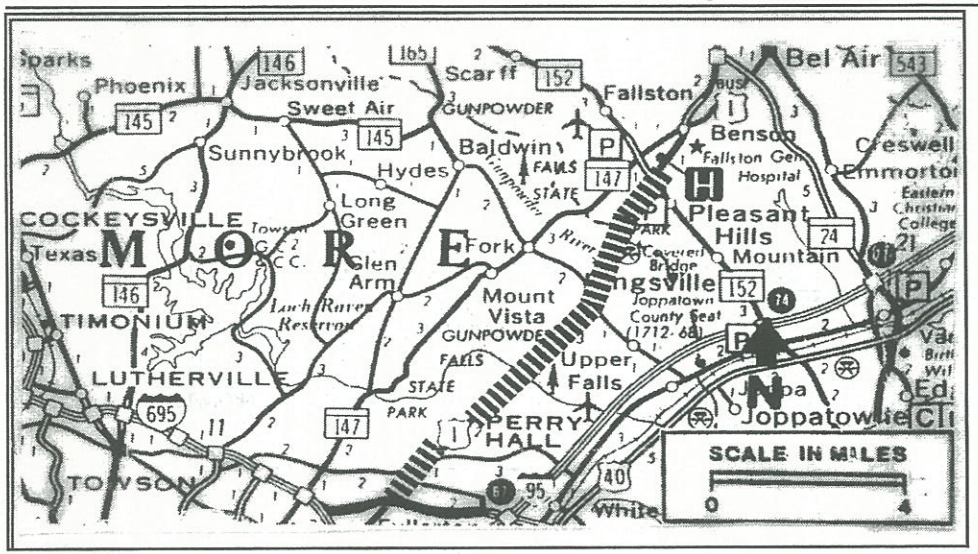
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 12,500

PROJECTED (2020) - 22,000 (Relocated)

OPERATING COST IMPACT: N/A

STIP REFERENCE # 033309 12/01/2000



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Includes sidewalks where appropriate. Will include wide outside curb lanes for bicycles where appropriate.

JUSTIFICATION: This improvement would relieve congestion and improve safety on US 1. This project would 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
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 1, Cliffvale Road to Miller Avenue (Construction Program)
US 1, MD 152 to MD 24 (D&E Program - Harford County)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Planning funds shown are for performing environmental updates.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	55	50	5	0	0	0	0	0	5	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	903	903	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	958	953	5	0	0	0	0	0	5	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

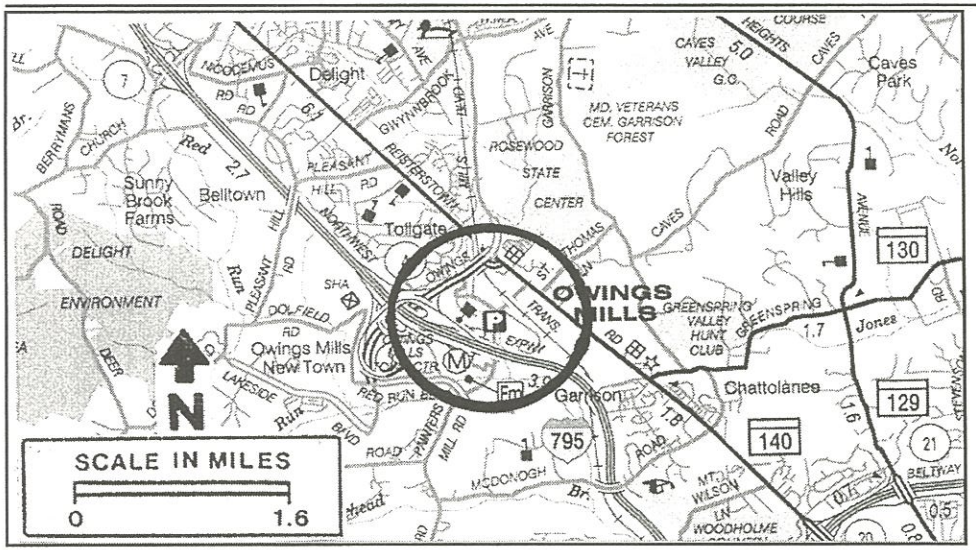
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 33,500

PROJECTED (2020) - 50,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 032123 12/01/2000 The estimated cost is for the entire project in Harford and Baltimore counties.



PROJECT: Owings Mills Access Improvements

DESCRIPTION: Roadway improvements to support the proposed transit oriented development at the Owings Mills Metro Station.

JUSTIFICATION: This project will improve access to the transit oriented development at the Owings Mills Metro Station and the Owings Mills 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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,000	0	200	500	300	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,000	0	200	500	300	0	0	0	1,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

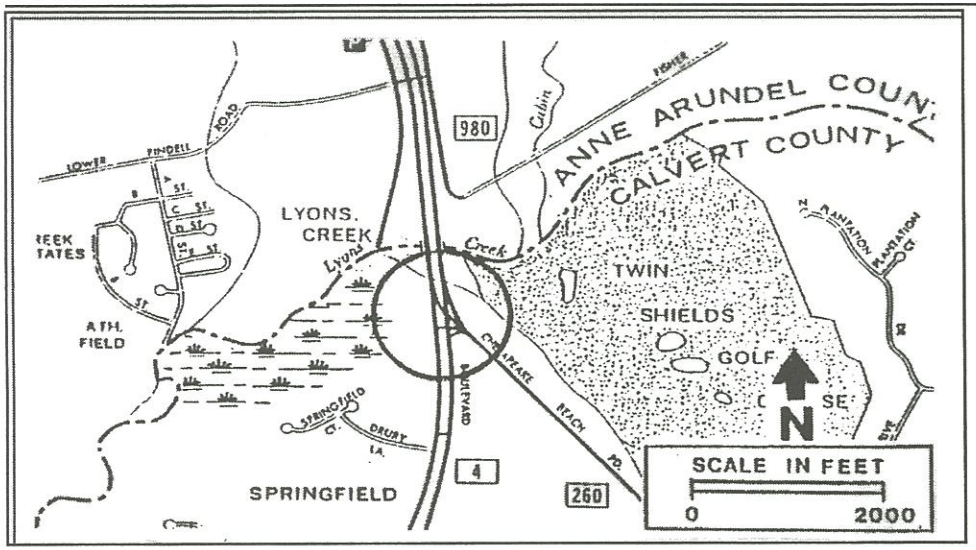
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 39,500 (MD 140)

PROJECTED (2020) - 61,450 (MD 140)

OPERATING COST IMPACT: N/A



PROJECT: MD 4, Southern Maryland Boulevard

DESCRIPTION: Construct a new interchange at MD 260. Shoulders will accommodate bicycles.

JUSTIFICATION: MD 4 is the major primary state highway connecting Calvert County with the Washington metropolitan area and points north. The existing at-grade intersection has been identified as a high accident intersection. An interchange at this location would address both the safety issues and future traffic volume growth.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 2/4, MD 264 to MD 258 (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	289	0	0	0	0	NHS
CO	1243	4071	4626	2805	0	NHS

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

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $2.1 million is due to a higher bid price and the need for additional retaining walls.

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

PROJECT CASH FLOW

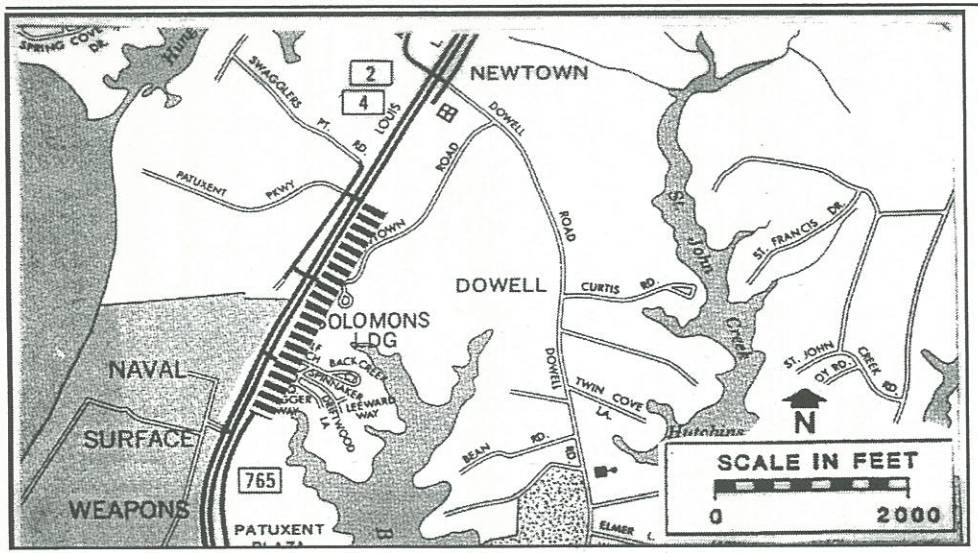
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	217	217	0	0	0	0	0	0	0	0
Engineering	946	796	150	0	0	0	0	0	150	0
Right-of-way	541	167	287	87	0	0	0	0	374	0
Construction	15,731	0	1,534	5,025	5,710	3,462	0	0	15,731	0
Total	17,435	1,180	1,971	5,112	5,710	3,462	0	0	16,255	0
Federal-Aid	13,078	130	1,401	4,117	4,626	2,804	0	0	12,948	0

FUNCTION :
STATE - Other Principal Arterial
FEDERAL - Principal Arterial
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 49,000

PROJECTED (2020) - 78,600

OPERATING COST IMPACT: N/A



PROJECT: MD 765 Extended, Solomons Island Road

DESCRIPTION: Constructed a new service road along MD 2/4 from south of Patuxent Point Parkway to south of Spinnaker Way at Solomon's Landing (0.50 miles). Includes sidewalks where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: Construction of a service road provided residents direct access to the shopping and business district in Solomons, eliminating the need to use MD 2/4 and reducing the need for additional signalization on MD 2/4.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	138	138	0	0	0	0	0	0	0	0
Engineering	428	428	0	0	0	0	0	0	0	0
Right-of-way	202	202	0	0	0	0	0	0	0	0
Construction	2,045	2,025	20	0	0	0	0	0	20	0
Total	2,813	2,793	20	0	0	0	0	0	20	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - 6,500

OPERATING COST IMPACT: $1,300 per year

STIP REFERENCE # 043046 12/01/2000

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

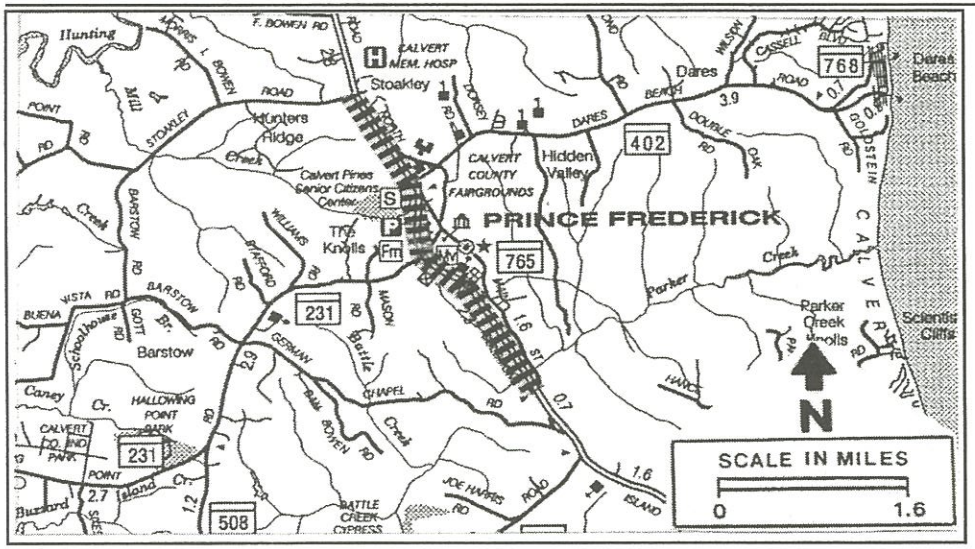
STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 506	Sixes Road; Bridge 4023 over Battle Creek to MD 2/4; resurface	150	Completed
		Commuter Action Improvements		
2	MD 2/4	Solomons Island Road; at Ball Road; construct ridesharing facility	111	Completed
3	MD 231	Hallowing Point Road; 0.35 mile south of Barstow Road at Fairgrounds; construct ridesharing facility	157	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
4	MD 2/4	Solomons Island Road; Cox Road to MD 262; resurface southbound roadway	1,638	Under construction
5	MD 4	Southern Maryland Boulevard; MD 262 to north of Hall Creek; resurface southbound roadway	1,195	FY 2001
		Bridge Replacement/Rehabilitation		
6	MD 509	Governor Run Road; Bridge 4020 over Governor Run; bridge replacement	461	FY 2002
		Safety/Spot Improvement		
7	MD 2/4	Solomons Island Road; at MD 2U (Coster-Millbridge Road); channelization with acceleration and deceleration lanes	293	FY 2002
8	MD 2/4	Solomons Island Road; at MD 2P/White Sands Road; geometric improvements	300	FY 2002
9	MD 4	Southern Maryland Boulevard; at Brickhouse Road; geometric improvements	400	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Neighborhood Conservation		
10	MD 261	Bayside Road; First Street to Old Bayside Road in Chesapeake Beach; streetscape (Funded for preliminary concept studies only)	100	Concepts Underway
11	MD 765	St. Leonard Road; through Town of St. Leonard; streetscape (Funded for preliminary engineering only)	160	PE Underway
		Commuter Action Improvements		
12	MD 765X	Creston Lane; at Newtown Road; construct ridesharing facility	59	FY 2002
		Sidewalks		
13	MD 2	Charles Street; Sidewalk extension in Solomons Island; retrofit sidewalks	39	FY 2001
		Access Controls		
14	MD 2/4	Solomons Island Road/Southern Maryland Boulevard; MD 264 to MD 258; purchase right-of-way for access controls	400	Underway
		Enhancements		
		Pedestrian/Bicycle Facilities		
15		Chesapeake Beach Boardwalk - Construction of a Boardwalk and Timber Walkway in the Town of Chesapeake Beach.	375	Underway



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). Includes sidewalks 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
- [X] Project Within PFA
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 2/4, MD 264 to MD 268 (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $1.2 million is due to additional funding for protective right-of-way purchases.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,527	1,527	0	0	0	0	0	0	0	0
Engineering	2,158	428	700	800	230	0	0	0	1,730	0
Right-of-way	610	4	606	0	0	0	0	0	606	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,295	1,959	1,306	800	230	0	0	0	2,336	0
Federal-Aid	2,580	1,369	490	560	161	0	0	0	1,211	0

FUNCTION :
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 37,475

PROJECTED (2020) - 58,500

OPERATING COST IMPACT: N/A



Caroline

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

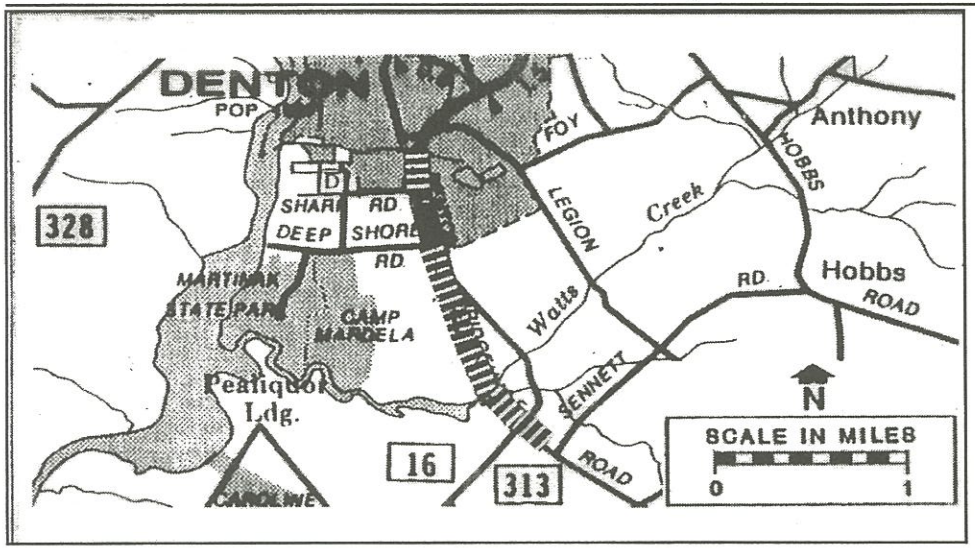
STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 16	Harmony Road; MD 331 to American Corner Road; resurface	918	Completed
2	MD 313	Federalsburg Highway; MD 318 to MD 315; patch and resurface	330	Completed
3	MD 313	Greensboro Road; MD 404 to Bridge 5005 over the Choptank River; patch and resurface	596	Completed
		Sidewalks		
4	MD 404 ALT	Hillsboro Road; Cemetery Road to Academy Avenue in Hillsboro; retrofit sidewalks	5	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
5	MD 404	Shore Highway; Beginning of dualization to MD 16; resurface	652	Under construction
6	MD 404	Shore Highway; Queen Anne's County Line to MD 404 Alternate; resurface	800	FY 2002
		Neighborhood Conservation		
7	MD 404 ALT	Main Street; Talbot County Line to eastern limits of Hillsboro; also includes MD 303 (Main Street/Talbot Aveune) from MD 404 Alternate to MD 309 in Queen Anne; urban street reconstruct (Funded for preliminary concept studies only) (Note: Project also shown in Queen Anne's and Talbot Counties.)	109	Concepts Underway
8	MD 404 BUS	Gay Street; First Street to Sixth Street in Denton; urban street reconstruct (Funded for preliminary concept studies only)	50	Concepts Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Neighborhood Conservation (cont'd)		
9	MD 480	Main Street; Cedar Lane to MD 313 in Greensboro; urban street reconstruct (Funded for preliminary concept studies only)	75	Concepts Underway
		Sidewalks		
10	MD 311	Henderson Road; Bee Tree Road to south of Bell Street; retrofit sidewalks - 200 linear feet	5	Under construction
11	MD 331	Main Street; Maple Avenue to Lednum Avenue in Preston; retrofit sidewalks	13	Under construction
12	MD 404 BUS	Franklin Street/Gay Street; Various small areas between 1st Street and 7th Street; retrofit sidewalks	10	Under construction
13	MD 480	Main Street; at Park Avenue in Greensboro; retrofit sidewalks	10	FY 2001
		Enhancements		
		Pedestrian/Bicycle Facilities		
14		Marshyhope Waterfront - Construction of a Pedestrian Bridge over Marshyhope Creek and connecting paths in the Town of Federalsburg.	380	FY 2001
		Establishment of Transportation Museums		
15		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.	260	FY 2001



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway from south of Legion Road to east of MD 16(south) (1.80 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
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to Denton Bypass (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 for segment from south of Legion Road to south of Double Hill Road. Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $1.4 million is due to the engineer's estimate being updated to reflect only the segment south of Legion Road to south of Double Hill Road.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	35	35	0	0	0	0	0	0	0	0
Engineering	1,494	1,094	100	200	100	0	0	0	400	0
Right-of-way	2,928	1,531	189	189	709	310	0	0	1,397	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,457	2,660	289	389	809	310	0	0	1,797	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

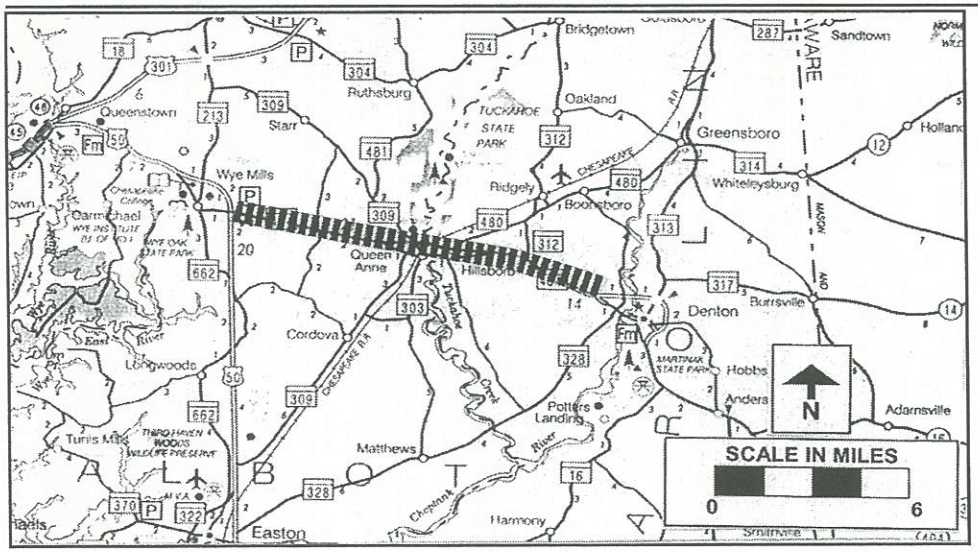
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 13,675

PROJECTED (2020) - 24,500

OPERATING COST IMPACT: N/A



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from 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
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 404, Double Hills Road to east of MD 16 (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: A reevaluation of a previous project planning document to begin in FY03.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	206	0	0	103	103	0	0	0	206	0
Engineering	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	206	0	0	103	103	0	0	0	206	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :
STATE - Intermediate Arterial
FEDERAL - Principal Arterial
STATE SYSTEM : Primary

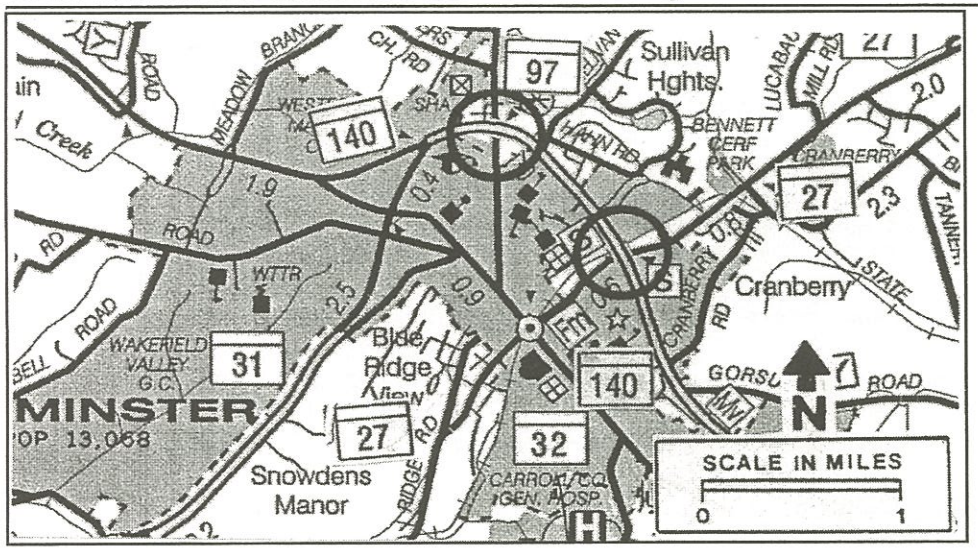
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 15,700
21,300 (Summer)
PROJECTED (2020) - 23,400
31,500 (Summer)

OPERATING COST IMPACT: N/A

STIP REFERENCE # TA0001 12/01/2000 The estimated cost is for the entire project in Caroline, Queen Anne's and Talbot counties.



Carroll



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Widening and reconstruction of the bridges over MD 97 North and MD 27. Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide for future capacity improvements to MD 140 through Westminster.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	3544	4959	NHS

STATUS: Final Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,392	0	350	521	521	0	0	0	1,392	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,901	0	0	0	0	4,544	5,360	997	10,901	0
Total	12,293	0	350	521	521	4,544	5,360	997	12,293	0
Federal-Aid	8,503	0	0	0	0	3,544	4,181	778	8,503	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 43,175

PROJECTED (2020) - 64,900

OPERATING COST IMPACT: $13,600 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Safety/Spot Improvement		
1	MD 97	Old Washington Road; at Kalten Road; provide bypass lane	236	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
2	MD 140	College View Boulevard/Taneytown Pike; MD 97 to Pleasant Valley Road; resurface	1,161	FY 2002
		Bridge Replacement/Rehabilitation		
3	I 70	Eisenhower Memorial Highway/Baltimore National Pike; East of Frederick to Baltimore County Line; deck overlay for 12 bridges in Carroll, Frederick and Howard Counties (Note: Cost for entire project shown in Carroll, Frederick and Howard Counties.)	6,515	Under construction
		Safety/Spot Improvement		
4	MD 26	Liberty Road; at MD 27; widen, modify turning radius and restripe	413	Completed
5	MD 26	Liberty Road; at Woodbine Road/Salem Bottom Road; provide left turn lanes in both directions	260	FY 2002
6	MD 26	Liberty Road; at Linton Road; geometric improvements	600	FY 2002
7	MD 32	Sykesville Road; at Springfield Avenue; geometric improvements (Note: Preliminary engineering to begin in Fiscal Year 2001, construction in Fiscal Year 2003) (Note: Project schedule is dependent upon Town of Sykesville. Cost shown represents SHA share of project cost.)	400	
8	MD 88	Lower Beckleysville Road; at MD 833; geometric improvements	700	FY 2002

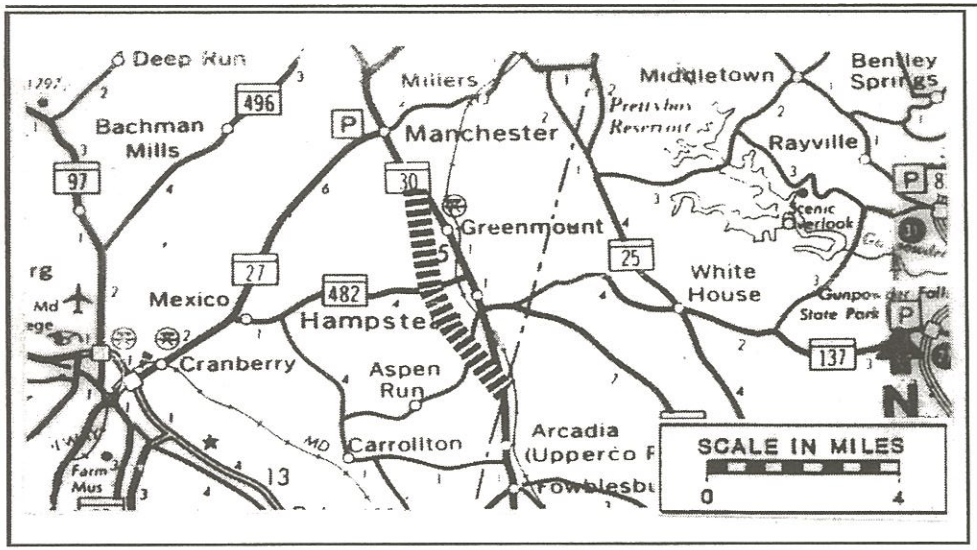
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Safety/Spot Improvement (cont'd)		
9	MD 97	Malcolm Drive; at MD 140; intersection improvements (southbound) (Funded by City of Westminster)	0	Under construction
10	MD 140	Baltimore Boulevard; MD 27 to MD 97 North; construct auxiliary lane	2,317	Under construction
11	MD 140	Baltimore Boulevard; at Motor Vehicle Administration/Maryland State Police Facilities and Hemlock Lane; Provide access to Motor Vehicle Administration and Maryland State Police Offices	500	FY 2002
		Neighborhood Conservation		
12	MD 30	South Main Street; Beaver Street to Holland Drive in Manchester; streetscape and intersection improvements (Note: Preliminary engineering is underway, construction to begin in Fiscal Year 2003)	4,100	
13	MD 30	Main Street; Through Hampstead; streetscape (Funded for preliminary concept studies only)	100	Concepts Underway
14	MD 31	High Street; Coe Drive to Church Street in New Windsor; streetscape (Funded for preliminary engineering only)	275	PE Underway
15	MD 32	Main Street; MD 526 to MD 31 in Westminster; urban street reconstruct	1,942	Under construction
16	MD 75	Main Street; South limits of Union Bridge to Bridge 6013 over Little Pipe Creek; streetscape (Funded for preliminary engineering only)	275	PE Underway
17	MD 140	Baltimore Street; Through Taneytown; streetscape (Funded for preliminary concept studies only)	75	Concepts Underway
18	MD 851	Main Street; Howard County Line to Cooper Drive in Sykesville; streetscape (Funded for preliminary concept studies only)	275	Concepts Underway

STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Environmental Preservation		
19	I 70	Baltimore National Pike; Washington County Line to I 695; landscape (Note: Cost for entire project shown in Baltimore, Carroll, Frederick and Howard Counties.)	178	Completed
		Sidewalks		
20	MD 75	Main Street to Green Valley Road in Union Bridge; retrofit sidewalks - 320 linear feet	54	Under construction
21	MD 97	Malcolm Drive; South of Main Street; sidewalk addition	143	FY 2001
		Enhancements		
		Pedestrian/Bicycle Facilities		
22		Wakefield Valley Community Trail - Phase IIA - Construction of a non-motorized, multi-use trail from Long Valley Drive to Tahoma Farm Road/Crossbridge Drive intersection.	109	FY 2001
		Landscaping/Scenic Beautification/Mitigation		
23		Little Pipe Creek Restoration - Restoration activities on five properties located along Little Pipe Creek.	203	FY 2002



PROJECT: MD 30 Relocated, Hampstead Bypass

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

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	408	408	0	0	0	0	0	0	0	0
Engineering	3,472	3,247	25	100	100	0	0	0	225	0
Right-of-way	6,514	3,484	10	10	1,505	1,505	0	0	3,030	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,394	7,139	35	110	1,605	1,505	0	0	3,255	0
Federal-Aid	7,475	4,953	26	78	1,244	1,174	0	0	2,522	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

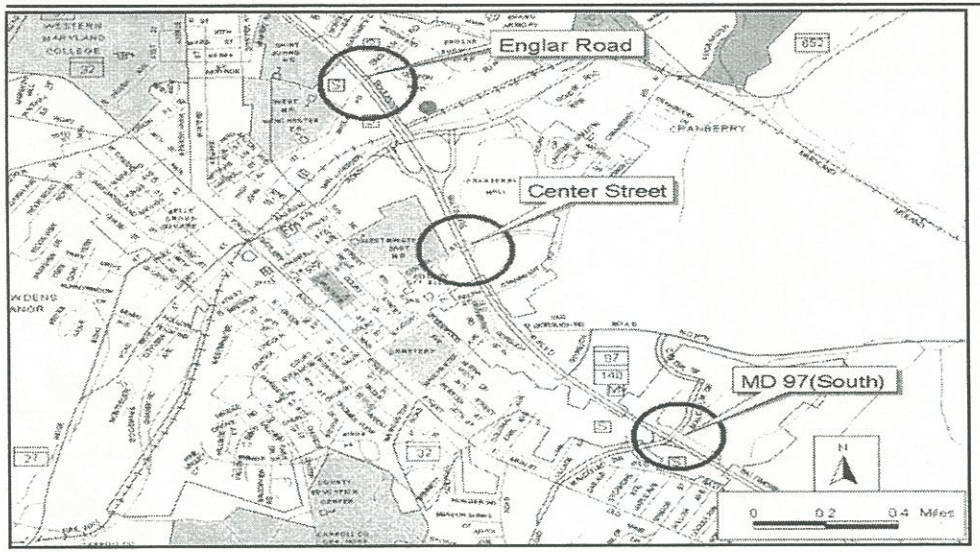
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 16,625 - 23,500

PROJECTED (2020) - 17,000 (Bypass)
11,500 (MD 30)

OPERATING COST IMPACT: N/A



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to provide grade separated interchanges at MD 97 South, Center Street and Englar Road in Westminster. Pedestrian and bicycle facilities will be provided.

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
- [X] 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 (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,034	0	0	336	362	336	0	0	1,034	0
Engineering	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	1,034	0	0	336	362	336	0	0	1,034	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

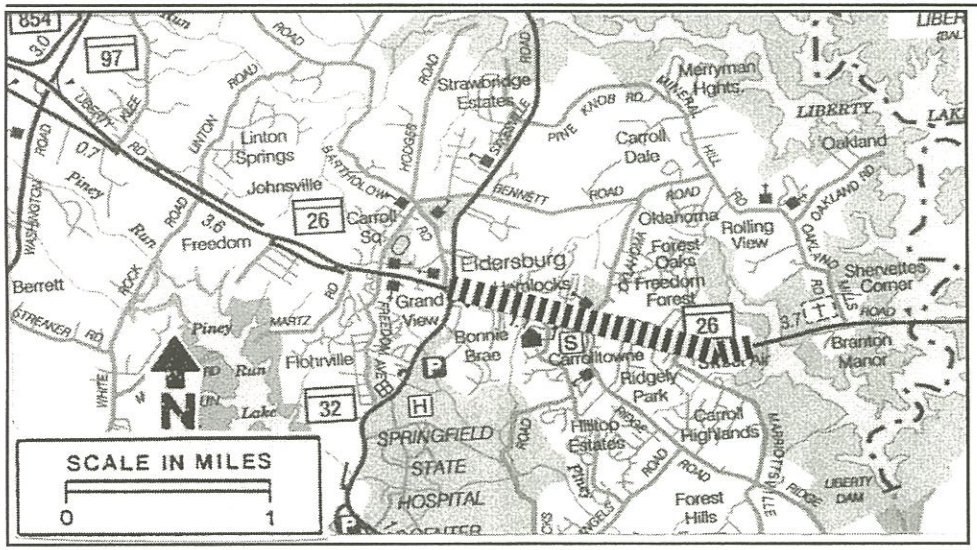
FUNCTION :
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 43,175

PROJECTED (2020) - 64,900

OPERATING COST IMPACT: N/A

STIP REFERENCE # CL0002 12/01/2000



PROJECT: MD 26, Liberty Road

DESCRIPTION: Study access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.55 miles). Sidewalks to be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will improve operations and safety along this segment of MD 26, as well as support Carroll County's Boulevard District plan in Eldersburg.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	140	0	0	0	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. County and State to split planning cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Limits of the current study shortened from MD 97 to MD 32.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	200	0	100	100	0	0	0	0	200	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	200	0	100	100	0	0	0	0	200	0
Federal-Aid	140	0	70	70	0	0	0	0	140	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

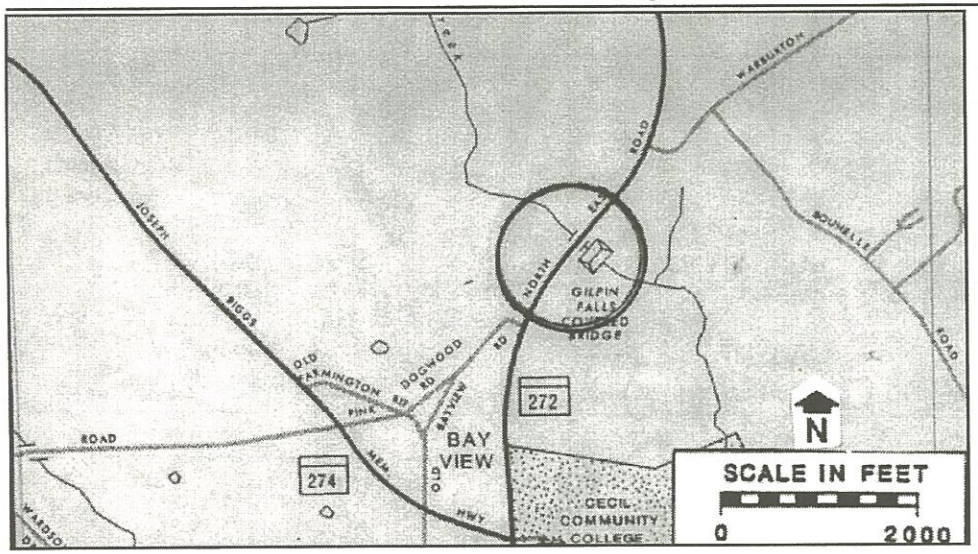
CURRENT (1999) - 13,000 - 33,100

PROJECTED (2020) - 20,000 - 46,100

OPERATING COST IMPACT: N/A



Cecil



PROJECT: MD 272, North East Road

DESCRIPTION: Replace Bridge 7034 over Northeast Creek.

JUSTIFICATION: Bridge has deteriorated deck and substructure.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	177	102	75	0	0	0	0	0	75	0
Right-of-way	10	6	4	0	0	0	0	0	4	0
Construction	1,594	0	608	986	0	0	0	0	1,594	0
Total	1,781	108	687	986	0	0	0	0	1,673	0
Federal-Aid	1,288	71	496	721	0	0	0	0	1,217	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

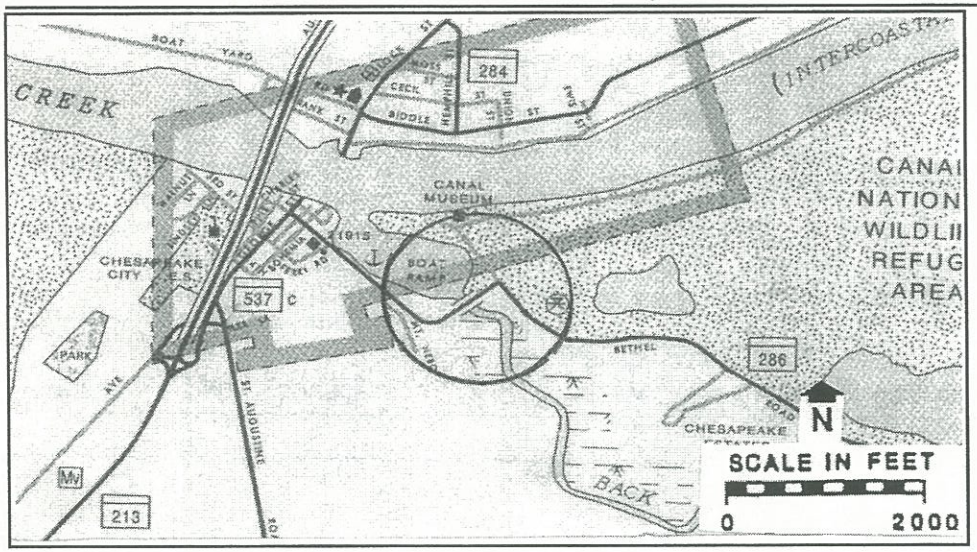
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 7,650

PROJECTED (2020) - 13,000

OPERATING COST IMPACT: N/A



PROJECT: MD 286, Bethel Road

DESCRIPTION: Replace Bridge 7053 over Back Creek.

JUSTIFICATION: This bridge has become structurally deficient as scour undermines the abutments and the wing walls have deteriorated.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	498	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	31	69	0	0	0	0	0	69	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	682	0	0	682	0	0	0	0	682	0
Total	782	31	69	682	0	0	0	0	751	0
Federal-Aid	578	25	55	498	0	0	0	0	553	0

FUNCTION :

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 1,725

PROJECTED (2020) - 2,700

OPERATING COST IMPACT: N/A

STIP REFERENCE # 073100 12/01/2000

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, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 7B	Philadelphia Road; MD 222 to US 40; patch and resurface	217	Completed
2	MD 213	Bohemia Avenue; South Corporate Limits of Cecilton to the North Corporate Limits of Cecilton; resurface	57	Completed
3	MD 272	North East Road/Chrome Road; MD 274 to Pennsylvania State Line; resurface	1,059	Completed
4	MD 273	Rising Sun Road; US 1 to West Corporate Limits of Rising Sun; patch and resurface	172	Completed
		Commuter Action Improvements		
5	MD 272	North East Road; at Peninsula Drive and MD 279 (Elkton Road) at Belle Hill Road; construct ridesharing facilities	123	Completed
		Sidewalks		
6	MD 273	Main Street; Opposite Valley View Drive and MD 274 in Rising Sun; retrofit sidewalks - 340 linear feet	10	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
7	US 40	Pulaski Highway; MD 222 to MD 7C; resurface	4,546	Under construction
8	US 40	Pulaski Highway; MD 272 to MD 213; resurface and provide acceleration lane westbound at MD 279	4,650	Under construction

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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Safety/Spot Improvement		
9	US 40	Pulaski Highway; at MD 213; intersection improvements (Funded for preliminary engineering only)	200	FY 2002
10	MD 272	North East Road; at Lums Road; widen turning radius from westbound Lums Road to northbound MD 272	85	Completed
11	MD 273	Rising Sun Road; at MD 276; construct roundabout	650	FY 2002
12		US 40 and MD 7 intersections with Perryville Industrial Park access road; construct intersections	500	FY 2002
		Neighborhood Conservation		
13	MD 7D	Main Street; Phase I - South Street to Bridge Street in Elkton; urban street reconstruct (Note: This is a pilot project for including undergrounding of utilities.)	11,463	FY 2002
14	MD 222/7B	Aiken Avenue/Philadelphia Avenue; MD 222 from MD 7B to US 40 and MD 7B from MD 222 to Cecil Avenue in Perryville; urban street reconstruct	1,405	FY 2001
15	MD 268	North Street; Phase II - Main Street to Railroad Avenue in Elkton; urban street reconstruct (Funded for preliminary concept studies only)	250	Concepts Underway
16	MD 272	Mauldin Avenue; South of Irishtown Road to US 40 in North East; streetscape (Funded for preliminary engineering only)	235	PE Underway
17	MD 273	Main Street; Within the limits of Rising Sun; urban street reconstruct (Funded for preliminary engineering only)	259	PE Underway

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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Sidewalks		
18	MD 7	Cecil Avenue; Main Street to Mauldin Avenue in North East; retrofit sidewalks on north side - 360 linear feet (Project is dependent upon contribution from County.)	20	FY 2001
19	MD 213	South Bohemia Avenue; Elementary School Annex to Medical Center in Cecilton; retrofit sidewalk on west side - 440 linear feet	10	FY 2001
20	MD 213	Bridge Street; MD 7D (Main Street) to US 40 in Elkton; retrofit sidewalks - 1,750 linear feet	66	FY 2001
		Enhancements		
		Rehabilitation/Operation of Historic Transportation Structures		
21		Port Deposit Jetty - Reconstruction of an existing jetty to provide boating and pedestrian services for the Lower Susquehanna Greenway, in the Town of Port Deposit.	657	FY 2002
22		Gilpin Falls Covered Bridge - Restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek and is located on county property adjacent to MD 272.	261	FY 2002



Charles

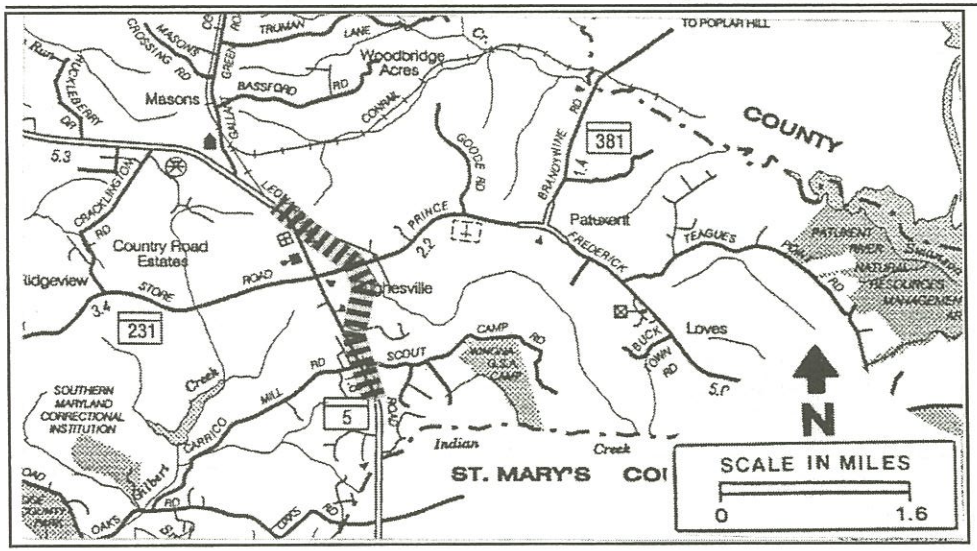
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Bridge Replacement/Rehabilitation		
1	MD 225	Hawthorne Road; Bridge 8024 over Mattawoman Creek and Bridge 8025 over Port Tobacco Creek; bridge rehabilitation	1,426	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
2	MD 6	Charles Street; Baltimore Street to Penn Hill Road; resurface	2,509	Under construction
3	US 301	Crain Highway; MD 227 to MD 6; resurface southbound roadway	1,316	FY 2002
4	US 301	Crain Highway; MD 225 to MD 227 and Billingsly Road to Smallwood Drive; resurface northbound roadway	1,830	Under construction
		Safety/Spot Improvement		
5	MD 5	Leonardtown Road; at Oliver Shop/Bryantown Road; geometric improvements and signalization	185	FY 2001
6	MD 205	Mattawoman-Beantown Road; North of Council Oak Drive to south of Substation Road; construct access road	721	Under construction
7	US 301	Crain Highway; at MD 257; geometric improvements	400	FY 2002
		Neighborhood Conservation		
8	MD 210	Indian Head Highway; 450 Feet east of Dogwood Street to United States Naval Surface Warfare Center's Main Gate in Indian Head; streetscape	1,254	Under construction

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Enhancements		
		Acquisition of Scenic Easements & Scenic/Historic Sites		
9		Wilson Bay at Mallows Bay - Acquistion of the property (466+/- acres) to preserve the scenic viewshed along MD 224, a designated scenic route.	750	FY 2001



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).

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:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1050	1400	700	0	0	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning and Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,341	1,281	60	0	0	0	0	0	60	0
Engineering	4,500	0	1,500	2,000	1,000	0	0	0	4,500	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	5,841	1,281	1,560	2,000	1,000	0	0	0	4,560	0
Federal-Aid	3,150	0	1,050	1,400	700	0	0	0	3,150	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

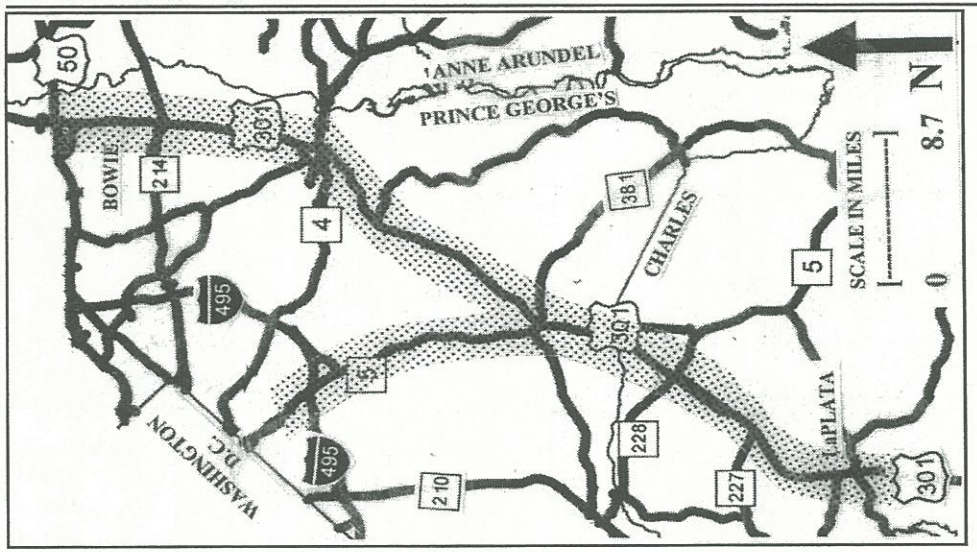
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 35,800

PROJECTED (2020) - 58,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 082059 12/01/2000



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway / transit improvements 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:

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

ASSOCIATED IMPROVEMENTS:
Southern Maryland Mass Transportation Analysis (MTA)
US 301 Intermodal Implementation (In TSO)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 and Right-of-way corridor preservation underway, including planning for the Waldorf area.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Additional right-of-way funding for corridor preservation.

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

PROJECT CASH FLOW

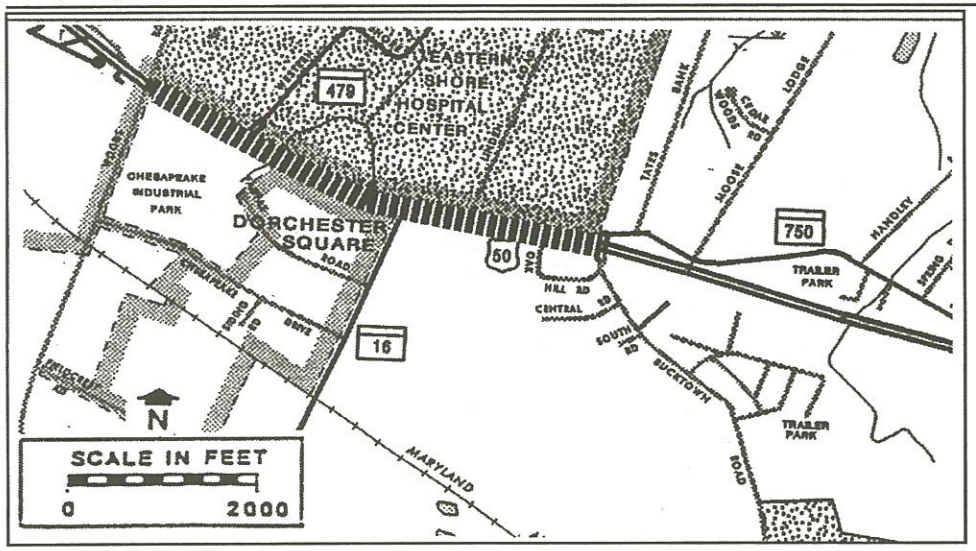
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	12,716	8,855	2,500	1,361	0	0	0	0	3,861	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	34,893	14,353	2,000	100	4,610	4,610	4,610	4,610	20,540	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	47,609	23,208	4,500	1,461	4,610	4,610	4,610	4,610	24,401	0
Federal-Aid	8,235	5,532	1,750	953	0	0	0	0	2,703	0

FUNCTION :
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Primary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 69,000
PROJECTED (2020) - 132,000
OPERATING COST IMPACT: N/A

STIP REFERENCE # 252053 12/01/2000 The estimated cost is for the entire project in Charles and Prince George's counties.



Dorchester



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Upgrade existing US 50 to a 6 lane divided facility from Woods Road to Bucktown Road, including intersection modification at MD 16 (south) (1.0 miles). Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Redevelopment of the Eastern Shore Hospital Center into a major resort / conference center necessitates US 50 capacity improvements. It is expected that the new development will result in significant regional economic benefit.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2503	465	0	0	0	NHS

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $1.9 million is due to the addition of a resurfacing project from the Choptank River Bridge to Bucktown Road.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	277	277	0	0	0	0	0	0	0	0
Right-of-way	43	0	43	0	0	0	0	0	43	0
Construction	3,624	1	3,055	568	0	0	0	0	3,623	0
Total	3,944	278	3,098	568	0	0	0	0	3,666	0
Federal-Aid	2,970	1	2,503	466	0	0	0	0	2,969	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

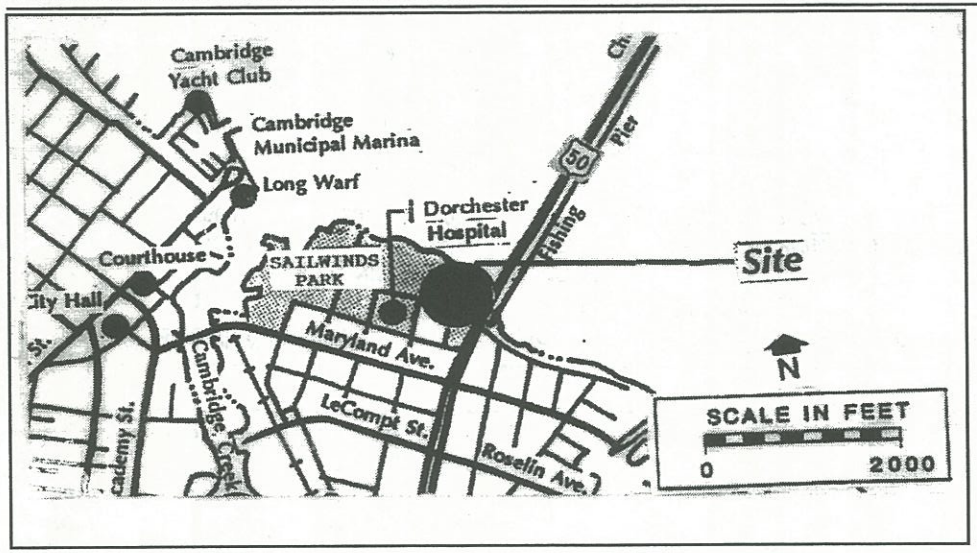
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 30,100

PROJECTED (2020) - 49,650

OPERATING COST IMPACT: $2,500 per year



PROJECT: Cambridge Visitor's Center (Sailwinds Park)

DESCRIPTION: Construct a new visitor's center on the Choptank waterfront at US 50.

JUSTIFICATION: This tourist center will improve the economy and promote the rich history and character of the City of Cambridge. The visitor's center is a vital element of the new Sailwinds Park.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: Visitor's Center Open. External construction being completed to repair storm damage.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	306	306	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,845	2,845	0	0	0	0	0	0	0	0
Total	3,151	3,151	0	0	0	0	0	0	0	0
Federal-Aid	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 (1999) - N/A

PROJECTED (2020) - N/A

OPERATING COST IMPACT: N/A

STIP REFERENCE # 092035 12/01/2000

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 14/16	Railroad Avenue/Main Street; MD 14 from MD 16 to MD 392 and MD 16 from South Corporate Limits of New Market to North Corporate Limits of New Market; resurface	66	Completed
		Enhancements		
		Pedestrian/Bicycle Facilities		
2		Sailwinds Boardwalk at Cambridge Visitor Center - Construction of boardwalk, landscaping, and mitigation at the Visitor Center in Cambridge.	173	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
3	US 50	Ocean Gateway; Chateau Road to Linkwood Road; resurface	1,600	FY 2002
		Neighborhood Conservation		
4	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)	325	PE Underway
		Streetscapes and Minor Reconstruction		
5	MD 16	Church Creek Road; MD 335 to Brannocks Neck Road; urban street reconstruct and drainage (Funded for preliminary engineering only)	100	PE Underway
		Sidewalks		
6	MD 343	Washington Street; St. Claire to Maces Lane in Cambridge; retrofit sidewalk - 1,000 linear feet	70	FY 2001

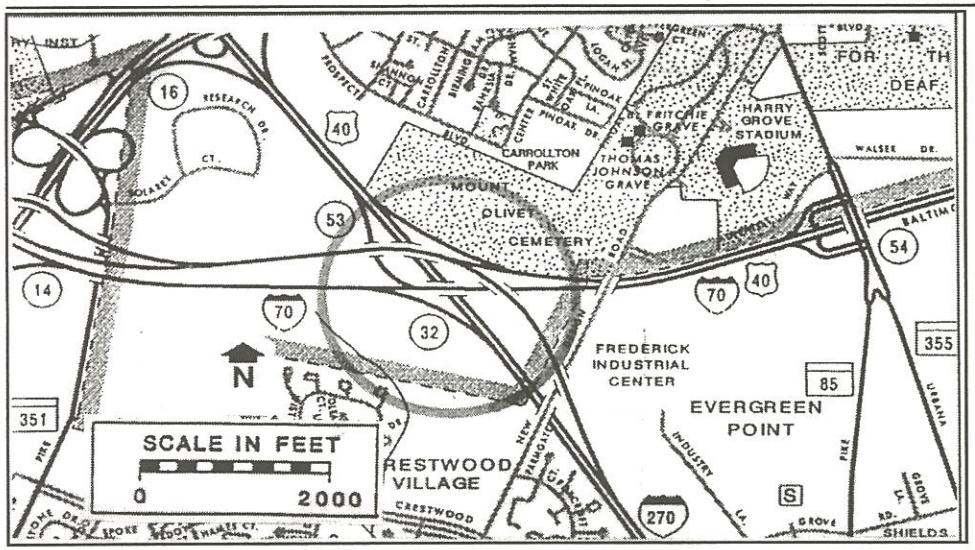
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER 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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Sidewalks (cont'd)		
7	MD 392	Delaware Avenue/Harrison Ferry Road; Pine Street to Miner Road in Hurlock; retrofit sidewalks - 1,450 linear feet	20	FY 2001
		Access Controls		
8	US 50	Ocean Gateway; MD 16 North to the Vienna Bypass; purchase right-of-way for access controls	400	Underway



Frederick



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Phase 1A - Interchange at I-270.

JUSTIFICATION: Existing interchange has missing movements and substandard or missing acceleration and deceleration lanes. The existing interchange cannot handle expected future traffic needs.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 475(East Street), South Street to Patrick Street (Construction Program)
I-70, MD 85 extended and MD 355 Interchange (Construction Program)
MARC, Point of Rocks to Frederick (MTA Construction Program)
I-270/US15, Shady Grove Metro to Biggs Ford Road (D&E Program)
MD 475(East Street), South St. to proposed Walser Drive (D&E Program)
I-70, Mt Philip Road to MD 144 FA (D&E Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $3.4 million is based on the inclusion of relocated MD 914 (previously included in Construction Program Line 2).

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4725	4988	2753	0	0	HPP

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,380	1,380	0	0	0	0	0	0	0	0
Right-of-way	1,821	427	339	70	985	0	0	0	1,394	0
Construction	30,078	10,370	12,382	7,326	0	0	0	0	19,708	0
Total	33,279	12,177	12,721	7,396	985	0	0	0	21,102	0
Federal-Aid	26,758	9,648	10,226	5,920	964	0	0	0	17,110	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

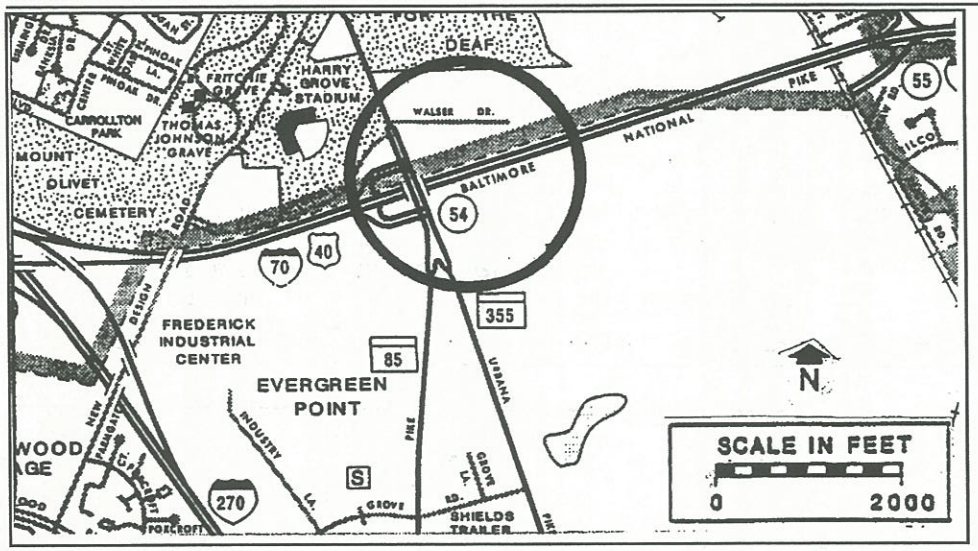
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 68,075

PROJECTED (2020) - 114,000

OPERATING COST IMPACT: $12,000 per year



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Construct interchange improvements at MD 85 extended and MD 355, and intersection improvements at Adventist Drive / New Design Road. 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 Walser Drive interchange can be funded.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-70, Phase 1A - Interchange at I-270 (Construction Program)
MD 475(East Street), South Street to Patrick Street (Construction Program)
MARC, Point of Rocks to Frederick (MTA Construction Program)
I-270 / US 15, Shady Grove Metro to Biggs Ford Road (D&E Program)
MD 475(East Street), South Street to proposed Walser Drive (D&E Program)
I-70, Mt. Phillip Road to MD 144 FA (D&E Program)

STATUS: Final Engineering and Right-of-way underway. Utilities to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Project advanced from FY04 to FY03. The cost decrease of $6.5 million is based on removing relocated MD 914 and New Design Road (now included in Construction Program Line 1), and a lower inflation amount due to the project advancement.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	1103	105	0	0	0	IM
CO	0	0	5162	7552	1141	IM

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24	24	0	0	0	0	0	0	0	0
Right-of-way	1,500	0	1,370	130	0	0	0	0	1,500	0
Construction	17,763	0	0	0	6,618	9,682	1,463	0	17,763	0
Total	19,287	24	1,370	130	6,618	9,682	1,463	0	19,263	0
Federal-Aid	15,063	0	1,103	105	5,162	7,552	1,141	0	15,063	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

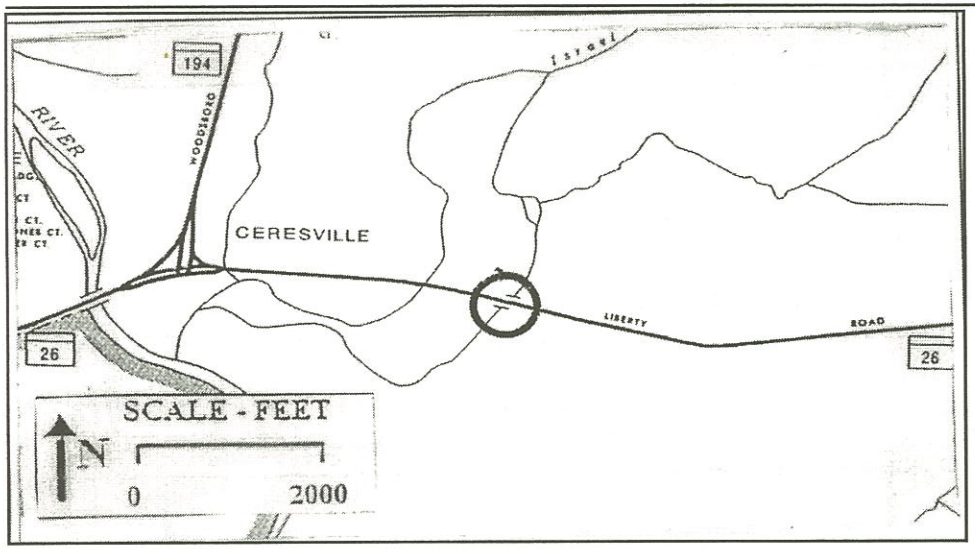
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 36,350

PROJECTED (2020) - 51,900

OPERATING COST IMPACT: $5,300 per year



PROJECT: MD 26, Liberty Road

DESCRIPTION: Replacement / Relocation of the 2 lane Bridge 10026 over Israel Creek and resurfacing from MD 194 to west of Israel Creek and from east of Israel Creek to Crum Road.

JUSTIFICATION: Replacement of the deteriorating structure improved safety and alleviated local flooding.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	436	436	0	0	0	0	0	0	0	0
Right-of-way	63	62	1	0	0	0	0	0	1	0
Construction	2,246	1,842	404	0	0	0	0	0	404	0
Total	2,745	2,340	405	0	0	0	0	0	405	0
Federal-Aid	305	305	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

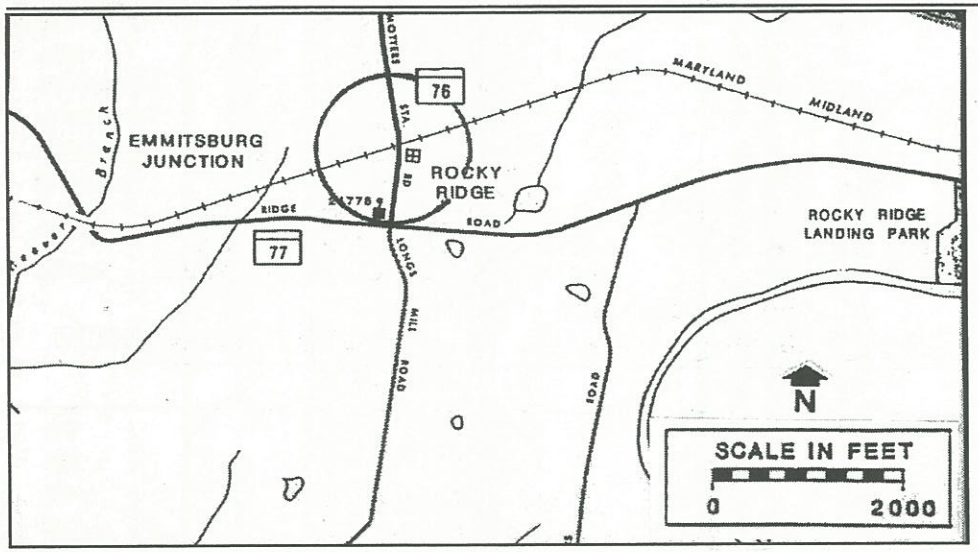
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 9,650

PROJECTED (2020) - 14,000

OPERATING COST IMPACT: N/A



PROJECT: MD 76, Motters Station Road

DESCRIPTION: Replace Bridge 10048 over Maryland-Midland RR.

JUSTIFICATION: Existing bridge is in an advancing state of deterioration and is posted for a 10 ton weight limit. Emergency repairs were completed in Spring 1999 to maintain bridge until design is complete.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	130	83	47	0	0	0	0	0	47	0
Right-of-way	50	8	42	0	0	0	0	0	42	0
Construction	622	0	348	274	0	0	0	0	622	0
Total	802	91	437	274	0	0	0	0	711	0
Federal-Aid	589	58	311	220	0	0	0	0	531	0

FUNCTION :

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

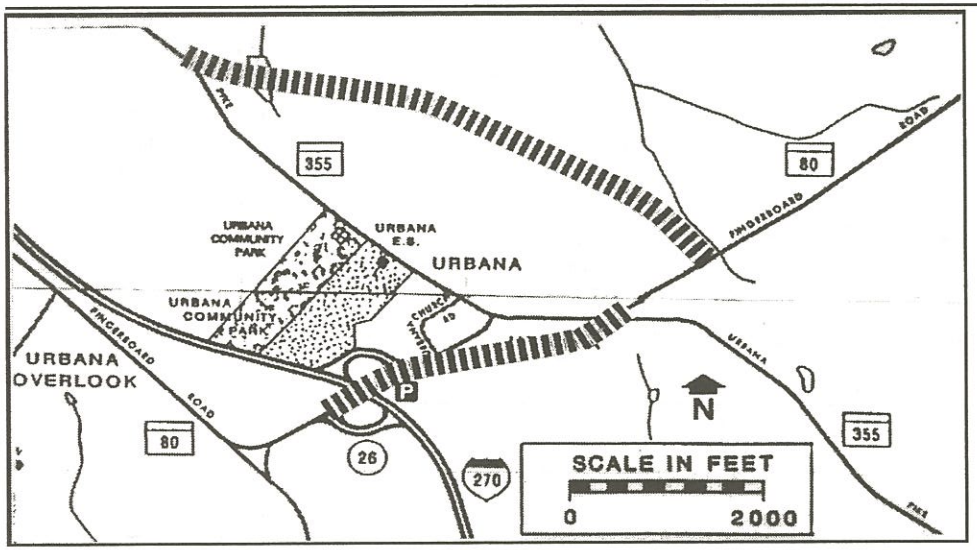
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 575

PROJECTED (2020) - 1,500

OPERATING COST IMPACT: N/A

STIP REFERENCE # 103230 12/01/2000



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. Includes sidewalks 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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
I-270 / US 15, Shady Grove Metro in Montgomery County to Biggs Ford Road (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction complete on MD 80. Final Engineering underway on MD 355. This is a developer funded improvement.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

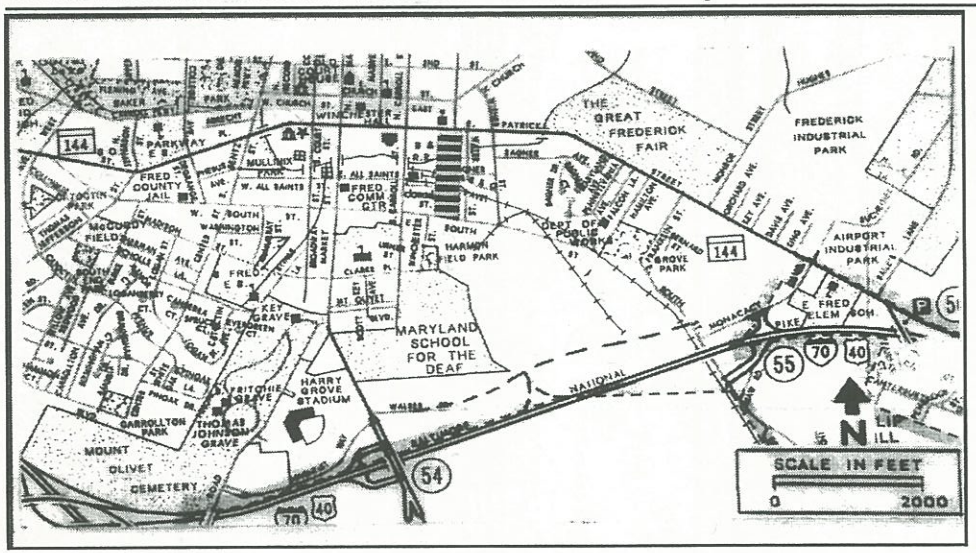
PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :
STATE - Major Collector
FEDERAL - Major Collector
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 6,950 (MD 355)
9,750 (MD 80)
PROJECTED (2020) - 21,200

OPERATING COST IMPACT: $11,800 per year



PROJECT: MD 475, East Street Extended

DESCRIPTION: Construct a 4 lane undivided roadway from East Patrick Street to South Street (0.4 miles). Includes sidewalks where appropriate.

JUSTIFICATION: This project will support the redevelopment of this area by Frederick City and provide access to the downtown MARC station. This is the first segment of the MD 475 (East Street Extended) project which will eventually tie into a new I-70 interchange.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-70, I-270 Interchange (Construction Program)
I-70, MD 85 and MD 355 Interchange (Construction Program)
I-70, Mt. Phillip Road to MD 144 FA (D&E Program)
MD 475(East Street), South Street to proposed Walser Drive (D&E Program)

STATUS: Construction underway. City of Frederick funded 50% of total Project Planning and Final Engineering costs.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	476	476	0	0	0	0	0	0	0	0
Right-of-way	858	822	36	0	0	0	0	0	36	0
Construction	2,591	905	1,686	0	0	0	0	0	1,686	0
Total	3,925	2,203	1,722	0	0	0	0	0	1,722	0
Federal-Aid	2,090	693	1,397	0	0	0	0	0	1,397	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - 19,000

OPERATING COST IMPACT: $1,500 per year

STIP REFERENCE # 104140 12/01/2000

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 17	Petersville Road/Burkittsville Road; Center Street to MD 464; resurface	163	Completed
2	MD 144FA	Old National Pike; Monocacy River Bridge to East Patrick Street Bridge over I 70; resurface	368	Completed
3	MD 355	Wormans Mill Road; MD 26 to US 15; resurface	123	Completed
4	MD 464	Souder Road; MD 17 to Ninth Avenue; resurface	163	Completed
		Neighborhood Conservation		
5	MD 17	South Potomac Street; at A Street, B Street and Maryland Avenue in Brunswick; roundabout	739	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
6	US 40	Baltimore National Pike; Waverly Drive to end SHA maintenance; resurface	1,229	Under construction
7	I 70	Baltimore National Pike; MD 75 to the Carroll County Line; resurface	5,500	FY 2002
8	MD 464	Point of Rocks Road; Ninth Avenue to US 15; resurface	1,687	FY 2001
		Bridge Replacement/Rehabilitation		
9	I 70	Eisenhower Memorial Highway/Baltimore National Pike; East of Frederick to Baltimore County Line; deck overlay for 12 bridges in Carroll, Frederick and Howard Counties (Note: Cost for entire project shown in Carroll, Frederick and Howard Counties.)	6,515	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
10	I 70	Eisenhower Memorial Highway; Washington County Line to west of Frederick; deck overlay for 14 bridges (includes resurfacing eastbound roadway from Washington County Line to Grindstone Run)	6,926	Under construction
11	MD 351	Ballenger Creek Pike; Ballenger Creek Middle School to Crestwood Boulevard; culvert replacement with extensions and sidewalks	869	FY 2002
		Safety/Spot Improvement		
12	US 15	Catoctin Mountain Highway; at MD 464; widen intersection to provide left turn lanes (Funded for preliminary engineering only)	71	PE Underway
13	MD 17	Burkittsville Road; at MD 180; construct roundabout	560	Under construction
14	US 40	Baltimore National Pike; at Rock Creek; streambank protection	150	FY 2001
15	I 70	Baltimore National Pike; at Bush Creek; streambank protection	150	FY 2001
16	MD 80	Fingerboard Road; at Roderick Road; geometric improvements	400	FY 2002
17	US 340	Jefferson National Pike; MD 478 to Mt. Zion Road; provide acceleration lanes (Funded for preliminary engineering only)	88	PE Underway
18	MD 355	Urbana Pike; 1500 feet north of Grove Road; drainage improvement	164	Under construction
		Neighborhood Conservation		
19	US 40 ALT	Main Street; through Middletown; urban street reconstruct (Funded for preliminary engineering only)	294	PE Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

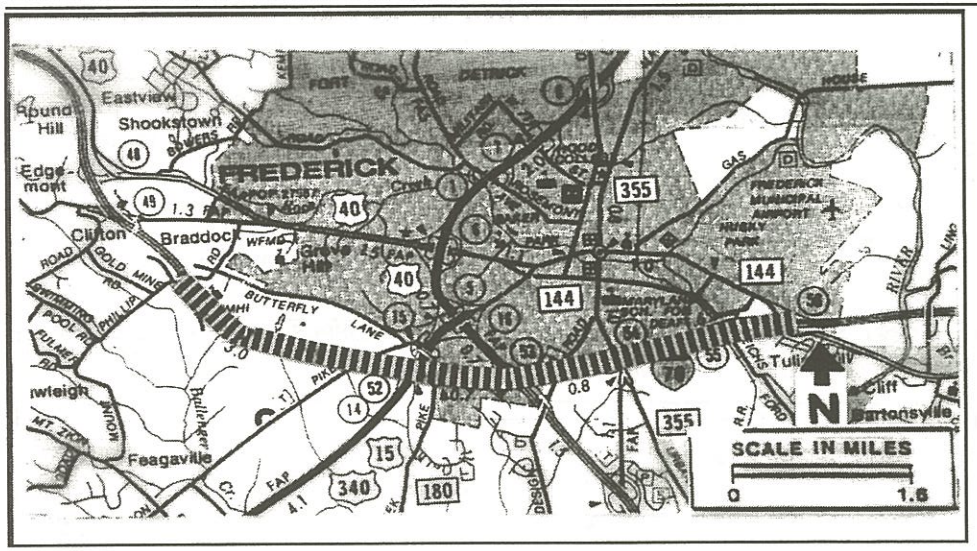
STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Neighborhood Conservation (cont'd)		
20	MD 144 FA	West Patrick Street; Bentz Street to Jefferson Street in Frederick; streetscape (Funded for preliminary engineering only) (Project on hold pending undergrounding utilities and road transfer agreements.)	50	PE Underway
21	MD 144 FB	Main Street; Royal Oak Drive to eastern limits of New Market; streetscape (Funded for preliminary concept studies only)	200	Concepts Underway
22	MD 180	Jefferson Pike; US 340 to Holter Road in Jefferson; streetscape (Funded for preliminary concept studies only)	88	Concepts Underway
		Streetscapes and Minor Reconstruction		
23	MD 17	Potomac Street; at Main Street in Burkittsville; urban street reconstruct and drainage	541	Completed
		C.H.A.R.T. Projects		
24	I 70	Eisenhower Memorial Highway; MD 63 to MD 17; install dynamic traveler alert signs for advanced traffic management system (Note: Cost for entire project is shown in Frederick and Washington Counties.)	577	Completed
25	I 270	Eisenhower Memorial Highway; Frederick to I 495; install traffic detectors and variable message signs for advanced traffic management	521	Under construction
		Enhancements		
		Acquisition of Scenic Easements & Scenic/Historic Sites		
26		Civil War Site Preservation - Purchase of preservation easements and fee simple for eleven properties in the South Mountain Battlefield area in Frederick and Washington Counties.	1,054	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Enhancements (cont'd)		
		Acquisition of Scenic Easements & Scenic/Historic Sites (cont'd)		
27		US 15 Viewshed Protection at Emmitsburg - Scenic acquisition of properties (550+/- acres) along US 15, a scenic byway, and the north face of College Mountain to be used for public recreation and to preserve public water supply.	1,200	FY 2002
		Archaeological Planning & Research		
28		Archeology - Frederick County - Research and development of a GIS database of transportation facilities.	169	Underway
		Landscaping/Scenic Beautification/Mitigation		
29		East Street Landscaping - Landscaping of East Street between East Patrick Street and North of East 9th Street in the City of Frederick.	500	FY 2001



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
- [X] Project Within PFA
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-70, I-270 Interchange, (Construction Program)
MD 85 and MD 355 Interchange (Construction Program)
MD 475(East Street), Patrick Street to South Street (Construction Program)
I-270 / US 15, Shady Grove Metro in Montgomery County to Biggs Ford Road (D&E Program)
MARC, Point of Rocks to Frederick (MTA Construction Program)
MD 475(East Street), South Street to proposed Walser Drive (D&E Program)

STATUS: Final Engineering and partial Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	362	701	0	0	NHS/IM
RW	4026	2835	3684	1039	0	NHS/IM
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	14,165	9,446	2,210	1,403	620	486	0	0	4,719	0
Right-of-way	22,699	9,793	4,110	2,913	4,551	1,332	0	0	12,906	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	38,115	20,490	6,320	4,316	5,171	1,818	0	0	17,625	0
Federal-Aid	18,615	3,728	5,573	3,817	4,118	1,379	0	0	14,887	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

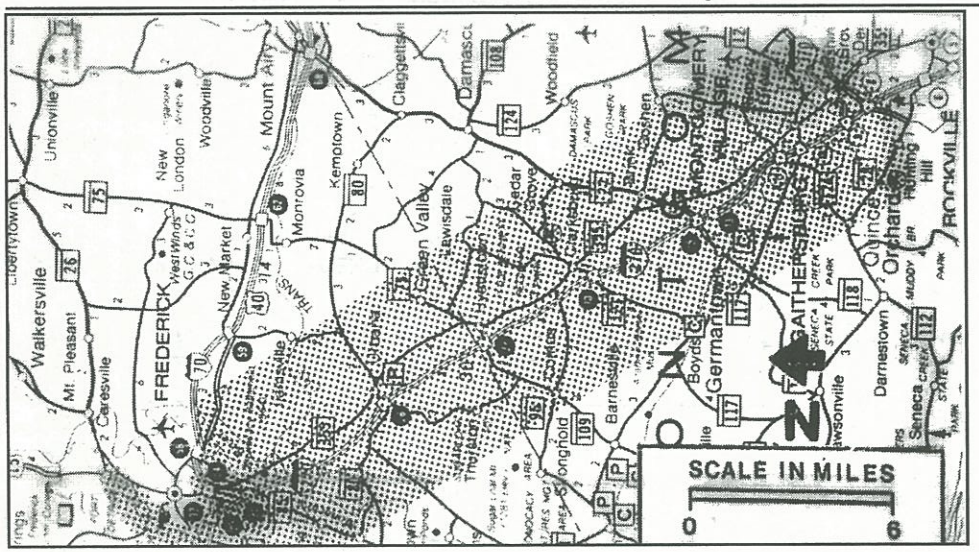
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 72,850

PROJECTED (2020) - 114,000

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 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:

- [X] Project 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 124 Interchange (Montgomery County - Construction Program)
I-70, I-270 Interchange (Construction Program)
I-70, MD 85 & MD 355 Interchange (Construction Program)
MTA Program, I-270 and US 15 Multi-Modal Study (D&E Program)
I-70, Mt. Phillip Road to MD 144 (Frederick County - D&E Program)
I-270, Interchange at Watkins Mill Road (Montgomery County D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,247	4,570	2,247	2,100	330	0	0	0	4,677	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,247	4,570	2,247	2,100	330	0	0	0	4,677	0
Federal-Aid	6,473	3,199	1,573	1,470	231	0	0	0	3,274	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

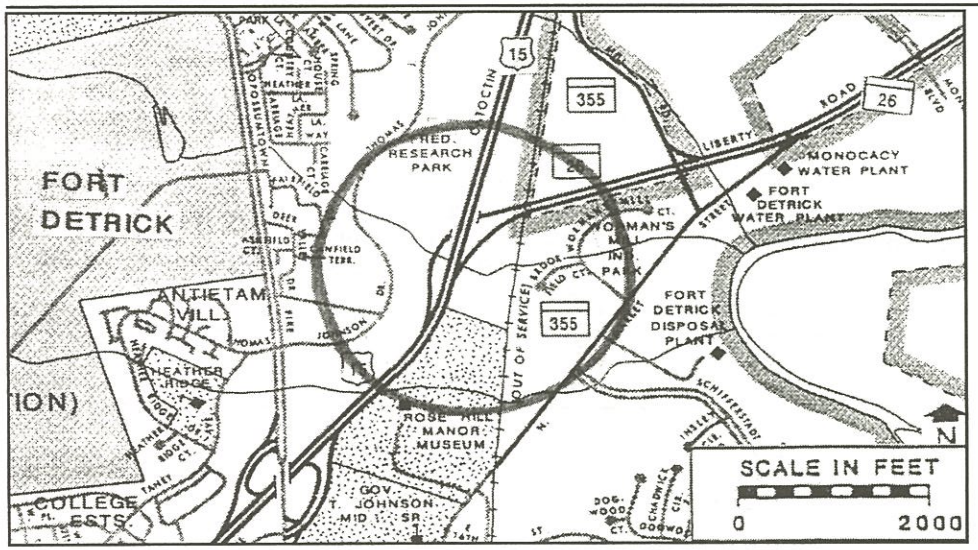
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 35,700 (US 15)
174,900 (I-270)

PROJECTED (2020) - 92,400 (US 15)
235,200 (I-270)

OPERATING COST IMPACT: N/A

STIP REFERENCE # 101062 12/01/2000 The estimated cost is for the entire project in Frederick and Montgomery counties.



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Study to reconstruct the existing interchange at MD 26 to provide full movements, with an extension to Thomas Johnson Drive.

JUSTIFICATION: The missing movements to and from the north on US 15 cause capacity and safety issues along Opposumtown Pike and Wormans Mill Road at US 15. Ramp improvements are necessary to safely accommodate existing and planned development in the vicinity of the current interchange. Both US 15 and MD 26 function as Urban Freeway / Expressways at this interchange, and should have full access to each other.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 / US15, Shady Grove Metro to north of Biggs Ford Road Multi-Modal Study (D&E Program)
I-70, I-270 Interchange (Construction Program)
I-70, MD 85 & MD 355 Interchange (Construction Program)
I-70, Mount Philip Road to MD 144 (Frederick County - D&E Program)
East Street Extended (Construction and D&E Programs)

STATUS: Project Planning to begin during budget fiscal year. This project is a breakout from the I-270 / US 15 Multi-Modal Corridor Study (D&E Program - Line 9). This project is contingent upon contributions from the City and County. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	206	0	0	103	103	0	0	0	206	0
Engineering	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	206	0	0	103	103	0	0	0	206	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

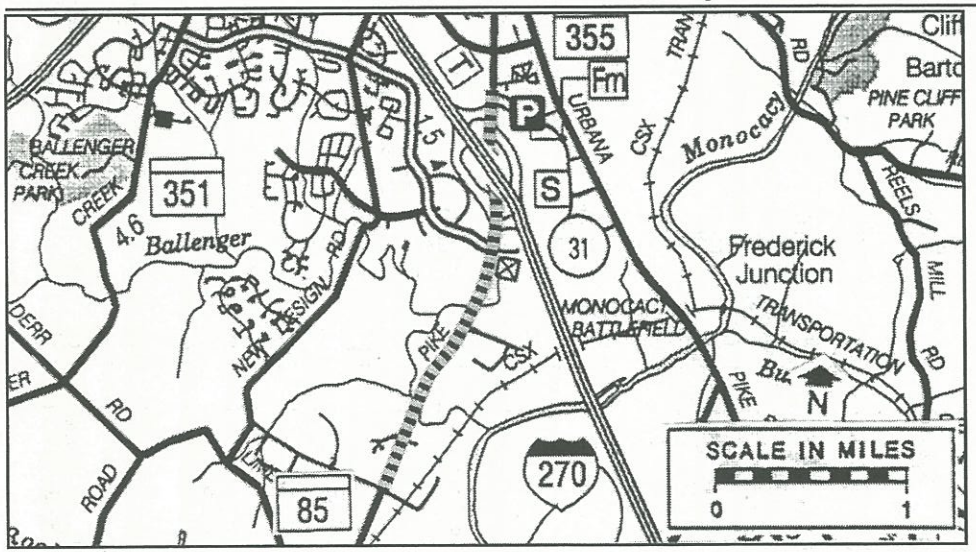
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 70,600 (US 15)
25,350 (MD 26)

PROJECTED (2020) - 104,500 (US15)
35,200 (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 English Muffin Way to Spectrum Drive (2.13 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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
I-270 / US 15, Shady Grove Metro in Montgomery County to Biggs Ford Road (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 current fiscal year. County to fund Project Planning for $0.6 million.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

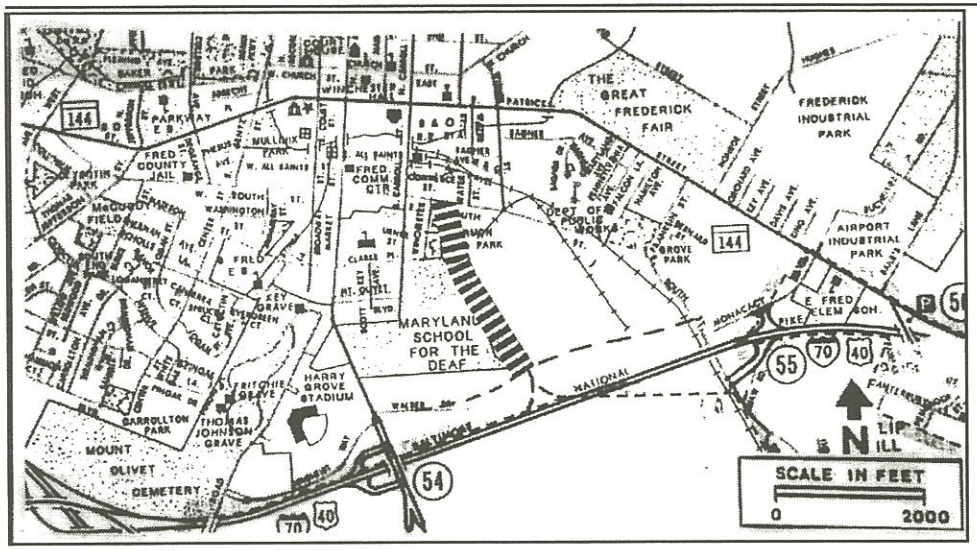
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 8,100 - 38,000

PROJECTED (2020) - 10,200 - 50,300

OPERATING COST IMPACT: N/A



PROJECT: MD 475, East Street Extended

DESCRIPTION: Study to extend East Street from South Street to proposed Walser Drive (I-70 project). Includes sidewalks 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 proposed MARC station downtown which is an element of the Carroll Creek flood control revitalization project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-70, I-270 Interchange (Construction Program)
I-70 / MD 85 and MD 355 Interchange (Construction Program)
MD 475, Patrick Street to South Street (Construction Program)
MARC, Point of Rocks to Frederick (MTA Construction Program)
I-70, Mt. Phillip Road to MD 144 (D&E Program)

STATUS: Final Engineering and Right-of-way underway. City of Frederick to fund 50% of total Project Planning and Final Engineering costs. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $0.9 million is based on a shift of the roadway alignment requiring additional right-of-way.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	350	350	0	0	0	0	0	0	0	0
Engineering	547	278	135	134	0	0	0	0	269	0
Right-of-way	1,965	2	18	10	795	1,140	0	0	1,963	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,862	630	153	144	795	1,140	0	0	2,232	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

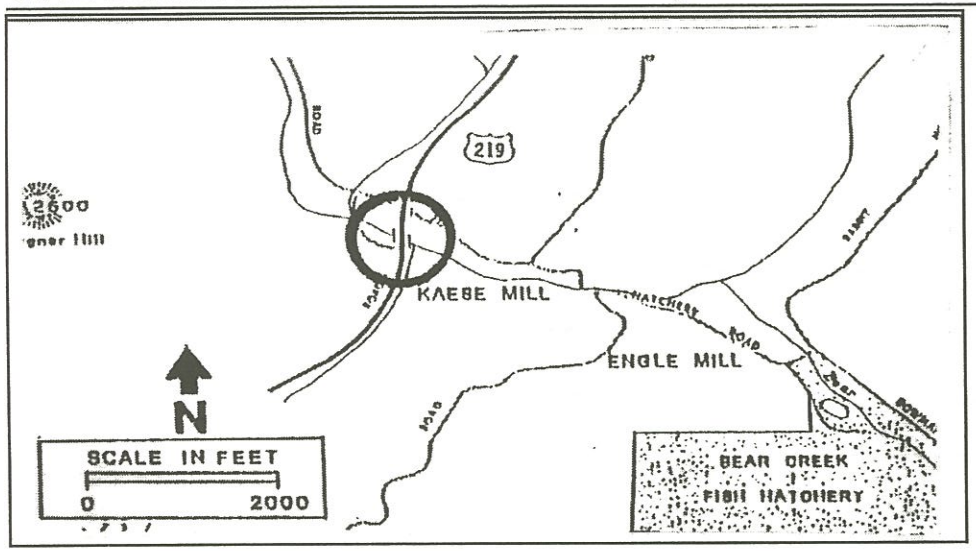
CURRENT (1999) - N/A

PROJECTED (2020) - 19,000

OPERATING COST IMPACT: N/A



Garrett



PROJECT: US 219, Garrett Highway

DESCRIPTION: Replace Bridge 11037 over Bear Creek and Fish Hatchery Road, including approach roadway.

JUSTIFICATION: The existing bridge is structurally deficient and requires replacement.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	572	572	0	0	0	0	0	0	0	0
Right-of-way	31	31	0	0	0	0	0	0	0	0
Construction	3,220	2,763	457	0	0	0	0	0	457	0
Total	3,823	3,366	457	0	0	0	0	0	457	0
Federal-Aid	2,984	2,619	365	0	0	0	0	0	365	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 3,225

PROJECTED (2000) - 5,400

OPERATING COST IMPACT: N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

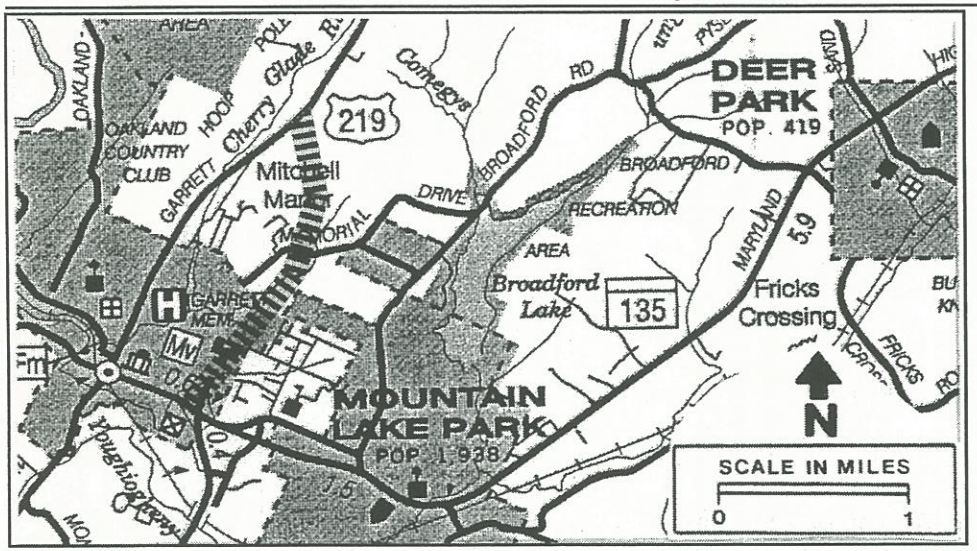
STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	US 219	Garrett Highway; Deep Creek Lake Bridge to north of Bumble Bee Road; resurface	868	Completed
		Sidewalks		
2	MD 39	Oak Street; at Little Youghiogheny River in Oakland; pedestrian walkway bridge - 410 linear feet	77	Completed
		Enhancements		
		Rehabilitation/Operation of Historic Transportation Structures		
3		Oakland - B&O Railroad Station - Restoration of the B&O Train Station in Oakland	654	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
4	I 68	National Freeway; 1.01 mile west of MD 546 Bridge to Allegany County Line; resurface	3,413	Completed
5	I 68	National Freeway; West Virginia State Line to MD 42; resurface	2,858	FY 2002
6	US 219	Garrett Highway; US 50 to Gortner Road; resurface	1,264	Completed
7	US 219	Garrett Highway; Gortner Road to Monte Vista Road; resurface	898	FY 2001
8	MD 742	Maple Street; Youghiogheny River Bridge to MD 42; resurface	559	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT 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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Bridge Replacement/Rehabilitation		
9	MD 135	Bloomington Road; Bridge 11017 over CSX Transportation; bridge deck replacement	1,144	FY 2001
		Safety/Spot Improvement		
10	MD 495	Bittinger Road; at MD 948P (North Park Road); reconstruct intersection and MD 948P to Garrett Industrial Park	1,335	Under construction
11	MD 495	Bittinger Road; at Sky Valley Road; geometric improvements	200	FY 2002
		Environmental Preservation		
12	I 68	National Freeway; Various locations; landscape (Note: Cost for entire project shown in Allegany and Garrett Counties.)	178	Completed
		Sidewalks		
13	US 219	Third Street; at Alder Street in Oakland; retrofit sidewalks on northeast and northwest corners - 271 linear feet	51	Under construction



PROJECT: US 219 Relocated

DESCRIPTION: Study to reconstruct US 219 from north of Oakland to MD 135 (2.40 miles). Includes sidewalks 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 and 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
- [X] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Partial funding of $0.1 million has been received by Garrett County from Appalachian Regional Commission.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,099	1,027	72	0	0	0	0	0	72	0
Engineering	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	1,099	1,027	72	0	0	0	0	0	72	0
Federal-Aid	265	248	17	0	0	0	0	0	17	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

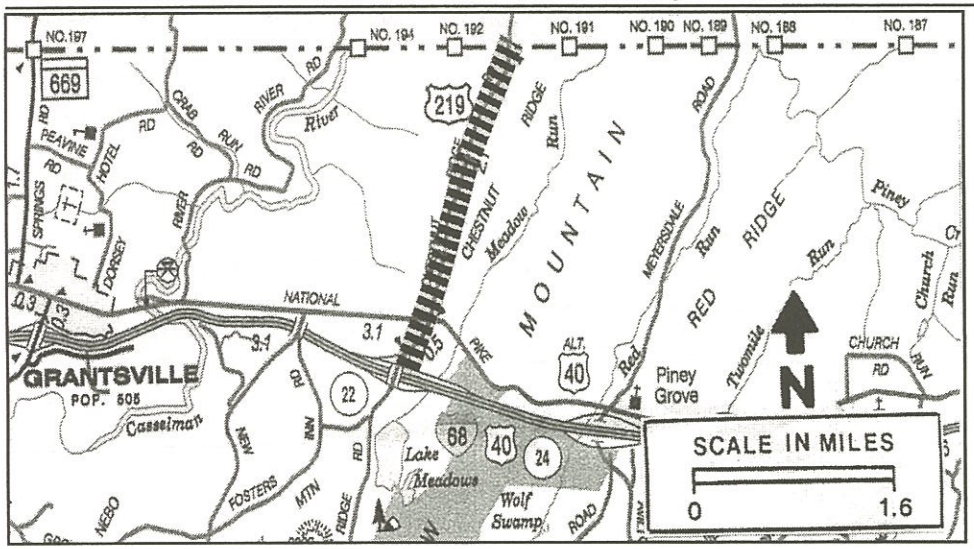
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 4,625 - 11,950

PROJECTED (2020) - 4,150 (Bypass)
15,950 (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 to I-68 in Maryland. Maryland will reimburse funds to 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:
Western Maryland North-South Corridor Study (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	81	97	97	48	NHS
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during budget fiscal year. Pennsylvania is the lead in performing this study. The funding shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program. This is a breakout project of the Western Maryland North-South Corridor Study (Development and Evaluation Program, Line 5).

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

PROJECT CASH FLOW

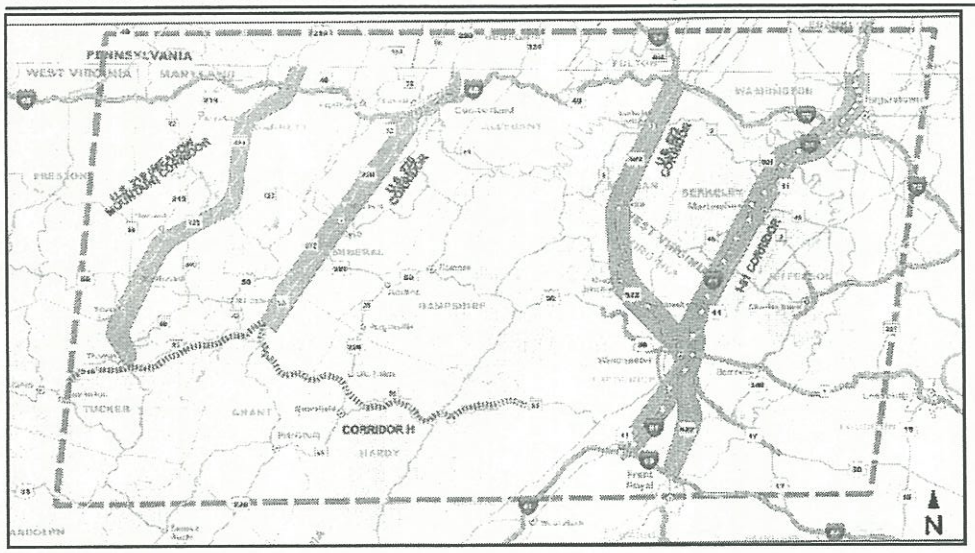
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	413	0	0	103	124	124	62	0	413	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	413	0	0	103	124	124	62	0	413	0
Federal-Aid	322	0	0	81	97	97	47	0	322	0

FUNCTION :
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 3,775

PROJECTED (2020) - 7,400

OPERATING COST IMPACT: N/A



PROJECT: Western Maryland North-South Corridor Study

DESCRIPTION: Conduct a multi-state study to identify a high priority north-south highway within Western Maryland, Virginia, West Virginia and Pennsylvania.

JUSTIFICATION: The need exists in Western Maryland to provide a major north-south highway of national significance to encourage and enhance economic development and interstate trade.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: A Pre-Project Planning study is underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Pennsylvania has elected to join the study.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	766	320	346	100	0	0	0	0	446	0
Engineering	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	766	320	346	100	0	0	0	0	446	0
Federal-Aid	536	224	242	70	0	0	0	0	312	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 1,275 - 63,100

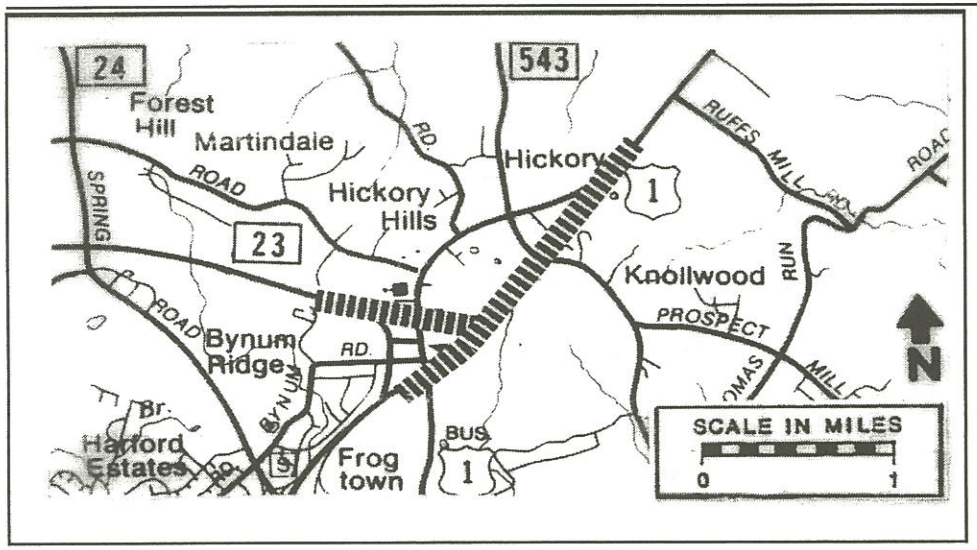
PROJECTED (2020) - 2,500 - 82,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 255194 12/01/2000 The estimated cost is for the entire project in Maryland, Virginia, West Virginia and Pennsylvania.



Harford



PROJECT: US 1 Relocated, Hickory Bypass

DESCRIPTION: Relocate US 1 from US 1 Business to US 1 north of Hickory (1.70 miles) and MD 23 Extended from MD 23 to the relocation of US 1 (0.70 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: Both the US 1 and MD 23 extended projects will improve system continuity in the north-south and east-west corridors and provide additional capacity.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 1, Bel Air Bypass, MD 152 to US 1, north of Bel Air (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	5966	564	4295	0	0	NHS

STATUS: Open to service. Wetland and stream restoration to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	487	447	40	0	0	0	0	0	40	0
Engineering	2,601	1,895	450	256	0	0	0	0	706	0
Right-of-way	9,610	8,710	900	0	0	0	0	0	900	0
Construction	18,621	4,972	7,420	723	5,506	0	0	0	13,649	0
Total	31,319	16,024	8,810	979	5,506	0	0	0	15,295	0
Federal-Aid	24,072	12,022	7,011	743	4,296	0	0	0	12,050	0

FUNCTION :
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 22,000 (US 1)

PROJECTED (2020) - 30,000 (US 1 Rel.)

OPERATING COST IMPACT: $12,000 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	US 1	Belair Road; MD 152 to MD 147; resurface	919	Completed
2	MD 7	Philadelphia Road; at Creswell Road; patching	19	Completed
3	MD 23	Norrisville Road; MD 138 to MD 439; resurface	354	Completed
4	MD 23	Granary Road; Right turn lane at MD 165; patching	8	Completed
5	MD 24	Vietnam Veterans Memorial Highway; Singer Road to Wheel Road and Plumtree Road to Ring Factory Road; resurface	117	Completed
6	US 40	Pulaski Highway; Long Bar Harbor Road to MD 7; resurface eastbound roadway	1,845	Completed
7	MD 147	Harford Road; Baltimore County Line to US 1; resurface	284	Completed
8	MD 152	Mountain Road; 300 feet east of Reckford Road to US 1; mill, patch shoulders and resurface	211	Completed
9	MD 152	Mountain Road; Old Joppa Road to 300 feet south of Reckord Road; resurface	119	Completed
10	MD 155	Level Road; Bridge approach at I 95; resurface	42	Completed
11	MD 161	Darlington Road; Harmony Church Road to Trappe Church Road; resurface	368	Completed
12	MD 623	Flintville Road; Castleton Road to Bridge over Broad Creek; resurface	209	Completed
13	MD 623	Flintville Road; Bridge over Broad Creek to the Pennsylvania State Line; resurface	391	Completed
14	MD 763	Superior Street; MD 155 to Juniata Street; resurface	45	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD 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, 2000
		Fiscal Year 2000 Completions (cont'd)		
		Neighborhood Conservation		
15	MD 924	Bond Street; US 1 Business to Gordon Street in Bel Air; streetscape	1,539	Completed
		Commuter Action Improvements		
16	MD 22	Churchville Road; at Bynum Run Park; construct ridesharing facility - 60 spaces	256	Completed
		Sidewalks		
17	MD 22	Fulford Avenue; Barnes Street to Maitland Street in Bel Air; retrofit sidewalks on south side - 270 linear feet	16	Completed
18	MD 462	Paradise Road; Hillcrest Drive to Windemere Road in Aberdeen; retrofit sidewalks - 1,920 linear feet	31	Completed
19	MD 924	South Main Street; Homestead Street to Heighe Street in Bel Air; retrofit sidewalks - 500 linear feet	30	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
20	US 1 BUS	Baltimore Pike; South of Tollgate Road to MD 924 and MD 924 from McPhail Road to Linwood Avenue; resurface	1,637	FY 2001
21	MD 7	Old Philadelphia Road; North of Bristol Forest Drive to Stepney Road; resurface	1,256	Under construction
22	MD 23	Norrisville Road; MD 146 to MD 138; resurface	1,400	FY 2002
23	US 40	North Philadelphia Boulevard; MD 132 to Robin Hood Road; resurface	2,135	FY 2001
24	US 40	Pulaski Highway; at various locations; replace stop pads	2,319	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD 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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
25	MD 136	Whiteford Road; US 1 to south of Broad Creek; resurface	1,893	FY 2002
26	MD 440	Dublin Road; MD 136 to US 1; resurface	359	Under construction
27	MD 440	Dublin Road; MD 543 to Scarboro Road; resurface	1,000	FY 2002
		Bridge Replacement/Rehabilitation		
28	MD 24	Vietnam Veterans Memorial Highway; Bridge 12016 over Deer Creek; bridge rehabilitation	895	FY 2001
		Safety/Spot Improvement		
29	MD 22	Churchville Road; at MD 136/MD 155; realign MD 155 intersection	1,950	FY 2002
30	MD 23	East-West Highway; at East Branch and Poteet Road; drainage improvement	50	FY 2001
31	MD 24	Rocks Road; at MD 165; construct roundabout	614	Under construction
32	MD 132	West Belair Avenue; MD 132A to MD 22; overlay, adjust roadway alignment and add traffic signal at MD 132A	653	Under construction
33	MD 462	Paradise Road; Swan Creek slope stabilization adjacent to MD 462; slope protection	78	FY 2001
34	MD 924	Emmorton Road; South of St. Clair Drive to Box Ridge Drive; provide center left turn lane	1,165	FY 2001
35	MD 924	Emmorton Road; MacPhail Road to Woodsdale Road; add center left turn lane (Funded for preliminary engineering only)	150	PE Underway
36	MD 924	Emmorton Road; Plumtree Road to Patterson Mill Road; provide center turn lane	450	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

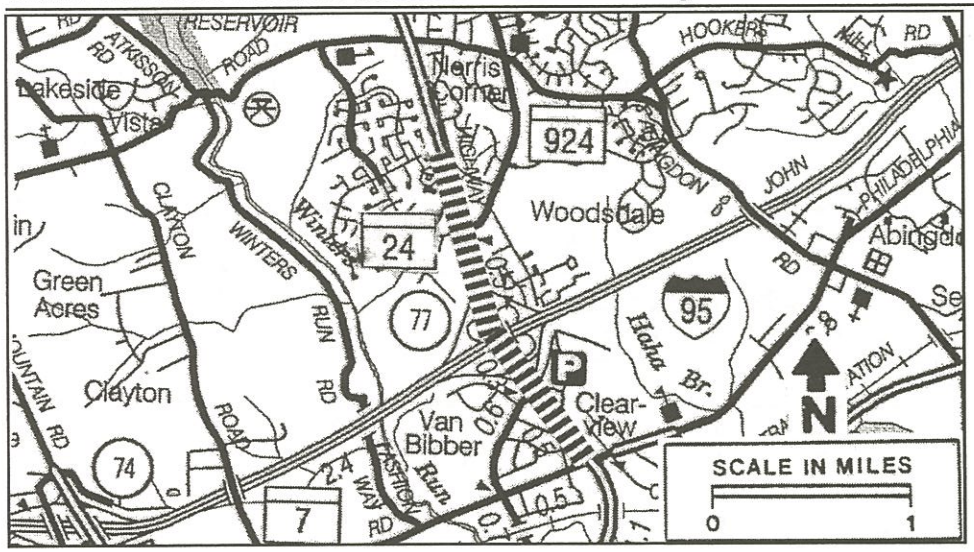
STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Safety/Spot Improvement (cont'd)		
37	MD 924	Emmorton Road; Patterson Mill Road to Ring Factory Road; provide center turn lane	1,500	FY 2002
		Neighborhood Conservation		
38	MD 7A	Union Avenue; Congress Avenue to Otsego Street in Havre De Grace; urban street reconstruct	750	FY 2002
39	MD 132	West Belair Avenue; MD 462 to US 40; streetscape	1,178	FY 2001
40	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; streetscape (Funded for preliminary engineering only)	176	PE Underway
41	MD 755	Edgewood Road; MD 24 to Willoughby Beach Road in Edgewood; streetscape (Funded for preliminary engineering only)	333	PE Underway
42	MD 924	Main Street; Phase II - MD 22 to Gordon Street in Bel Air; streetscape (Funded for preliminary concept studies only)	80	Concepts Underway
		Commuter Action Improvements		
43	MD 7	Philadelphia Road; at Belcamp Road; construct ridesharing facility	682	FY 2001
		Sidewalks		
44	US 1 BUS	Belair Road; Tollgate Road to MD 24 in Bel Air; retrofit sidewalks on north side - 1,000 linear feet	24	Completed
45	MD 24	Rock Spring Avenue; Rock Spring Church Road to Dellcrest Road; retrofit sidewalks on east side - 3,600 linear feet (Project is dependent upon contribution from County.)	116	FY 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD 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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Enhancements		
		Rehabilitation/Operation of Historic Transportation Structures		
46		Forge Hill Road Bridge - Rehabilitation of the historic Forge Hill Bridge over Deer Creek.	596	Underway
		Preservation of Abandoned Railway Corridors		
47		Ma & Pa Trail - Phase II - Construction of 2.7 miles of rail-to-trail from Blakes Venture Park to Friends Park, and an underpass under the Hickory Bypass.	771	Underway



PROJECT: MD 24, Vietnam Veterans Memorial Highway

DESCRIPTION: Study to widen existing MD 24 from MD 7 to north of MD 924 including associated interchange improvements (2.39 miles). 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 intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
I-95, Interchange at MD 24 (MdTA)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	362	723	0	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Initial Project Planning to begin during current fiscal year and to be funded by MdTA. The funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,549	0	0	723	723	103	0	0	1,549	0
Engineering	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	1,549	0	0	723	723	103	0	0	1,549	0
Federal-Aid	1,084	0	0	506	506	72	0	0	1,084	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Expressway

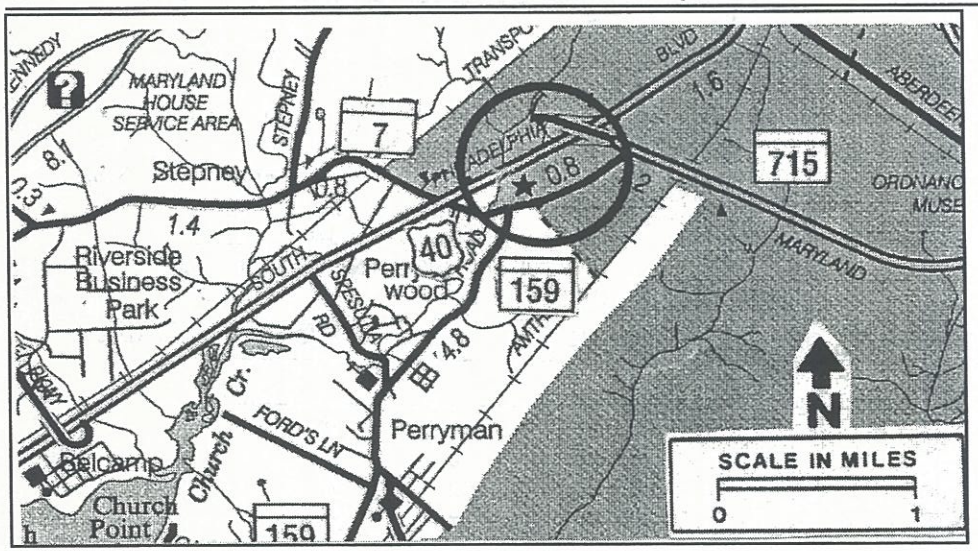
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 64,000

PROJECTED (2020) - 99,000

OPERATING COST IMPACT: N/A



PROJECT: Perryman Access Study

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to US 40. Shoulders will accommodate bicycles.

JUSTIFICATION: This project will improve access to the planned growth area of the Perryman Peninsula and improve safety and operation of the area road network. Prior to beginning Project Planning, the County will agree to take over ownership of MD 159.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	470	0	0	0	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	672	0	169	369	134	0	0	0	672	0
Engineering	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	0	169	369	134	0	0	0	672	0
Federal-Aid	470	0	118	258	94	0	0	0	470	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

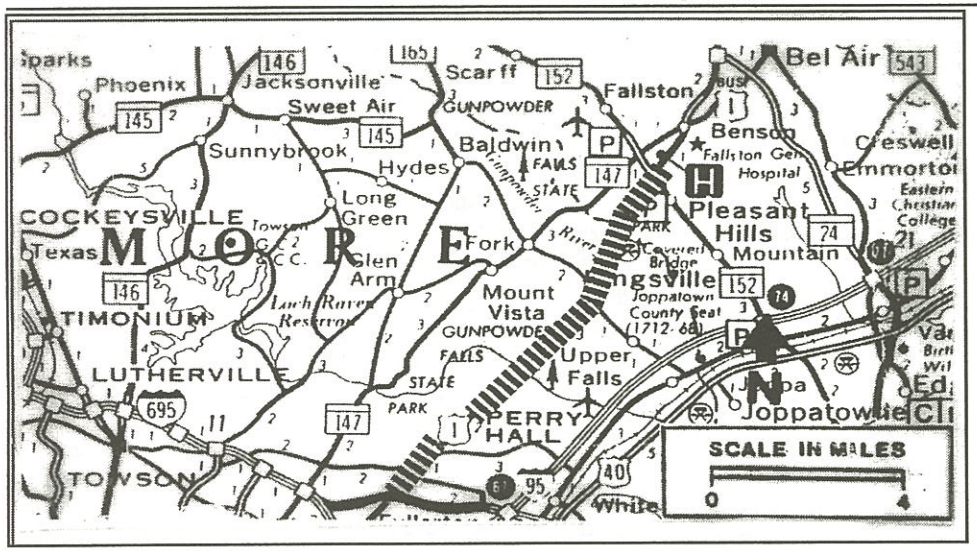
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - 30,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 124105 12/01/2000



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Includes sidewalks where appropriate. Will include wide outside curb lanes for bicycles where appropriate.

JUSTIFICATION: This improvement would relieve congestion and improve safety on US 1. This project would 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
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 1, Cliffvale Road to Miller Avenue (Construction Program)
US 1, MD 152 to MD 24 (D&E Program - Harford County)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Planning funds shown are for performing environmental updates.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	55	50	5	0	0	0	0	0	5	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	903	903	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	958	953	5	0	0	0	0	0	5	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

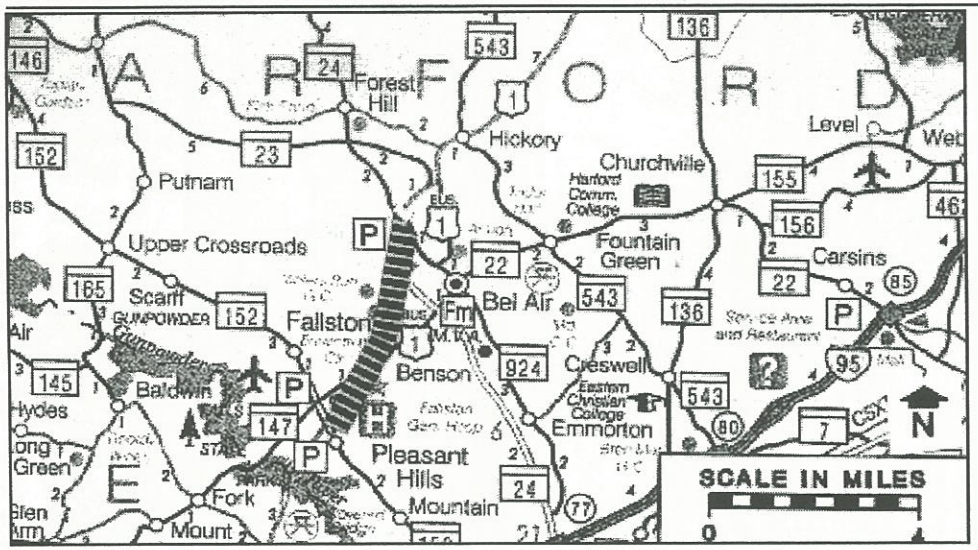
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 33,500

PROJECTED (2020) - 50,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 032123 12/01/2000 The estimated cost is for the entire project in Harford and Baltimore counties.



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multi-lane highway from MD 152 to US 1 Business, north of Bel Air (5.5 miles). Includes sidewalks where appropriate. Wide curb lanes 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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
US 1 Relocated, Hickory Bypass (Construction Program)
US 1, MD 43 to MD 152 (D&E Program, Baltimore and Harford counties)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

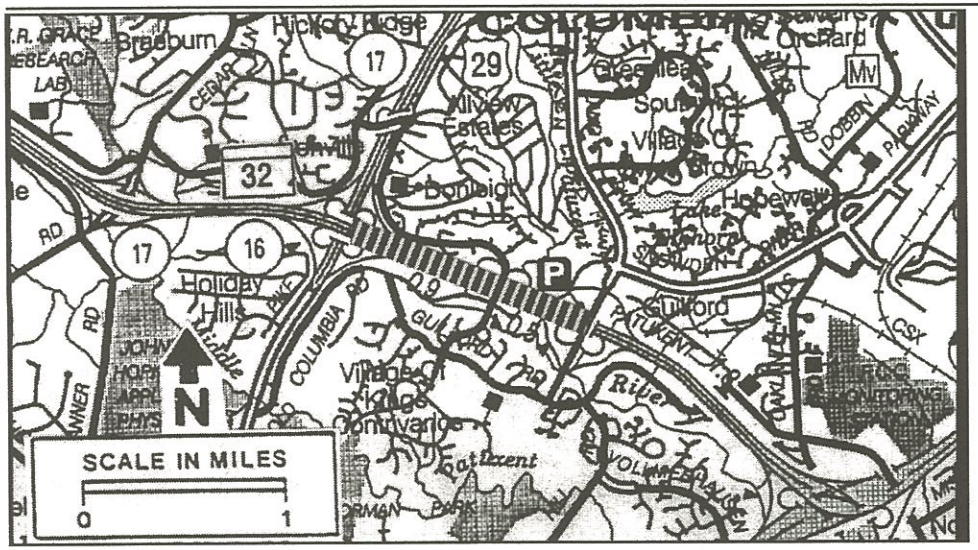
PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,252	2,190	62	0	0	0	0	0	62	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,538	2,476	62	0	0	0	0	0	62	0
Federal-Aid	1,576	1,533	43	0	0	0	0	0	43	0

FUNCTION :
STATE - Intermediate Arterial
FEDERAL - Freeway / Expressway
STATE SYSTEM : Primary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 35,000
PROJECTED (2020) - 55,000
OPERATING COST IMPACT: N/A



Howard



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Upgrade and widening of eastbound MD 32 from US 29 to Broken Land Parkway (2.22 miles).

JUSTIFICATION: This project will relieve existing traffic congestion in this heavily traveled commuter corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 32, MD 108 to I-70 (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 and to be funded by Howard County at a cost of approximately $4.7 million. Construction funding shown is for SHA Construction Inspection. SHA to reimburse County for improvements to the bridge at the Little Patuxent River.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	647	547	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	204	0	69	110	25	0	0	0	204	0
Total	851	547	169	110	25	0	0	0	304	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

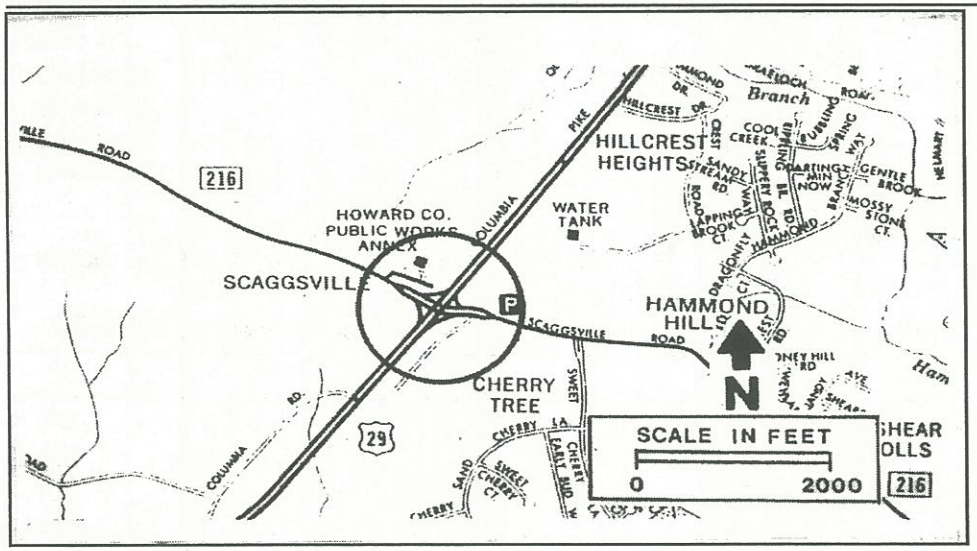
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 81,000

PROJECTED (2020) - 105,500

OPERATING COST IMPACT: $2,800 per year



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new interchange at MD 216. Includes sidewalks on MD 216 where appropriate. Wide curb lanes on MD 216 will accommodate bicycles.

JUSTIFICATION: The existing at-grade intersection is unable to handle the high traffic volumes resulting from development in the area. Peak hour operation on US 29 is congested.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 29, Interchange at John Hopkins / Gorman Roads (Construction Program)
MD 216 Relocated, I-95 to US 29 (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1971	784	0	0	0	NHS

STATUS: Construction underway. Howard County to fund 50 percent of Engineering, Right-of-way and Construction at a cost of approximately $10.0 million. The funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

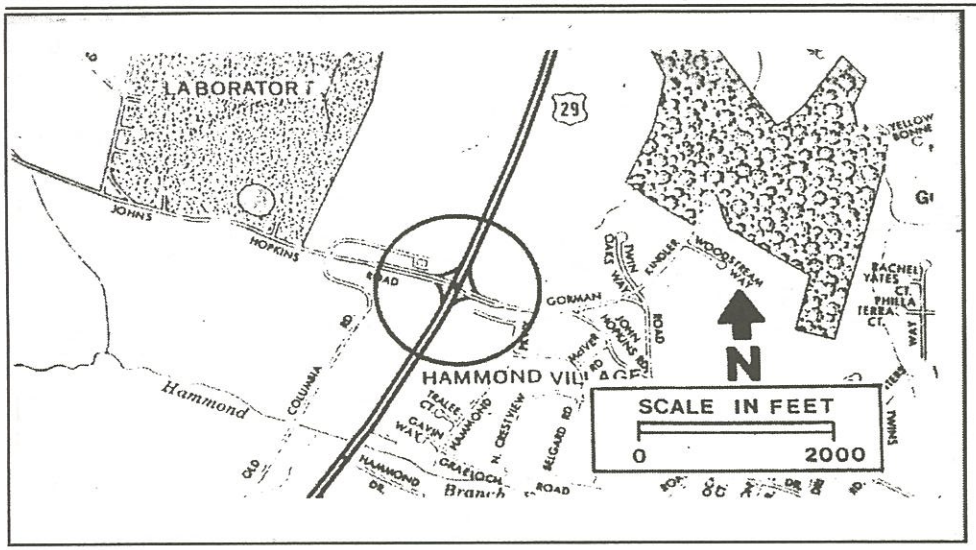
PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,088	2,088	0	0	0	0	0	0	0	0
Right-of-way	1,122	1,022	100	0	0	0	0	0	100	0
Construction	8,992	5,510	2,502	980	0	0	0	0	3,482	0
Total	12,202	8,620	2,602	980	0	0	0	0	3,582	0
Federal-Aid	7,139	4,384	1,971	784	0	0	0	0	2,755	0

FUNCTION :
STATE - Principal Arterial
FEDERAL - Freeway - Expressway
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 45,000 (US 29)
16,500 (existing MD 216)
PROJECTED (2020) - 80,500 (US 29)
46,500 (MD 216 Rel)

OPERATING COST IMPACT: $14,000 per year



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new interchange at Johns Hopkins / Gorman Roads. Wide curb lanes on Johns Hopkins & Gorman Roads will accommodate bicycles, and sidewalks are included where appropriate.

JUSTIFICATION: The existing at-grade intersection is unable to handle the high traffic volumes resulting from development in the area. Peak hour operation on US 29 is congested.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 29, Interchange at MD 216 (Construction Program)
MD 216 Relocated, I-95 to US 29 (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1455	5786	5172	0	0	NHS

STATUS: Final Engineering and Right-of-Way underway. Construction to begin during current fiscal year. Howard County to fund approximately 40 percent of Engineering, Right-of-way and Construction at a cost of $10 million. The funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $1.6 million is based on the reduction in the cost of the MD 32 bridge over the Little Patuxent River.

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

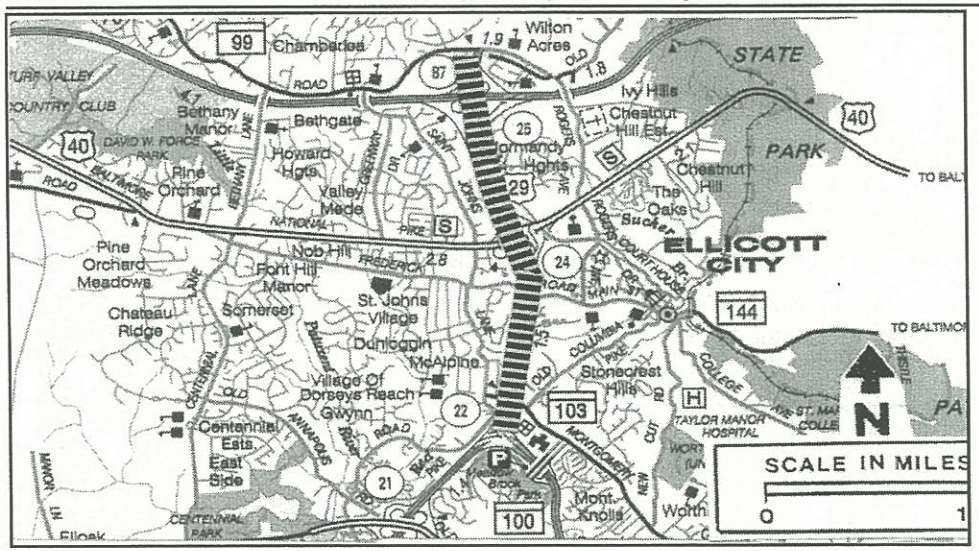
PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	159	159	0	0	0	0	0	0	0	0
Engineering	1,338	1,283	55	0	0	0	0	0	55	0
Right-of-way	4,823	533	2,970	990	330	0	0	0	4,290	0
Construction	15,157	0	1,777	7,065	6,315	0	0	0	15,157	0
Total	21,477	1,975	4,802	8,055	6,645	0	0	0	19,502	0
Federal-Aid	16,175	416	3,772	6,558	5,429	0	0	0	15,759	0

FUNCTION :
STATE - Principal Arterial
FEDERAL - Freeway / Expressway
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 60,000 (US 29)
15,000 (Hopkins/Gorman)
PROJECTED (2020) - 110,000 (US 29)
27,000 (Hopkins/Gorman)

OPERATING COST IMPACT: $15,000 per year



PROJECT: US 29, Columbia Pike

DESCRIPTION: This project involves resurfacing portions of US 29 between MD 100 and MD 99, adding an additional lane in each direction between MD 100 and US 40 and widening the ramps to and from MD 100.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS: US 29, Interchange at MD 216 (Construction Program)
US 29, Interchange at John Hopkins/Gorman Road (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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. Construction to begin during budget fiscal year. County to contribute $4.0 million to construction. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,000	296	400	304	0	0	0	0	704	0
Right-of-way	1,500	0	0	452	524	524	0	0	1,500	0
Construction	17,838	0	0	1,321	8,146	8,371	0	0	17,838	0
Total	20,338	296	400	2,077	8,670	8,895	0	0	20,042	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway / Expressway

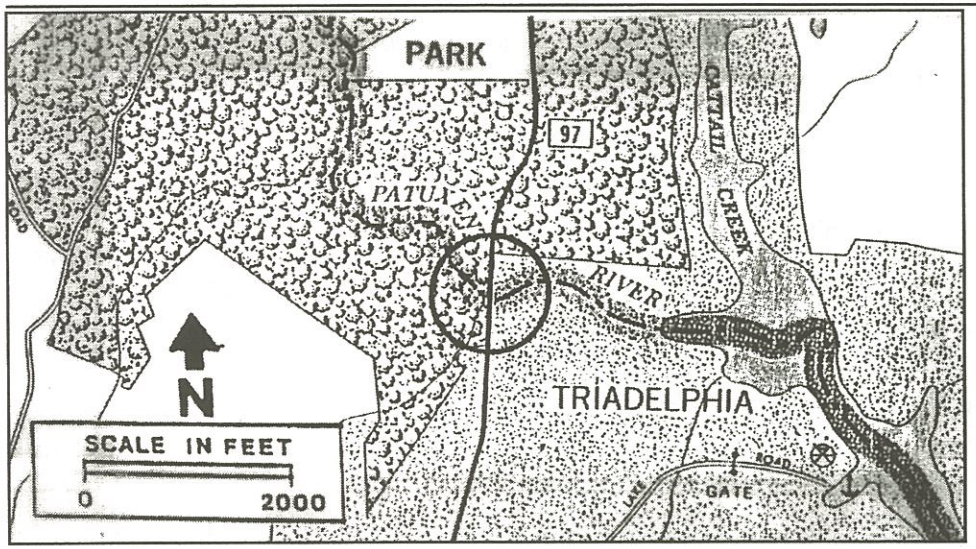
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 109,000

PROJECTED (2020) - 143,000

OPERATING COST IMPACT: $8,000 per year



PROJECT: MD 97, Roxbury Mills Road

DESCRIPTION: Replace Bridge 13038 over the Patuxent River.

JUSTIFICATION: This project replaced the existing deteriorating bridge.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	781	781	0	0	0	0	0	0	0	0
Right-of-way	35	35	0	0	0	0	0	0	0	0
Construction	2,468	2,002	466	0	0	0	0	0	466	0
Total	3,284	2,818	466	0	0	0	0	0	466	0
Federal-Aid	27	27	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

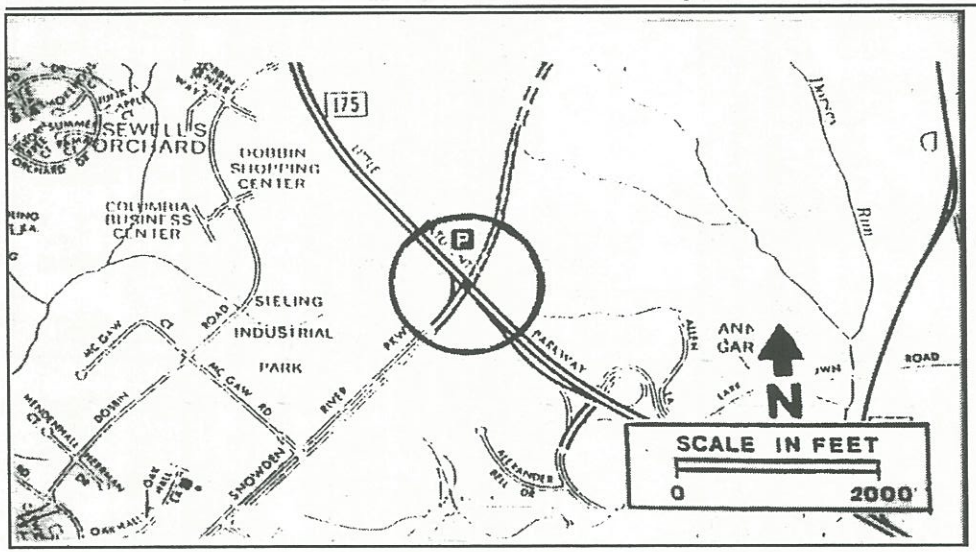
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 10,500

PROJECTED (2020) - 18,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 133153 12/01/2000 The estimated cost is for the entire project in Howard and Montgomery counties.



PROJECT: MD 175, Little Patuxent Parkway

DESCRIPTION: Construct a new interchange at Snowden River Parkway. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This improvement will provide relief for existing traffic as well as provide for anticipated traffic growth.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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. Final Engineering and Construction funded by Howard County at a cost of approximately $14.0 million.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Secondary

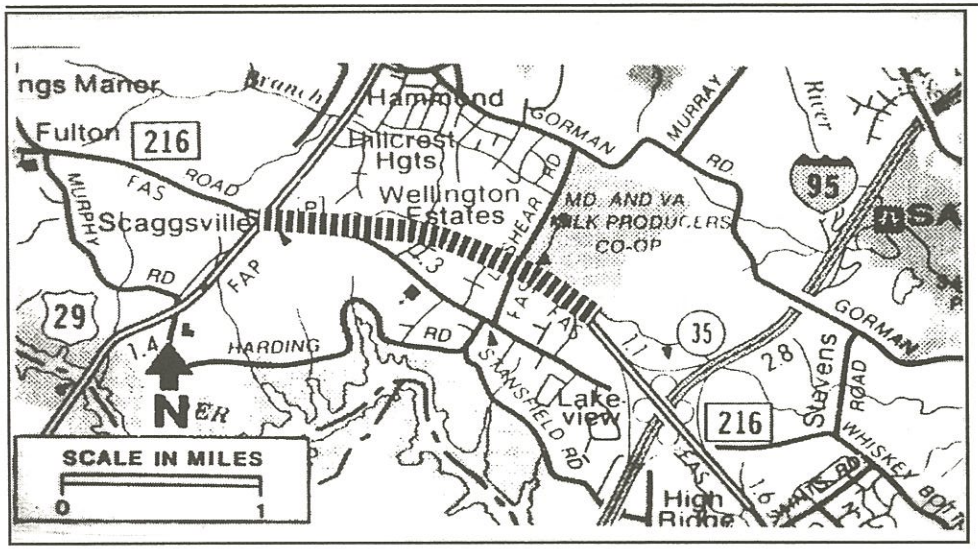
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 57,000 (MD 175)
31,750 (Snowden River)

PROJECTED (2020) - 65,000 (MD 175)
39,000 (Snowden River)

OPERATING COST IMPACT: $23,000 per year

STIP REFERENCE # 133184 12/01/2000



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 (2.60 miles). Wide curb lanes will accommodate bicycles. Includes sidewalks where appropriate.

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 adequate arterial highway between I-95 and US 29.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 29, Interchange at MD 216 (Construction Program)
US 29, Interchange at John Hopkins / Gorman Road (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering and Right-of-way underway. Howard will contribute funding towards construction of the 5th. and 6th. Lanes.

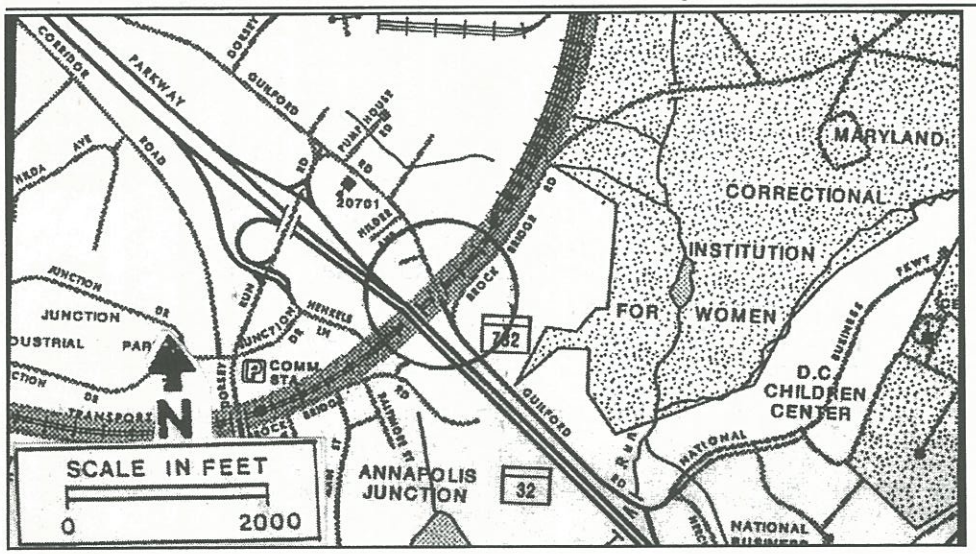
SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Development and Evaluation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	138	138	0	0	0	0	0	0	0	0
Engineering	3,139	1,752	800	587	0	0	0	0	1,387	0
Right-of-way	2,860	2,468	1	391	0	0	0	0	392	0
Construction	22,450	0	0	0	4,011	6,995	7,219	4,225	22,450	0
Total	28,587	4,358	801	978	4,011	6,995	7,219	4,225	24,229	0
Federal-Aid	2,231	1,925	1	305	0	0	0	0	306	0

FUNCTION :
STATE - Minor Arterial
FEDERAL - Minor Arterial
STATE SYSTEM : Secondary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 16,500 (existing MD 216)
PROJECTED (2020) - 46,500
OPERATING COST IMPACT: $13,000 per year



PROJECT: MD 732, Guilford Road

DESCRIPTION: Replace Bridge 13029 over CSX Railroad.

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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. Construction to begin during budget fiscal year. State Highway Administration, Anne Arundel County and Howard County are sharing the cost of construction. Costs shown are SHA share only. Project to be advertised by Howard County.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction delayed from FY01 to FY02 to allow additional time for roadway connection design by Howard County. The cost increase of $0.6 million is based on adding a lane and sidewalks to the project at the request of Howard County.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	184	36	100	48	0	0	0	0	148	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,136	0	0	1,136	0	0	0	0	1,136	0
Total	1,320	36	100	1,184	0	0	0	0	1,284	0
Federal-Aid	144	28	78	38	0	0	0	0	116	0

FUNCTION :

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 13,000

PROJECTED (2020) - 27,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 254963 12/01/2000 The estimated cost is for the entire project in Howard and Anne Arundel counties.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 32	Sykesville Road; Linden Church Road to Ten Oaks Road; resurface	714	Completed
2	MD 32	Sykesville Road; Rosemary Lane to MD 144; resurface	416	Completed
3	MD 94	Woodbine Road; 0.04 mile north of A. E. Mullinix Road to Old Frederick Road; resurface	290	Completed
4	MD 103	Dorsey Road/Meadow Ridge Road; Anne Arundel County Line to Montgomery Road; resurface	681	Completed
5	MD 175	Waterloo Road; Ramps off I 95 to traffic signal at MD 175; resurface	186	Completed
6	MD 216	Scaggsville Road; Brown Bridge Road to MD 108; resurface	188	Completed
		Environmental Preservation		
7		Various Interchanges; US 29 at MD 108, MD 175 at Snowden River Parkway and MD 175 at Gateway Drive; landscape	69	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
8	US 29	Columbia Pike; MD 175 to Broken Land Parkway; resurface southbound roadway	2,237	FY 2001
9	US 29	Columbia Pike; South of MD 108 to south of MD 175; resurface	2,200	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Bridge Replacement/Rehabilitation		
10	I 70	Eisenhower Memorial Highway/Baltimore National Pike; East of Frederick to Baltimore County Line; deck overlay for 12 bridges in Carroll, Frederick and Howard Counties (Note: Cost for entire project shown in Carroll, Frederick and Howard Counties.)	6,515	Under construction
11	I 95	Bridge 13064 over CSX Transportation; deck overlay	750	Under construction
12	I 95	I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	10,000	FY 2002
		Safety/Spot Improvement		
13	US 1	Washington Boulevard; MD 175 to Dorsey Road; widen to 5 lanes and resurface	2,406	Under construction
14	US 1	Washington Boulevard; at MD 175; intersection improvements and sidewalks	861	FY 2001
15	US 1	Washington Boulevard; at Guilford Road; modify MD 32 westbound off-ramp terminus	520	FY 2001
16	US 1	Washington Boulevard; Crestmount Road/Assateague Drive to 600 feet south of Cherry Tree Business Park; widen to create center left turn lane	1,845	Under construction
17	US 29	Columbia Pike; MD 100 to I 70; safety improvements (Funded for preliminary engineering only)	1,000	PE Underway
18	US 40	Baltimore National Pike; St. John's Lane to Ridge Road; median widening on eastbound roadway	540	Completed
19	I 95	Approximately 350 feet north of I 895; drainage improvement	157	FY 2002
20	MD 99	Old Frederick Road; at Mt. Hebron Drive and Maple Rock Drive; provide bypass lanes (Funded for preliminary engineering only)	188	PE Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

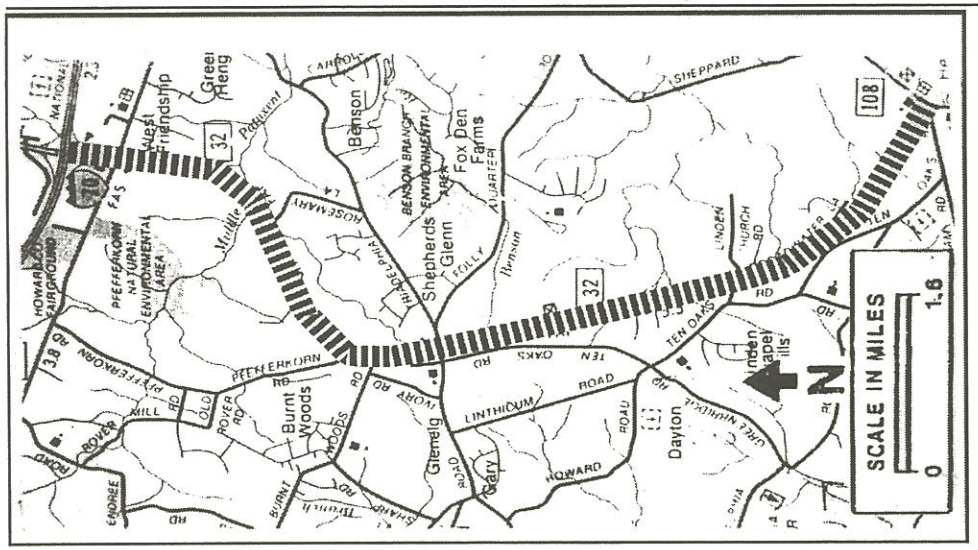
STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Safety/Spot Improvement (cont'd)		
21	MD 144A	Frederick Road; at Bushy Park Road; widen and resurface (includes re-alignment of Bushy Park Road)	229	Under construction
22	MD 175	Patuxent Parkway; at US 29; realign ramp from westbound MD 175 to northbound US 29	1,549	Under construction
		Noise Barriers		
23	US 29	Columbia Pike; 500 feet south of Broken Land Parkway to 4,400 feet south of Broken Land Parkway; noise barrier along southbound roadway (Atholton Manor) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,711	
24	US 29	Columbia Pike; 1,000 feet north of MD 175 to Diamondback Road; noise barrier along northbound roadway (Guilford Downs) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,047	
25	US 29	Columbia Pike; 500 feet northeast of Seneca Drive to 800 feet southwest of Broken Land Parkway; noise barrier along northbound roadway (Allview Estates) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,854	
26	US 29	Columbia Pike; MD 108 interchange to 1,792 feet north of MD 108 (Columbia Hills); noise barrier	1,449	FY 2001
27	I 70	St. Johns Lane to US 29; noise barrier along westbound roadway (Brinkleigh/Skyview/The Orchards) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	2,430	
28	I 95	2,400 feet south of Montgomery Road to 400 feet south of Montgomery Road; noise barrier along northbound roadway (Hunt Club Estates) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	935	
29	I 95	Patuxent River Bridge to 2,200 feet south of MD 216; noise barrier along northbound roadway (Highridge) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2003)	1,790	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		C.H.A.R.T. Projects		
30	I 70	MD 97 to US 40; install dynamic traveler alert signs for advanced traffic management system	80	Under construction
31	I 95	I 695 to I 95/I 495; install variable message signs, traffic detectors and traveler alert signs for advanced traffic management (Note: Cost for entire project shown in Howard, Baltimore and Prince George's Counties.)	944	Under construction
		Environmental Preservation		
32	MD 32	Sykesville Road; MD 108 overpass to 950 feet west; landscape	23	Completed
33	I 95	At northbound and southbound rest areas; provide improvements to pavement, grounds and structures	487	FY 2001
		Intersection Capacity Improvements		
34	MD 32	Sykesville Road; at MD 99; widen southbound to provide 2 thru lanes and an acceleration lane from the intersection to the Park and Ride lot and add right turn lane on eastbound Old Frederick Road	1,000	FY 2002
		Enhancements		
		Pedestrian/Bicycle Facilities		
35		Centennial Access Pathway - Construction of a .5 mile pathway and boardwalk from Old Annapolis Road to Centennial Park at Woodland Road.	250	FY 2002
36		Howard County Spinal Pathway Phase IIIb - Construction of a 2.0 mile pathway from the B&O Railroad Bridge to Lake Elkhorn.	1,046	FY 2001



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:

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

ASSOCIATED IMPROVEMENTS:
MD 32, US 29 to Broken Land Parkway (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: Added Right-of-way funding for protective buying.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,992	1,569	223	200	0	0	0	0	423	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	379	9	370	0	0	0	0	0	370	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,371	1,578	593	200	0	0	0	0	793	0
Federal-Aid	1,394	1,098	156	140	0	0	0	0	296	0

FUNCTION :
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 20,000

PROJECTED (2020) - 42,000

OPERATING COST IMPACT: N/A



Kent

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

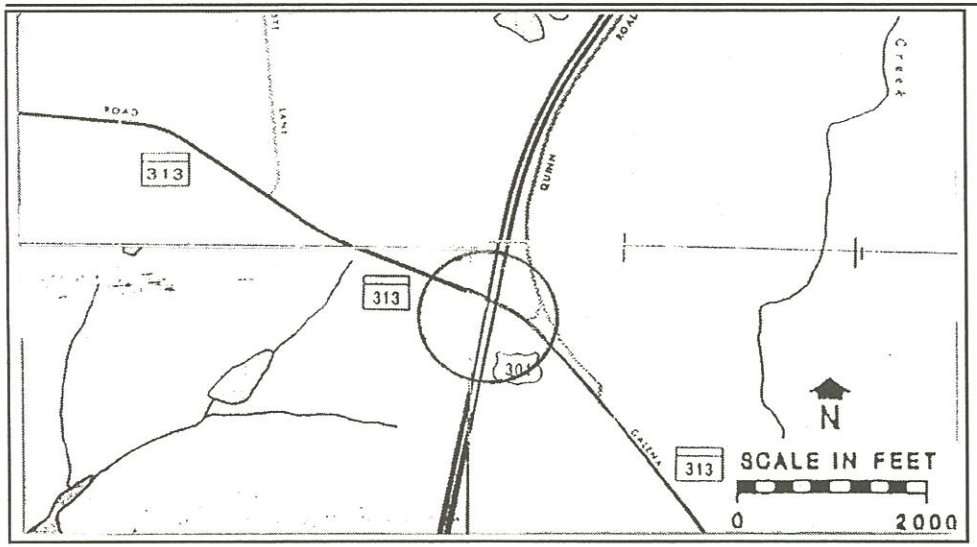
STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 20	Rock Hall Road; MD 445 to MD 21; patch and resurface	735	Completed
2	MD 291	Morgnec Road; MD 20 to Old Morgnec Road; resurface	1,069	Completed
3	MD 514	Flatland Road/Melitota Road; MD 20 to MD 298; patch and resurface	345	Completed
		Fiscal Years 2001 and 2002		
		Safety/Spot Improvement		
4	US 301	Blue Star Memorial Highway; at MD 313; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns	653	Completed
		Neighborhood Conservation		
5	MD 213	Augustine Herman Highway, East Cross Street and South Main Street in Galena; urban street reconstruct (Funded for preliminary concept studies only)	75	Concepts Underway
6	MD 291	Cypress Street; Through the Town of Millington; urban street reconstruct (Funded for preliminary engineering only)	235	PE Underway
7	MD 292	Main Street; Within the limits of Betterton; urban street reconstruct (Funded for preliminary engineering only)	259	PE Underway
8	MD 445	Main Street; 0.04 mile south of Boundary Avenue to MD 20 in Rock Hall; urban street reconstruct and drainage (Funded for preliminary engineering only)	250	PE Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Sidewalks		
9	MD 313	Sassafras Street; North of MD 291, across from the Firehouse in Millington; retrofit sidewalks	10	FY 2001
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
10		Chestertown Visitor's Center - Construction of a 4,000 square foot visitor center on the main north/south state road (MD 213 at MD 289) connecting Kent & Queen Annes Counties.	240	FY 2002



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: 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 resulting in a high accident location. This project will improve safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 301, Interim Intersection Improvements at MD 313 (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	363	0	0	0	0	NHS
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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	519	3	258	258	0	0	0	0	516	0
Engineering	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	519	3	258	258	0	0	0	0	516	0
Federal-Aid	364	2	181	181	0	0	0	0	362	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

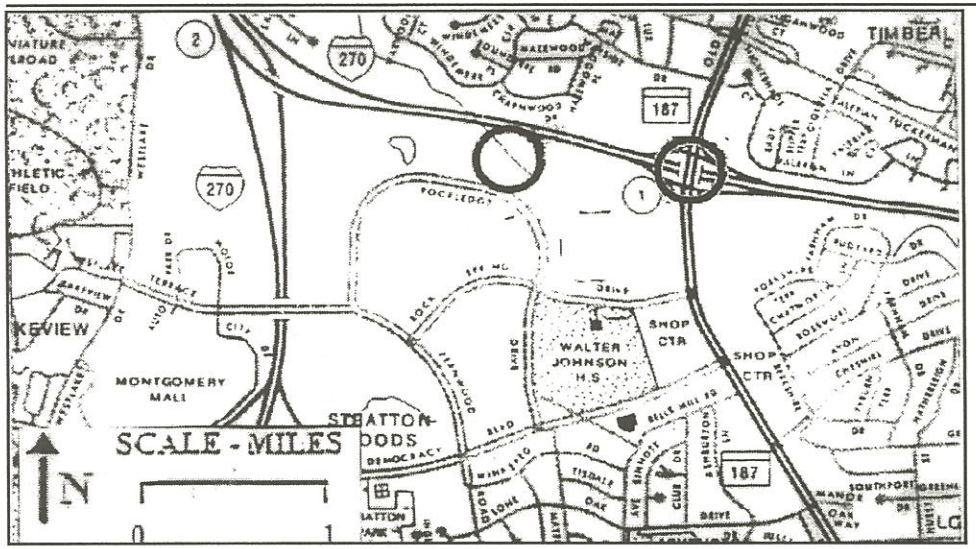
CURRENT (1999) - 7,600 (US 301)
1,525 (MD 313)

PROJECTED (2020) - 14,600 (US 301)
2,800 (MD 313)

OPERATING COST IMPACT: N/A



Montgomery



PROJECT: I-270 (East Spur)

DESCRIPTION: Construct a new interchange on I-270 (east segment) at the Rockledge Drive Connector, and upgrade the interchange at MD 187.

JUSTIFICATION: Interchange modifications will improve traffic operations while increasing accessibility to the Rockspring Business Park. MD 187 (Old Georgetown Road) interchange modifications will improve traffic operations while increasing accessibility to the southwest quadrant of the interchange and I-270.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
I-270/I-270 spur, Interchanges at Democracy Blvd. and Westlake Terrace (formerly Fernwood Road) (Construction Program)
I-270/I-495 to Frederick, Advanced Traffic Management System(System Preservation Program)

STATUS: Final Engineering and Right-of-way underway. Construction to begin during current fiscal year. The cost shown does not include Developer funding.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $9.1 million is based on scope changes and contributions from the developer and county. Construction was delayed from FY00 to FY01 due to developer participation / coordination issues and the interdependence of the two contracts.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	293	0	0	0	0	NHS
CO	1252	3505	5031	5235	5465	CMAQ/HPP

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,627	1,200	427	0	0	0	0	0	427	0
Right-of-way	852	476	376	0	0	0	0	0	376	0
Construction	26,267	0	1,605	4,494	6,450	6,712	7,006	0	26,267	0
Total	28,746	1,676	2,408	4,494	6,450	6,712	7,006	0	27,070	0
Federal-Aid	21,153	371	1,545	3,505	5,031	5,235	5,466	0	20,782	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

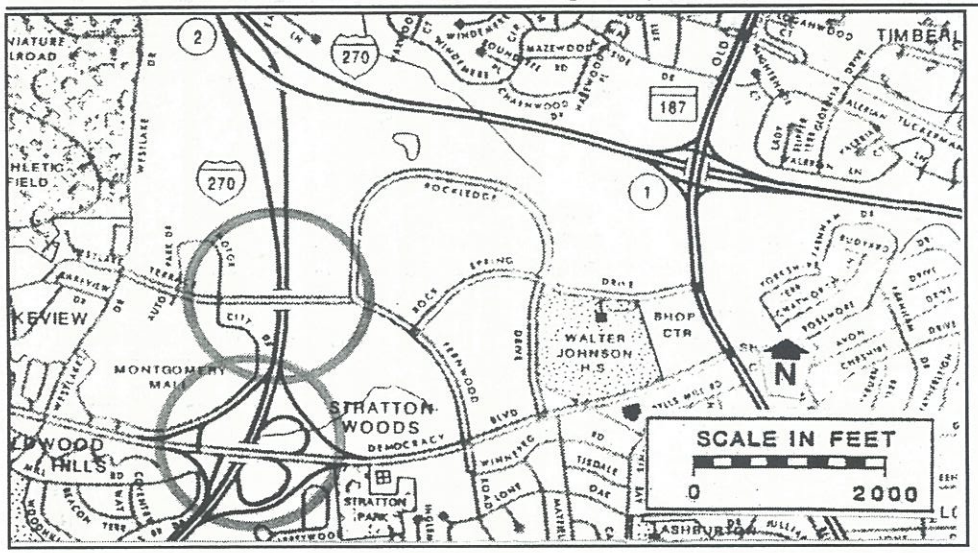
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 113,575

PROJECTED (2020) - 177,000

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
- [X] Project Within PFA
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
I-270 Spur, Interchange of Rockledge Connector & MD 187 (Construction Program)
I-270, I-495 to Frederick, Advanced Traffic Management System (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	2802	3994	4245	3866	IM

STATUS: Montgomery County participated in Project Planning cost. Final Engineering and Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,728	1,728	0	0	0	0	0	0	0	0
Engineering	1,467	817	650	0	0	0	0	0	650	0
Right-of-way	161	9	152	0	0	0	0	0	152	0
Construction	19,110	0	0	3,592	5,121	5,442	4,955	0	19,110	0
Total	22,466	2,554	802	3,592	5,121	5,442	4,955	0	19,912	0
Federal-Aid	16,242	1,217	119	2,802	3,994	4,245	3,865	0	15,025	0

FUNCTION :

STATE - Primary Arterial

FEDERAL - Interstate

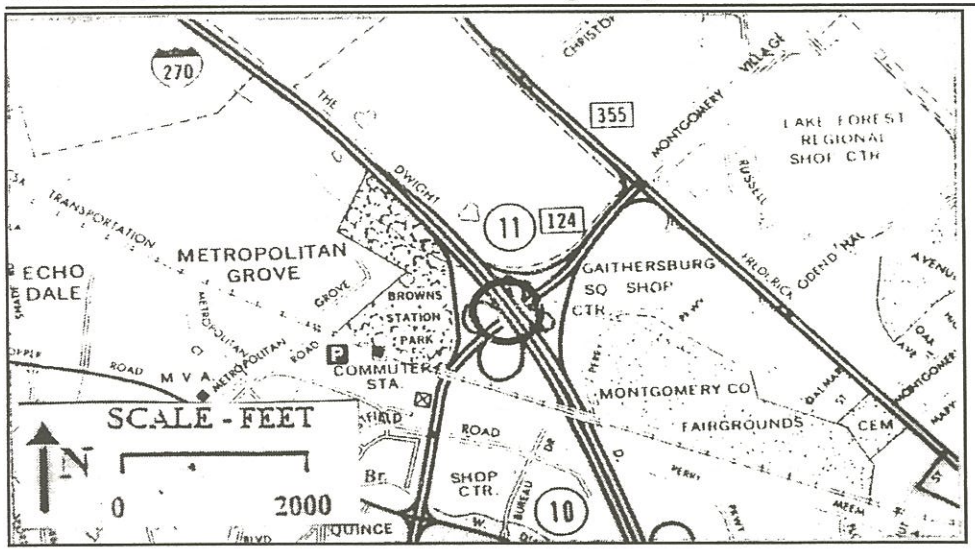
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 118,675

PROJECTED (2020) - 177,000

OPERATING COST IMPACT: $3,000 per year



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: At MD 124, interchange improvements; close the I-270 southbound to MD 124 eastbound loop ramp and modify the I-270 southbound at MD 124 westbound ramp. Includes park and ride lot.

JUSTIFICATION: This project will eliminate a hazardous weave situation on the Interstate and provide needed park and ride spaces in the Gaithersburg area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270, MD 117 Interchange (Construction Program)
I-270/US 15, Shady Grove Metro to north of Biggs Ford Road (D&E Program)
I-270, I-495 to Frederick, Advanced Traffic Management System (System Preservation Program)
I-270 Interchange at Watkins Mill Road (D&E Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	366	366	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,575	1,687	2,888	0	0	0	0	0	2,888	0
Total	4,941	2,053	2,888	0	0	0	0	0	2,888	0
Federal-Aid	4,087	1,488	2,599	0	0	0	0	0	2,599	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

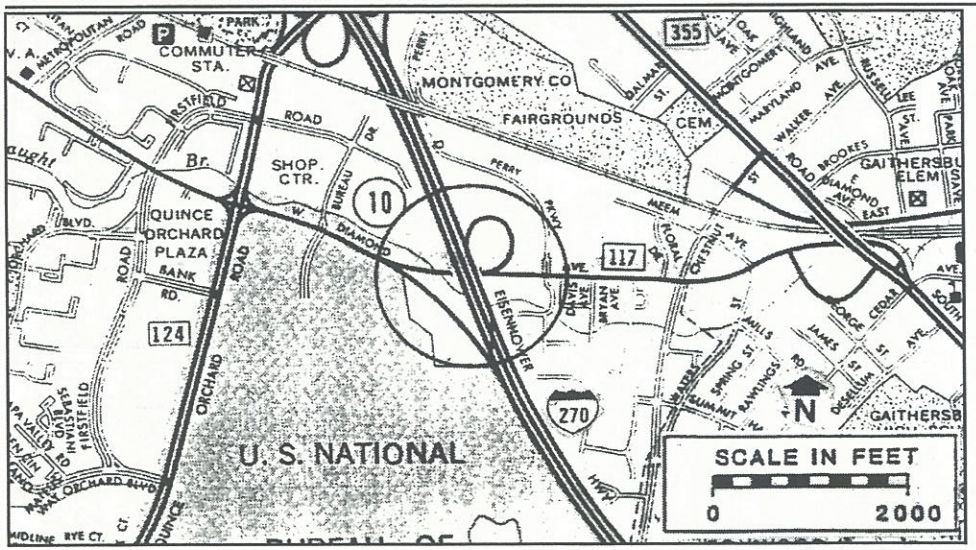
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 136,832

PROJECTED (2020) - 222,200

OPERATING COST IMPACT: N/A



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Construct a new northbound to eastbound ramp and construct a park and ride lot inside the loop of the new northeast quadrant of the I-270/MD 117 interchange and the associated widening of MD 117 necessary to 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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270, MD 124 Interchange (Construction Program)
MD 117, Great Seneca Park to I-270 (D&E Program)
I-270/US 15 Shady Grove Metro to North of Biggs Ford Road (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	641	2259	2961	181	NHS/CMAQ

STATUS: Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $1.7 million is based on a more refined engineers estimate and an increase in hot mix asphalt prices.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	688	388	150	150	0	0	0	0	300	0
Right-of-way	955	13	695	47	200	0	0	0	942	0
Construction	7,746	0	0	821	2,897	3,796	232	0	7,746	0
Total	9,389	401	845	1,018	3,097	3,796	232	0	8,988	0
Federal-Aid	6,524	272	105	746	2,259	2,961	181	0	6,252	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

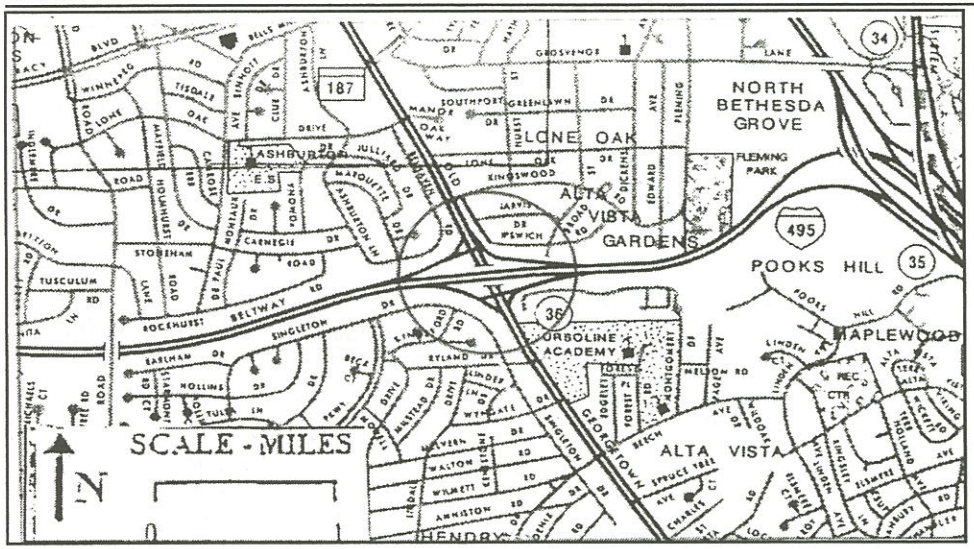
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 130,300 (I-270)

PROJECTED (2020) - 224,600 (I-270)

OPERATING COST IMPACT: $5,000 per year

STIP REFERENCE # 153502 12/01/2000



PROJECT: I-495, Capital Beltway

DESCRIPTION: Replace Bridge 15115 over MD 187.

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific or Location Not Determined
- [X] 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 (Construction Program)
I-270 / I-495 to Frederick, Advanced Traffic Management System (Systems Preservation Program)
I-495 / I-95, Corridor Transportation Study (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	1467	1598	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	358	258	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,336	0	0	2,075	2,261	0	0	0	4,336	0
Total	4,694	258	100	2,075	2,261	0	0	0	4,436	0
Federal-Aid	3,316	181	70	1,467	1,598	0	0	0	3,135	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

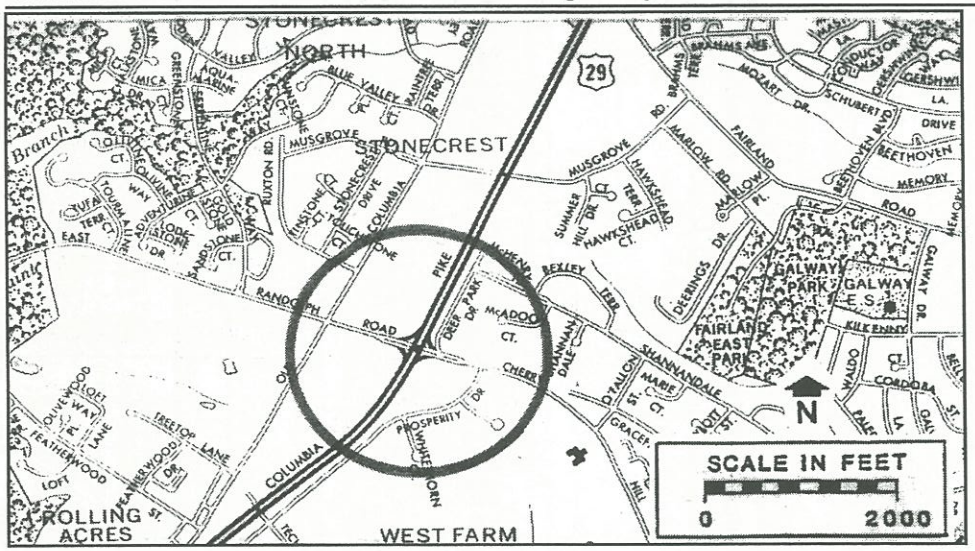
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 239,700

PROJECTED (2020) - 291,000

OPERATING COST IMPACT: N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new interchange at Randolph Road. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.

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
- [X] Project Within PFA
- [ ] Project Outside PFA; Subject to Exception
- [X] Grandfathered
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvements Program (Construction Program)
East/West 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 and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $15.4 million is based on a change in scope which includes interchange modifications, US 29 shift, additional hot mix asphalt cost and landscaping.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	700	840	0	0	0	NHS
RW	2574	828	1842	1830	0	NHS
CO	0	9872	16682	25028	10988	HPP/NHS

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,458	258	1,000	1,200	0	0	0	0	2,200	0
Right-of-way	9,099	31	3,300	1,061	2,361	2,346	0	0	9,068	0
Construction	39,831	0	0	3,178	13,727	15,932	6,994	0	39,831	0
Total	51,388	289	4,300	5,439	16,088	18,278	6,994	0	51,099	0
Federal-Aid	39,887	205	3,274	4,146	12,549	14,257	5,456	0	39,682	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

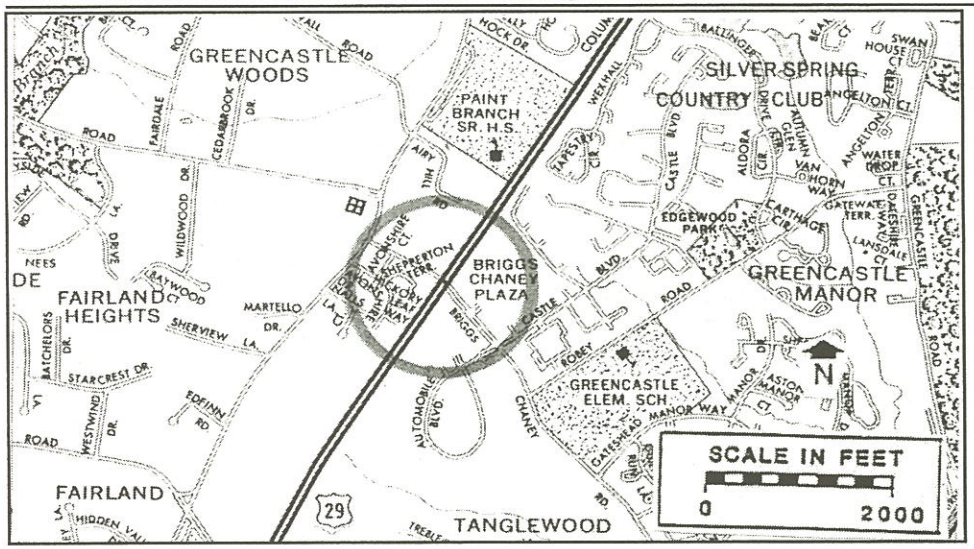
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 67,000

PROJECTED (2020) - 96,550

OPERATING COST IMPACT: $7,000 per year

STIP REFERENCE # 152047 12/01/2000



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new interchange at Briggs Chaney Road. Sidewalks will be included as appropriate.

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
- [X] Project Within PFA
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
East/West 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 budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,709	20	700	1,000	889	100	0	0	2,689	0
Right-of-way	8,258	0	0	100	3,200	3,700	1,258	0	8,258	0
Construction	27,881	0	0	0	0	5,254	9,015	9,294	23,563	4,318
Total	38,848	20	700	1,100	4,089	9,054	10,273	9,294	34,510	4,318
Federal-Aid	30,084	14	490	778	3,118	7,054	8,013	7,249	26,702	3,368

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

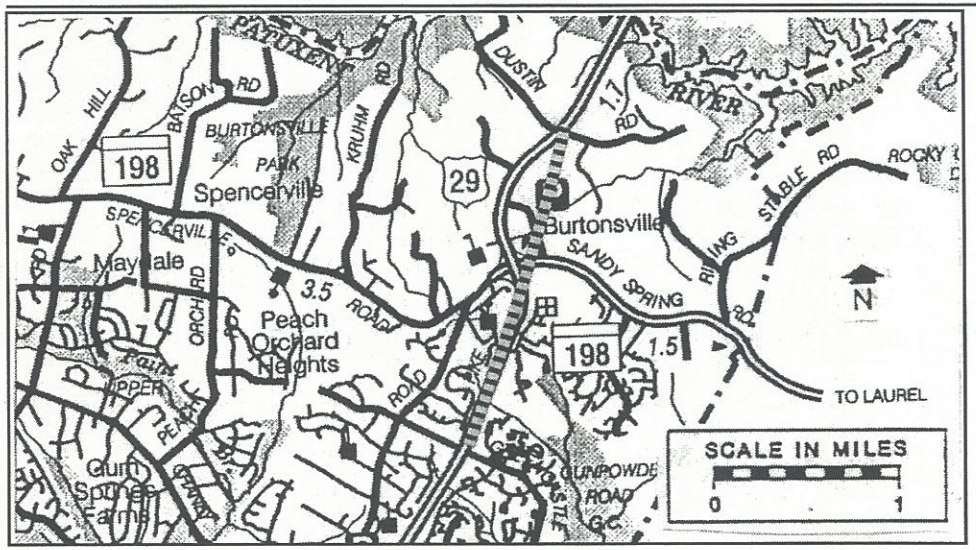
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 57,300

PROJECTED (2020) - 92,900

OPERATING COST IMPACT: N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new interchange at MD 198/ Blackburn Road. Direct bus service ramps to and from the Burtonsville Park and Ride Lot will be included. Sidewalks will be included as appropriate. Wide curb lanes on MD 198 will accommodate bicycles.

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

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
East/West 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 and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	700	840	70	0	0	NHS
RW	1170	670	1560	4856	0	NHS
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,366	66	1,000	1,200	100	0	0	0	2,300	0
Right-of-way	11,423	839	1,500	859	2,000	6,225	0	0	10,584	0
Construction	42,058	0	0	2,219	9,988	14,019	15,832	0	42,058	0
Total	55,847	905	2,500	4,278	12,088	20,244	15,832	0	54,942	0
Federal-Aid	10,566	700	1,870	1,510	1,630	4,856	0	0	9,866	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

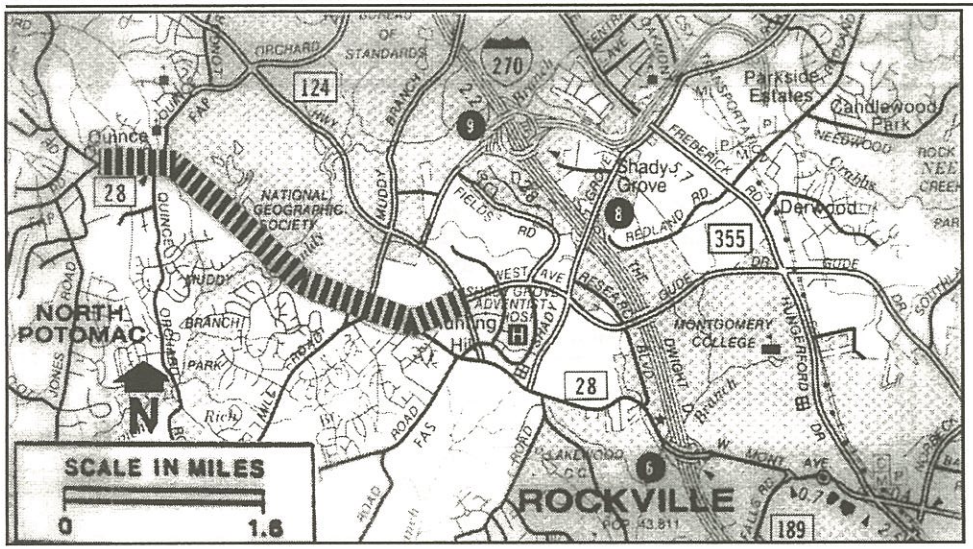
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 46,800

PROJECTED (2020) - 78,200

OPERATING COST IMPACT: N/A

STIP REFERENCE # 152046 12/01/2000



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 as 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
- [X] Project Within PFA
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1686	8049	9583	0	0	STP

STATUS: Final Engineering, Right-of-way and utilities underway. Construction for roadway segment from Riffle Ford Road to MD 119 (Great Seneca Highway) to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $1.5 million is due to the addition of form liners to the existing noise walls.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	948	948	0	0	0	0	0	0	0	0
Engineering	5,215	4,915	300	0	0	0	0	0	300	0
Right-of-way	9,845	5,624	4,221	0	0	0	0	0	4,221	0
Construction	24,148	0	2,108	10,061	11,979	0	0	0	24,148	0
Total	40,156	11,487	6,629	10,061	11,979	0	0	0	28,669	0
Federal-Aid	22,968	3,440	1,896	8,049	9,583	0	0	0	19,528	0

FUNCTION :

STATE - Minor Collector

FEDERAL - Other Principal Arterial

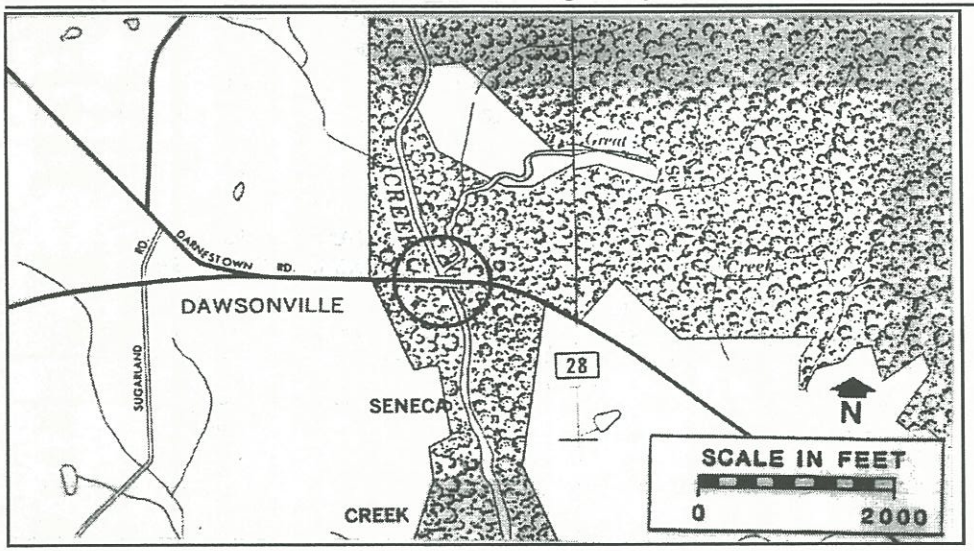
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 33,475

PROJECTED (2020) - 55,900

OPERATING COST IMPACT: $8,300 per year



PROJECT: MD 28, Darnestown Road

DESCRIPTION: Replaced Bridge 15002 and approach roads over Seneca Creek.

JUSTIFICATION: The existing bridge and approaches are subject to flooding which results in road closures.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	358	358	0	0	0	0	0	0	0	0
Right-of-way	131	77	54	0	0	0	0	0	54	0
Construction	4,321	3,501	820	0	0	0	0	0	820	0
Total	4,810	3,936	874	0	0	0	0	0	874	0
Federal-Aid	251	251	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

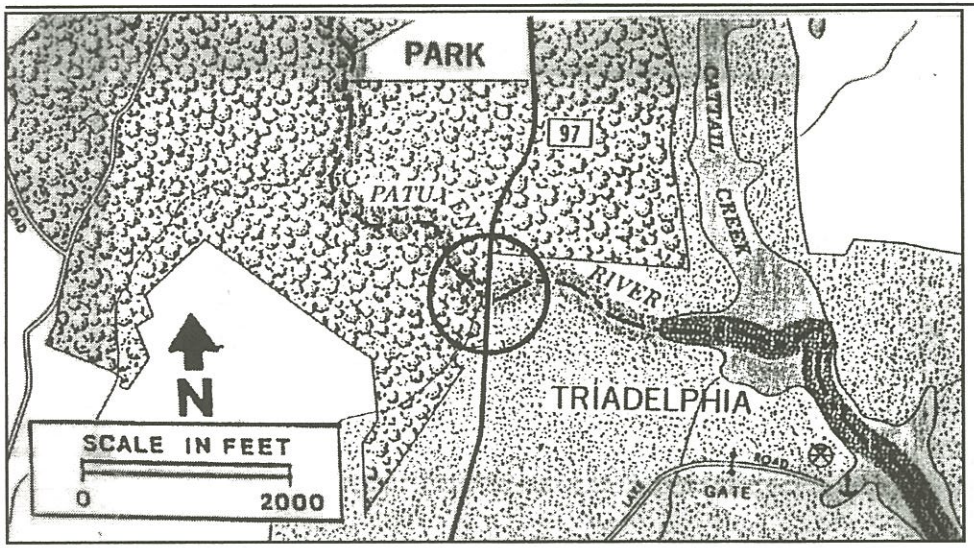
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 14,250

PROJECTED (2020) - 27,500

OPERATING COST IMPACT: N/A

STIP REFERENCE # 153487 12/01/2000



PROJECT: MD 97, Roxbury Mills Road

DESCRIPTION: Replace Bridge 13038 over the Patuxent River.

JUSTIFICATION: This project replaced the existing deteriorating bridge.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	781	781	0	0	0	0	0	0	0	0
Right-of-way	35	35	0	0	0	0	0	0	0	0
Construction	2,468	2,002	466	0	0	0	0	0	466	0
Total	3,284	2,818	466	0	0	0	0	0	466	0
Federal-Aid	27	27	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

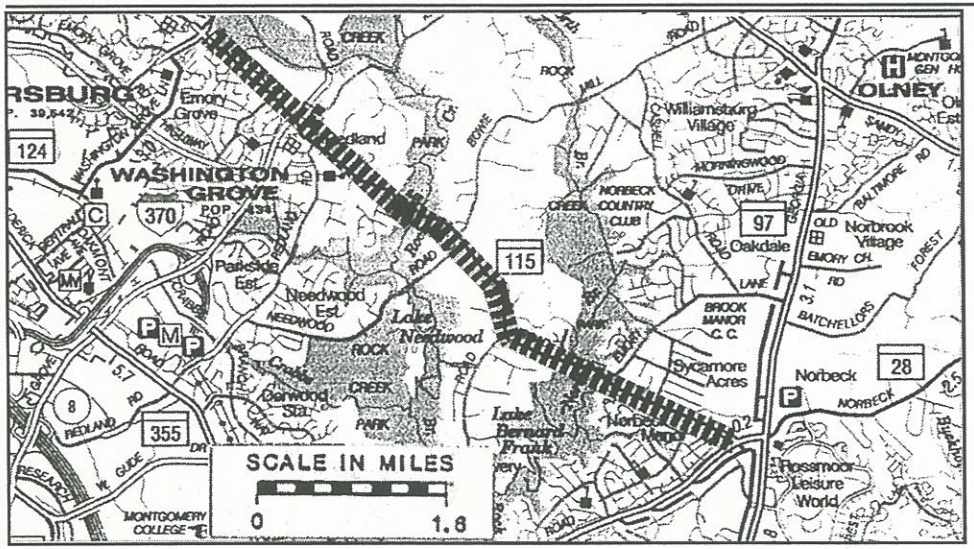
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 10,500

PROJECTED (2020) - 18,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 133153 12/01/2000 The estimated cost is for the entire project in Montgomery and Howard counties.



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.

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 (Construction Program)
East / West Link Improvement (D&E Program)
MD 97 / MD 28 Interchange Improvement (D&E Program)
MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering underway. Right-of-way to begin in budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	0	300	750	450	0	0	0	1,500	0
Right-of-way	2,499	0	0	10	500	1,000	989	0	2,499	0
Construction	6,000	0	0	0	0	3,020	2,596	384	6,000	0
Total	9,999	0	300	760	950	4,020	3,585	384	9,999	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Urban - Minor Arterial

FEDERAL - Major Collector

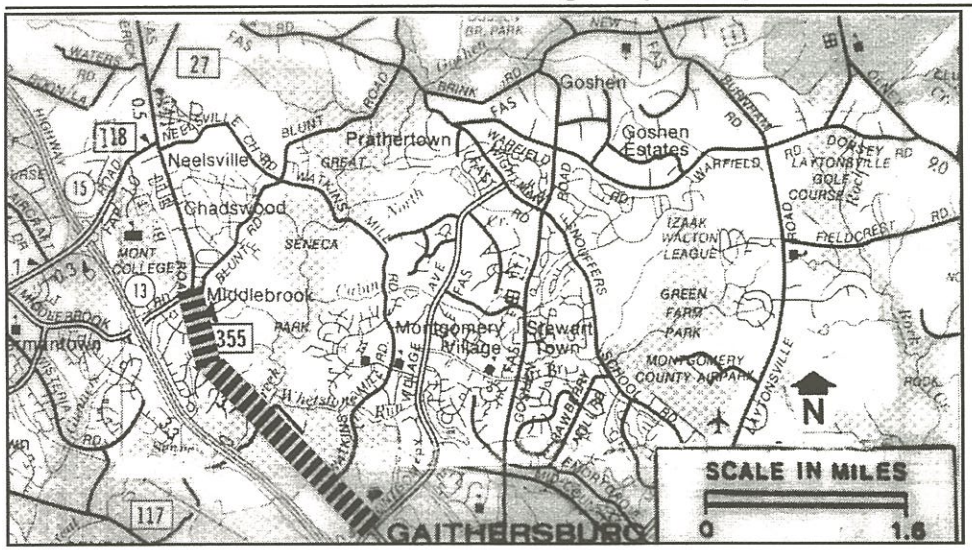
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 17,000

PROJECTED (2020) - 26,050

OPERATING COST IMPACT: N/A



PROJECT: MD 355, Frederick Avenue

DESCRIPTION: Reconstructed MD 355 to a 6 lane divided highway from MD 124/ Montgomery Village Avenue to Middlebrook Road (2.56 miles). Sidewalks were included as appropriate. A separate off-road bicycle/pedestrian facility was included along the west side of MD 355 for the entire length of the project. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This roadway serves rapidly developing areas of Gaithersburg and Germantown. The improvement relieved congestion on MD 355.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
East/West Link Improvements (D&E Program)
I-270, MD 124 Interchange (Construction Program)
I-270, Interchange at Watkins Mill Road (D&E Program)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,054	1,054	0	0	0	0	0	0	0	0
Engineering	3,957	3,957	0	0	0	0	0	0	0	0
Right-of-way	10,503	10,503	0	0	0	0	0	0	0	0
Construction	19,463	19,309	154	0	0	0	0	0	154	0
Total	34,977	34,823	154	0	0	0	0	0	154	0
Federal-Aid	30,070	29,917	153	0	0	0	0	0	153	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

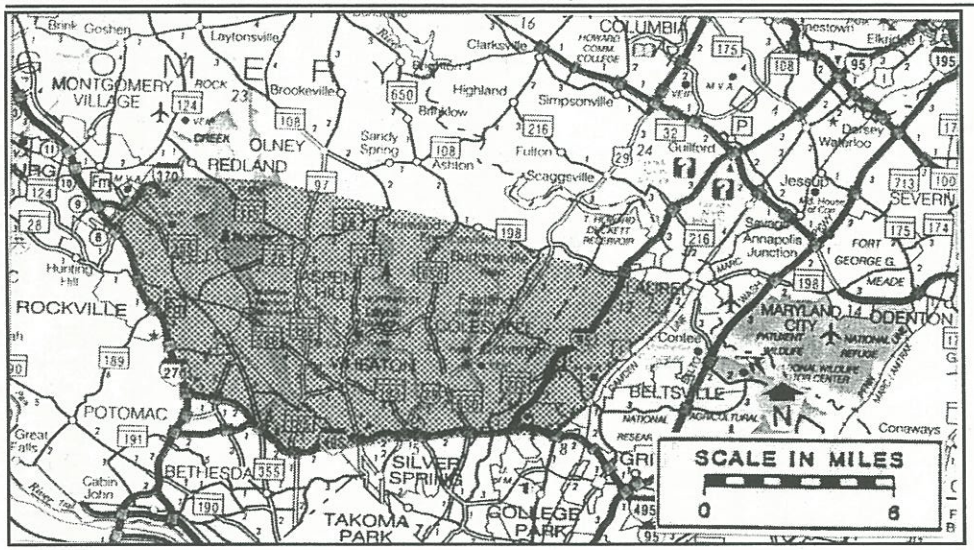
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 35,200

PROJECTED (2020) - 74,800

OPERATING COST IMPACT: $18,700 per year



PROJECT: East-West Intersection Improvement Program

DESCRIPTION: Improve intersections in northern Montgomery and western Prince George's counties. Bicycle and pedestrian access will be considered.

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:

- [X] Project 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 (Construction and D&E Programs)
I-270, East & West Spur Interchanges (Construction Program)
MD 115, MD 28 to MD 124 (Construction Program)
East-West Link Improvements (D&E Program)
MD 355, Randolph/Montrose Roads (D&E Program)
MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering, Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $4.6 million is based on refined project scopes and reduced right-of-way requirements.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	140	420	490	0	0	STP
RW	0	2394	0	0	0	STP
CO	9894	2989	0	14511	16782	STP/CMAQ

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	997	997	0	0	0	0	0	0	0	0
Engineering	10,011	4,808	1,924	1,815	1,319	145	0	0	5,203	0
Right-of-way	10,832	1,138	5,335	235	3,067	1,057	0	0	9,694	0
Construction	55,933	1,809	11,277	3,789	195	19,886	18,977	0	54,124	0
Total	77,773	8,752	18,536	5,839	4,581	21,088	18,977	0	69,021	0
Federal-Aid	53,142	2,737	13,029	3,383	2,801	16,389	14,803	0	50,405	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - N/A

OPERATING COST IMPACT: N/A

STIP REFERENCE # 154307 12/01/2000 The estimated cost is for the entire project in Montgomery and Prince George's counties.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 28	Norbeck Road; MD 97 to Whitehaven Road; resurface	328	Completed
2	MD 117	Clopper Road; 500 feet north of MD 124 to 875 feet south; resurface	149	Completed
3	MD 118	Germantown Road; Wisteria Drive to Aircraft Drive; resurface	215	Completed
4	MD 121	Clarksburg Road; 500 feet west of MD 355 to MD 355; resurface	84	Completed
5	MD 193	University Boulevard; at Merrimac Drive; resurface	41	Completed
6	MD 355	Rockville Pike; Nicholson Lane to Montrose Road; resurface	203	Completed
7	MD 355	Frederick Road; MD 121 to Bridge 15053 over Little Bennett Creek; resurface	520	Completed
8	MD 650	New Hampshire Avenue; MD 193 to I 495; resurface	585	Completed
		C.H.A.R.T. Projects		
9		Various locations in Montgomery County; advanced transportation management (Note: The cost shown represents SHA share of project cost.)	3,000	Completed
		Environmental Preservation		
10	MD 28	Norbeck Road; Bauer Road to MD 97; landscape	98	Completed
		Sidewalks		
11	MD 97	Georgia Avenue; Glenallan Avenue to Metro entrance in Glen Mount; retrofit sidewalks - 1,000 linear feet	15	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions (cont'd)		
		Sidewalks (cont'd)		
12	MD 107	Fisher Avenue; Tom Fox Avenue to Hersperger Lane in Poolesville; retrofit sidewalks - 870 linear feet	53	Completed
13	MD 187	Old Georgetown Road; at Huntington Parkway in Bethesda; retrofit sidewalks - 400 linear feet	15	Completed
14	MD 191	Bradley Lane; West Avenue to MD 185; retrofit sidewalks on north side	55	Completed
15	MD 193	University Boulevard; at Carroll Avenue in Takoma Park; retrofit sidewalks - 100 linear feet	2	Completed
16	MD 650	New Hampshire Avenue; Powder Mill Road to Lockwood Drive; retrofit sidewalks	145	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
17	MD 124	Woodfield Road; North of Emory Grove Road to north of MD 115; resurface	818	FY 2001
18	MD 124	Woodfield Road; Woodfield Road to Sweepstakes Road; resurface	1,000	FY 2002
19	MD 185	Connecticut Avenue; MD 586 to MD 97; resurface	2,060	FY 2001
20	MD 188	Wilson Lane; MD 190 to Moorland Lane; resurface	2,000	FY 2002
21	MD 396	Massachusetts Avenue; Oscela Road to the District of Columbia Line; resurface	2,500	FY 2002
22	MD 586	Veirs Mill Road; MD 185 to Kensington Boulevard; resurface	955	FY 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Bridge Replacement/Rehabilitation		
23	I 270	Eisenhower Memorial Highway; Bridge 15036 over MD 109 and Little Bennett Creek; bridge deck replacement/widening	4,196	Under construction
24	MD 390	16th Street; Bridge 15089 over CSX Transportation; bridge rehabilitation	3,224	Under construction
25	I 495	Capital Beltway; at Brunett Avenue, Sligo Creek Parkway, Northern Parkway and Georgia Avenue; bridge deck replacements (total replacement of Northern Parkway structure)	19,911	Under construction
		Safety/Spot Improvement		
26	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost.)	850	FY 2002
27	MD 108	Sandy Spring Road; at Sherwood Elementary School; geometric improvements	300	FY 2002
28	MD 410	East West Highway; at MD 390; reconstruct intersection	1,237	FY 2001
		Neighborhood Conservation		
29	MD 117	West Diamond Avenue; MD 355 to Summitt Avenue in Gaithersburg; urban street reconstruct	1,325	FY 2002
30	MD 186	Brookville Road; MD 410 to Woodbine Street in Chevy Chase; streetscape and drainage improvements (Funded for preliminary concept studies only)	75	Concepts Underway
31	MD 192	Metropolitan Avenue; Plyers Mill Road to Kensington Parkway in Kensington; roadway reconstruction, sidewalks and landscaping	1,187	FY 2001
32	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)	115	Concepts Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Neighborhood Conservation (cont'd)		
33	MD 195	Carroll Avenue; Garland Avenue to MD 193; streetscape	1,500	FY 2002
34	MD 320	Piney Branch Road; Ritchie Avenue to MD 787; urban street reconstruct	2,373	Under construction
35	MD 547	Strathmore Avenue; (Phase I) Kenilworth Avenue to Weymouth Street in Garrett Park; urban street reconstruct (Funded for preliminary engineering only. Construction is contingent upon County participation in pilot project for undergrounding of utilities.)	170	PE Underway
36	MD 547	Strathmore Avenue; (Phase 2) MD 355 to Kenilworth Avenue in Garrett Park; urban street reconstruct (Funded for preliminary concept studies only)	88	FY 2001
		Streetscapes and Minor Reconstruction		
37	MD 189	Great Falls Road; South of Monument Street to MD 28 in Rockville; urban street reconstruct (Construction is dependent upon completion of road transfer agreement.)	675	FY 2001
		Noise Barriers		
38	I 495	Capital Beltway; Rock Creek Bridge to east of the Linden Road overpass; noise barrier (Forest Glen Park)	2,320	FY 2002
39	I 495	Capital Beltway; 1000 feet east of MD 185 to 350 feet east of MD 185; noise barrier along inner loop (Outdoor Nursery School)	424	FY 2002
40	I 495	Capital Beltway; MD 191 (Bradley Boulevard) to north of MD 190 (River Road); noise barrier (Burning Tree Estates and Seven Locks Manor)	4,800	FY 2002
41	I 495	Capital Beltway; MD 191 (Bradley Boulevard) to 2,700 feet east of Greentree Road (Inner Loop) and Greentree Road to I 270 West Spur (Outer Loop); noise barriers (Longwood, Wolfe's Subdivision and Bradley Manor)	4,088	FY 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Noise Barriers (cont'd)		
42	I 495	Capital Beltway; Connecticut Avenue to Georgia Avenue; noise barriers (Park View Estates and Forest Glen)	2,044	FY 2001
		C.H.A.R.T. Projects		
43		Various locations in Montgomery County; advanced transportation management (Note: The cost shown represents SHA share of project cost.)	1,500	Under construction
44	I 270	Eisenhower Memorial Highway; I 495 to I 70 and I 495 from I 95 to American Legion Bridge; install closed circuit television cameras, variable message signs, roadway weather information systems and traffic detectors for advanced traffic management	1,400	Under construction
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	868	Under construction
46	I 270	Eisenhower Memorial Highway; Frederick to I 495; install traffic detectors and traveler alert signs for advanced traffic management system (Note: Cost for entire project is shown in Montgomery and Frederick Counties.)	2,100	Under construction
47	I495/I270	Capital Beltway/Eisenhower Memorial Highway; Closed Circuit Television Camera sites along I 495 and I 270; video surveillance system enhancement	397	Under construction
		Environmental Preservation		
48		Various locations in Montgomery County; landscape	171	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

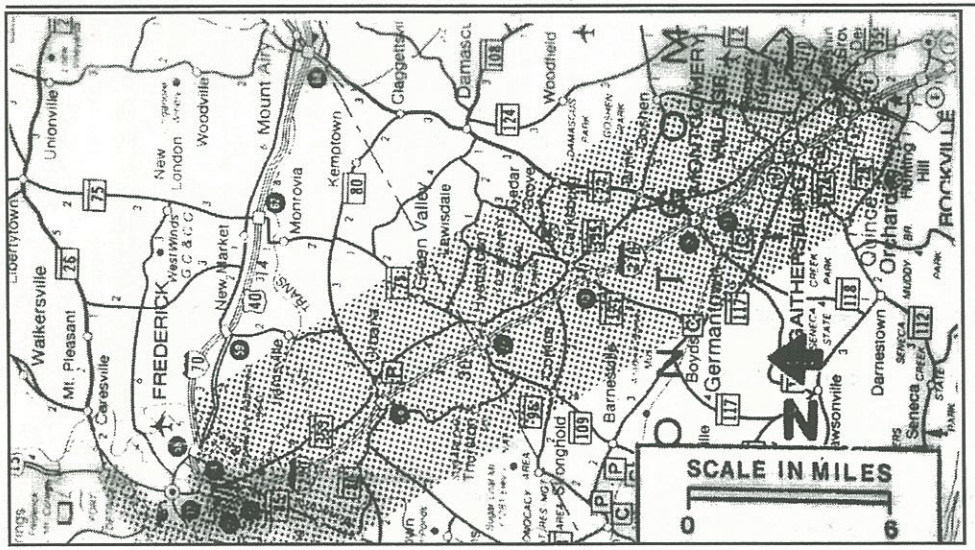
STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Sidewalks		
49	MD 97	Georgia Avenue; Brookeville Road to Longwood Park; retrofit sidewalks - 1,200 linear feet (Project is dependent upon contribution from County.) (Project is dependent upon right-of-way donation.)	19	FY 2001
50	MD 109	Beallsville Road; at Post Office in Barnesville; retrofit sidewalks - 800 linear feet (Project is dependent upon contribution from County.)	90	FY 2001
51	MD 117	Clopper Road; Firstfield Road to Longdraft Road in Gaithersburg; retrofit sidewalks - 1,500 linear feet	34	Completed
52	MD 185	Connecticut Avenue; Various locations in Kensington; retrofit sidewalks (Project is dependent upon contribution from County.)	15	FY 2001
53	MD 189	Falls Road; Wooton Parkway to Dunster Lane; retrofit sidewalks - 3,500 linear feet (Project is dependent upon contribution from county.)	200	FY 2001
54	MD 190	River Road; at MD 189 intersection; retrofit sidewalks - 2,600 linear feet (Project is dependent upon contribution from County.)	63	FY 2001
55	MD 547	Strathmore Avenue; Bridge at Stillwater Avenue; retrofit sidewalks - 100 linear feet (Project is dependent upon contribution from County.)	10	FY 2001
		Enhancements		
		Pedestrian/Bicycle Facilities		
56		Rockville Millennium Trail - Phase I - Construction of a 2.5 mile multi-use trail along Wootton Parkway from Falls Road to Darnestown Road in the City of Rockville.	742	FY 2001
57		Rockville Millennium Trail - Phase II - Construct a trail along MD 28 from Gude Drive to MD 586 (Viers Mill Road).	736	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Enhancements (cont'd)		
		Pedestrian/Bicycle Facilities (cont'd)		
58		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 2002
		Rehabilitation/Operation of Historic Transportation Structures		
59		Silver Spring B&O Station Rehabilitation - Rehabilitation of a 1945 B&O Train Station in Silver Spring to it's original appearance and return it to use as a MARC ticketing facility and future use as a service facility for the planned Metropolitan Branch Trail.	199	FY 2002
		Landscaping/Scenic Beautification/Mitigation		
60		Rock Creek Watershed Restoration - Stream restoration along Turkey Branch, Stoney Creek, Sycamore Creek, and Joseph's Branch in the Rock Creek watershed.	2,029	FY 2002
		Preservation of Abandoned Railway Corridors		
61		Bethesda Trolley Trail - Construction of a pedestrian bridge and approaches over I-270.	1,310	FY 2001
62		Bethesda Trolley Trail - Construction of a pedestrian bridge and approaches over I-495.	640	Underway
		Establishment of Transportation Museums		
63		National Capital Trolley Museum Display Facility - Expansion of the National Capital Trolley Museum by constructing a 5,000 square foot display barn on land adjacent to the present facilities in Northwest Branch Park.	250	FY 2002



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 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:

- [X] Project 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 124 Interchange (Montgomery County - Construction Program)
I-70, I-270 Interchange (Construction Program)
I-70, MD 85 & MD 355 Interchange (Construction Program)
MTA Program, I-270 and US 15 Multi-Modal Study (D&E Program)
I-70, Mt. Phillip Road to MD 144 (Frederick County - D&E Program)
I-270, Interchange at Watkins Mill Road (Montgomery County D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,247	4,570	2,247	2,100	330	0	0	0	4,677	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,247	4,570	2,247	2,100	330	0	0	0	4,677	0
Federal-Aid	6,473	3,199	1,573	1,470	231	0	0	0	3,274	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

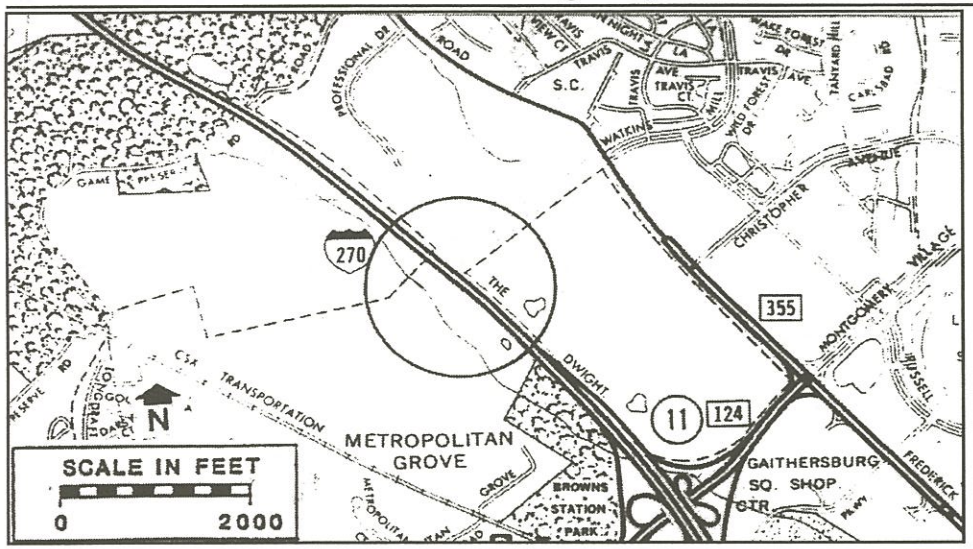
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 35,700 (US 15)
174,900 (I-270)

PROJECTED (2020) - 92,400 (US 15)
235,200 (I-270)

OPERATING COST IMPACT: N/A

STIP REFERENCE # 101062 12/01/2000 The estimated cost is for the entire project in Montgomery and Frederick counties.



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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270, MD 124 Interchange (Construction Program)
MD 355, MD 124 to Middlebrook Road (Construction Program)
East/West Intersection Improvement Program (Construction Program)
I-270 / US 15, Shady Grove Metro to north of Biggs Ford Road (D&E Program)
East/West Link Improvements (D&E Program)

STATUS: Project planning underway. This project is a breakout from the I-270 / US 15 Multi-modal Corridor Study (Development and Evaluation Program - Line 16).

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	907	525	300	82	0	0	0	0	382	0
Engineering	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	907	525	300	82	0	0	0	0	382	0
Federal-Aid	635	368	210	57	0	0	0	0	267	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

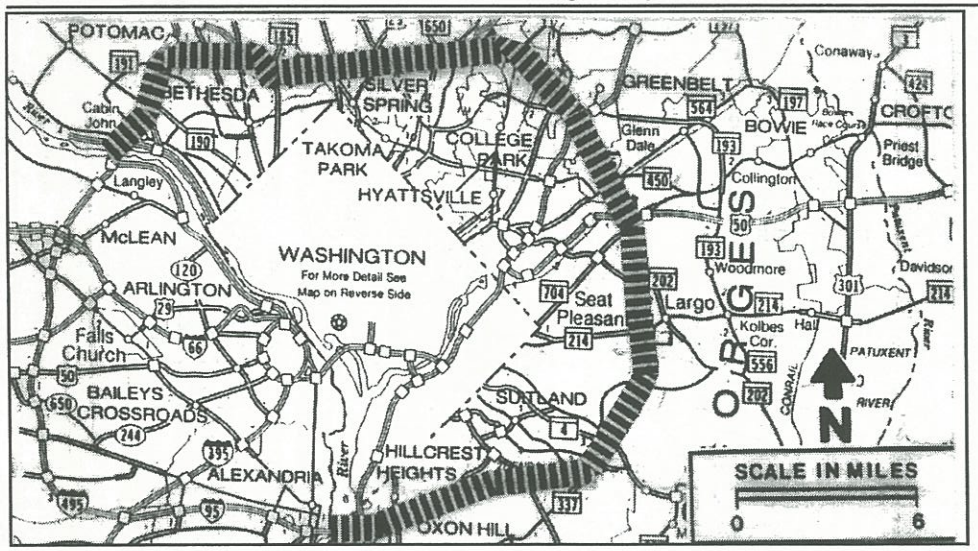
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 119,600

PROJECTED (2020) - 218,700

OPERATING COST IMPACT: N/A



PROJECT: I-495 / I-95, Corridor Transportation Study

DESCRIPTION: Study to determine the feasibility of providing high occupancy vehicle lanes or other transit improvements, from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion. High occupancy vehicle lanes or other transit improvements would encourage more carpooling and transit use.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific or Location Not Determined
- [X] 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 (P.G. County - Construction Program)
I-95 / I-495, Woodrow Wilson Bridge (P.G. County - Construction Program)
MD 4, MD 223 to I-95 / I-495 (P.G. County - D&E Program)
MD 5, US 301 at T.B. to north of I-95 / I-495 (P.G. County - D&E Program)
I-495, Advanced Traffic Management Systems Project (System Preservation Program)
I-95 / I-495, Corridor Transportation Study (MTA Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,225	2,946	1,200	1,579	500	0	0	0	3,279	0
Engineering	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	2,946	1,200	1,579	500	0	0	0	3,279	0
Federal-Aid	4,357	2,062	840	1,105	350	0	0	0	2,295	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

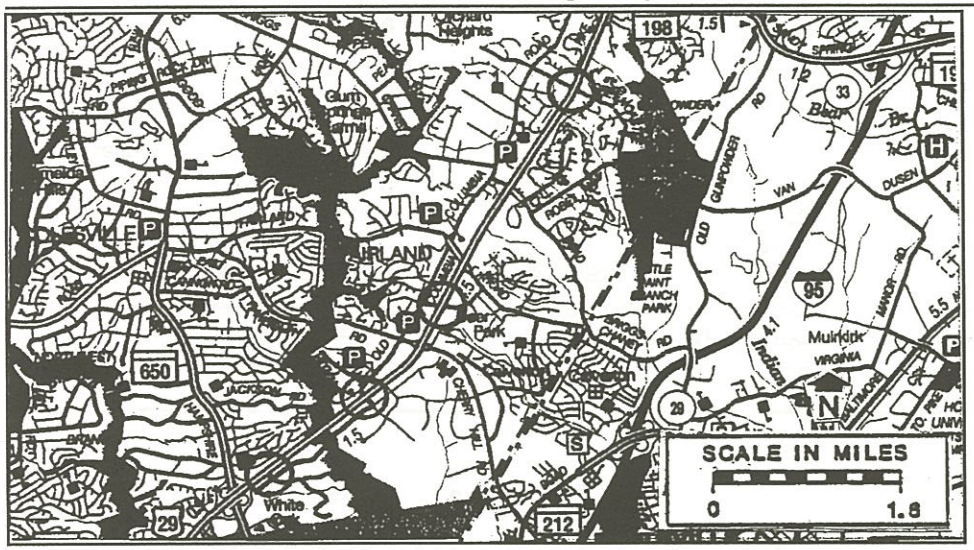
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 230,300

PROJECTED (2020) - 300,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 251053 12/01/2000 The estimated cost is for the entire project in Montgomery and Prince George's counties.



PROJECT: US 29, Columbia Pike

DESCRIPTION: Study to construct interchanges at Stewart Lane, Tech Road, Musgrove Road and Greencastle 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
- [X] Project Within PFA
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)
East/West Link Improvements (D&E Program)
US 29, Interchanges (Construction Program)
MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $5.7 million is based on more detailed right-of-way estimates. Engineering was advanced from FY01 to FY00 because of early design consultant approval.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	700	1470	1890	630	0	STP
RW	0	0	0	5237	5365	STP
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,488	2,488	0	0	0	0	0	0	0	0
Engineering	7,463	763	1,000	2,100	2,700	900	0	0	6,700	0
Right-of-way	13,782	191	0	0	0	6,714	6,877	0	13,591	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	23,733	3,442	1,000	2,100	2,700	7,614	6,877	0	20,291	0
Federal-Aid	15,399	108	700	1,470	1,890	5,867	5,364	0	15,291	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

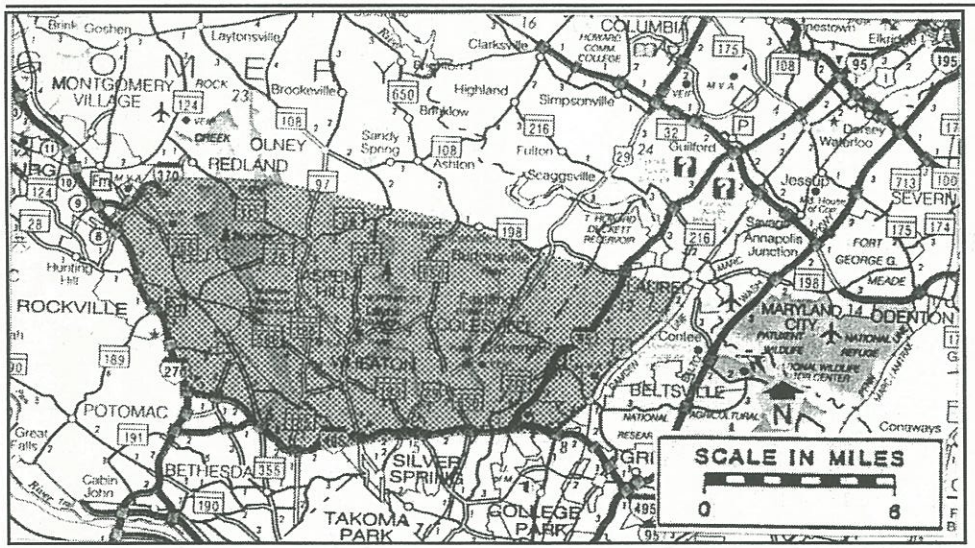
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 58,050

PROJECTED (2020) - 108,000

OPERATING COST IMPACT: N/A



PROJECT: East-West Link Improvements

DESCRIPTION: Study to construct new east-west link improvements in Montgomery and Prince George's counties between I-370 and US 1.

JUSTIFICATION: East-west link improvements are needed to provide improved connectors to I-270 and I-95 and to support land use plans of both counties.

SMART GROWTH STATUS:

- [X] Project 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 (Construction Program)
MD 115, MD 28 to MD 124 (Construction Program)
I-95/Contee Road Interchange (Prince George's County - D&E Program)
MD 201 Extended / US 1, I-95/I-495 to Contee Road (P.G. County - D&E Program)
US 29 Interchanges (Construction and D&E Programs)
MD 28/ MD 198, MD97 to I-95 (D&E Program)

STATUS: Project Planning to begin in FY03.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: This project was delayed from FY02 to FY03 awaiting the outcome of County studies.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	746	746	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,066	0	0	0	1,033	1,033	0	0	2,066	0
Engineering	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	2,066	0	0	0	1,033	1,033	0	0	2,066	0
Federal-Aid	1,492	0	0	0	746	746	0	0	1,492	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

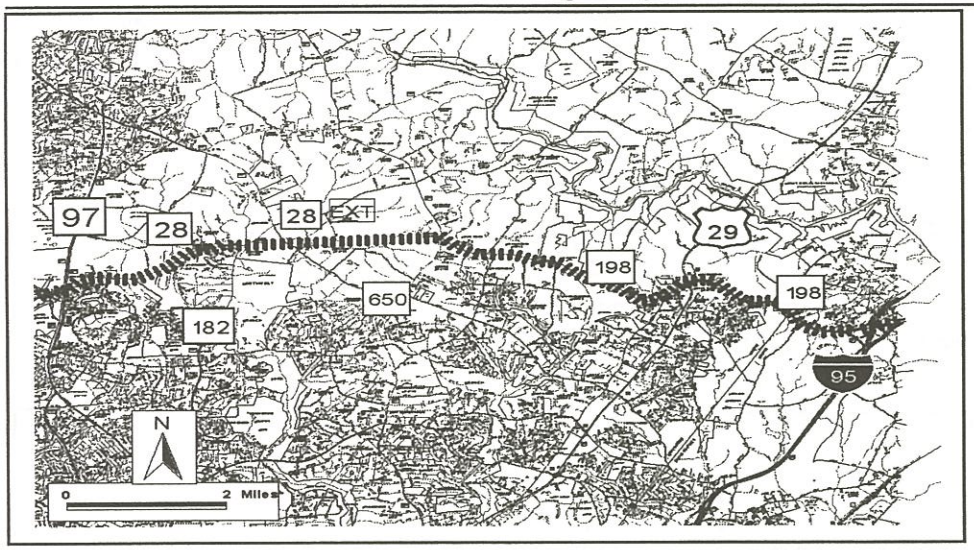
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - 60,000 - 80,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 154320 12/01/2000 The estimated cost is for the entire project in Montgomery and Prince George's counties.



PROJECT: MD 28 (Norbeck Road) / MD 198 (Spencerville Road)

DESCRIPTION: Corridor study to consider capacity improvements in the MD 28 and MD 198 corridor in Montgomery and Prince George's counties (10.5 miles). Wide curb lanes will be included to accommodate bicycles. Sidewalks to be included where appropriate.

JUSTIFICATION: This project would accommodate travel in a safe and efficient manner 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
- [X] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East-West Link Improvements (D&E Program)
East-West Intersection Improvement Program (Construction Program)
I-95 / Contee Road Interchange (D&E Program)
MD 201 Extended / US 1, I-95/I-495 to Contee Road (D&E Program)
US 29 Interchanges (Montgomery County - D&E and Construction Programs)
MD 97 / Interchange at MD 28 (D&E)

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,500	0	300	500	500	200	0	0	1,500	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,500	0	300	500	500	200	0	0	1,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

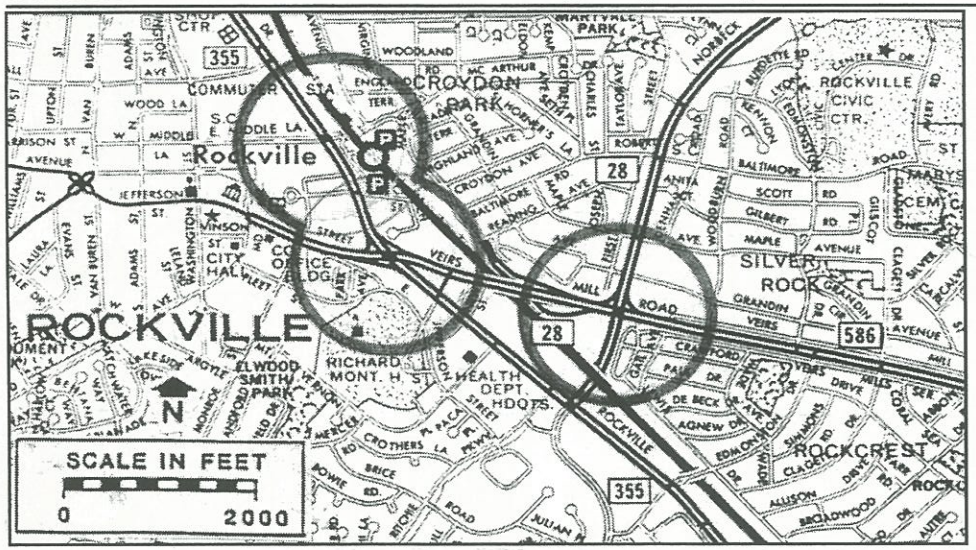
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 17,000 (MD28)
35,500 (MD198)

PROJECTED (2020) - 33,500 (MD 28)
46,000 (MD 198)

OPERATING COST IMPACT: N/A

STIP REFERENCE # MO8861 12/01/2000 The estimated cost is for the entire project in Montgomery and Prince George's counties.



PROJECT: MD 28, Rockville Town Center

DESCRIPTION: Study to construct interchange improvements at MD 355 / Middle Lane, MD 355 / MD 28 and MD 28 / MD 586 / MD 911. Wide curb lanes will accommodate bicycles. Sidewalks will be included as appropriate.

JUSTIFICATION: This project will relieve congestion at the existing intersections and facilitate development plans in the Rockville Town Center.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

East / West Intersection Improvement Program (Construction Program)
East / West Link Improvements (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,500	259	720	521	0	0	0	0	1,241	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,500	259	720	521	0	0	0	0	1,241	0
Federal-Aid	1,050	181	504	365	0	0	0	0	869	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

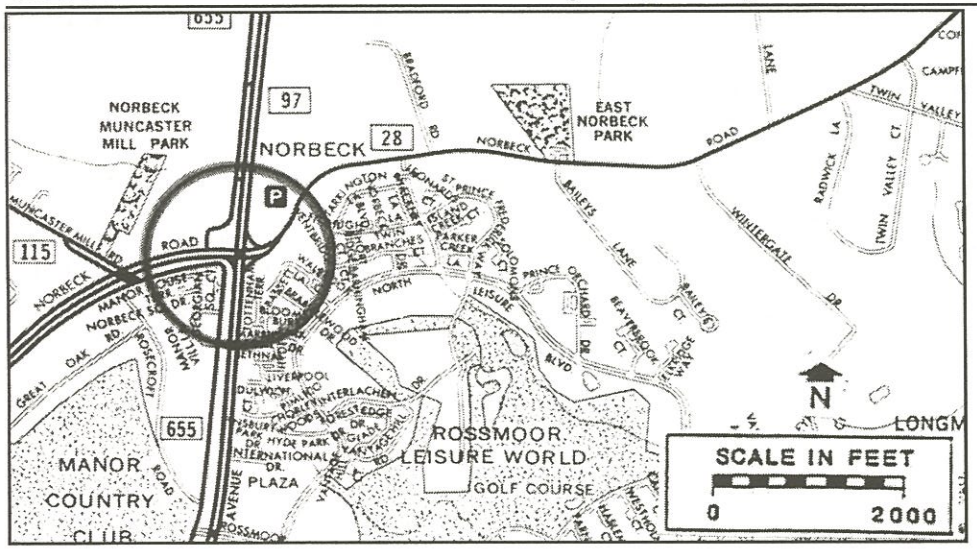
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 56,750

PROJECTED (2020) - 95,950

OPERATING COST IMPACT: N/A



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Study to construct interchange improvements at MD 28 / Norbeck Road. Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will relieve congestion at the existing intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 115, MD 28 to MD 124 (Construction Program)
East / West Intersection Improvement Program (Construction Program)
East / West Link Improvements (D&E Program)
MD 28 / MD 198, MD 97 to I-95 (D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	821	970	970	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	750	84	440	226	0	0	0	0	666	0
Engineering	3,945	0	0	0	1,173	1,386	1,386	0	3,945	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	4,695	84	440	226	1,173	1,386	1,386	0	4,611	0
Federal-Aid	3,286	59	308	158	821	970	970	0	3,227	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

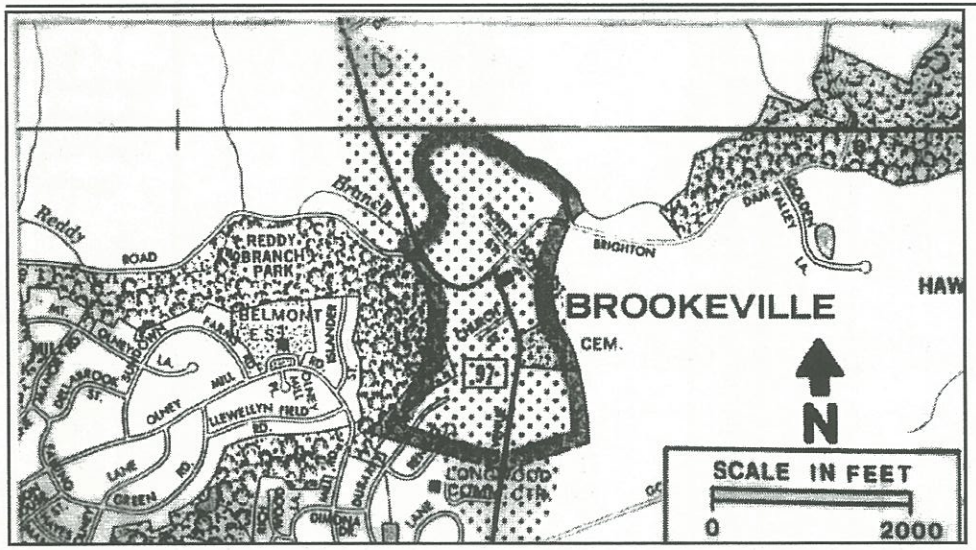
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 38,300

PROJECTED (2020) - 67,500

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:

- [X] Project Not Location Specific or Location Not Determined
- [ ] Project Within PFA
- [X] Project Outside PFA; Subject to Exception
- [ ] Grandfathered
- [ ] 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 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

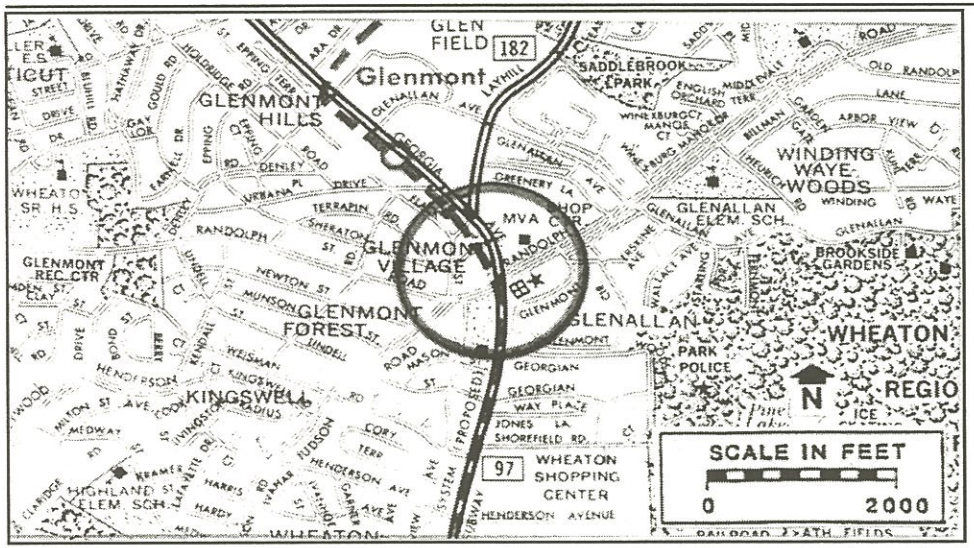
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,274	749	325	200	0	0	0	0	525	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,274	749	325	200	0	0	0	0	525	0
Federal-Aid	892	524	228	140	0	0	0	0	368	0

FUNCTION :
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 15,900

PROJECTED (2020) - 27,600

OPERATING COST IMPACT: N/A



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Study to construct interchange improvements at Randolph Road. Sidewalks will be included as 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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East/ West Intersection Improvement Program (Construction Program)
East / West Link Improvements (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	610	721	721	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $1.1 million is based on a more detailed engineers estimate and lower inflation rates.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	769	177	400	192	0	0	0	0	592	0
Engineering	2,932	0	0	0	872	1,030	1,030	0	2,932	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	3,701	177	400	192	872	1,030	1,030	0	3,524	0
Federal-Aid	2,590	124	280	134	610	721	721	0	2,466	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

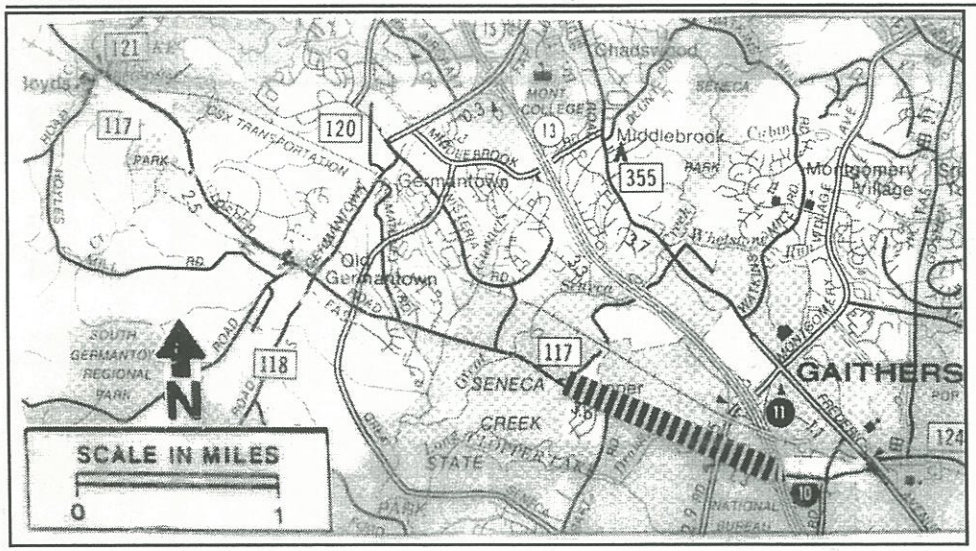
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1998) - 47,175

PROJECTED (2020) - 89,250

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). Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 117, MD 118 to Great Seneca Highway (Construction by developers)
I-270, MD 117 to Muddy Branch Road (Construction Program)
I-270, Interchange at Watkins Mill Road (D&E Program)
CRS Intersection at MD 117 / MD124 (Construction Program)

STATUS: Project Planning underway. Final Engineering to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added Final Engineering funding. The segment from I-270 to Metropolitan Grove is included in the MD 117 / MD 124 intersection improvement.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	682	582	100	0	0	0	0	0	100	0
Engineering	2,376	0	0	413	775	775	413	0	2,376	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	3,058	582	100	413	775	775	413	0	2,476	0
Federal-Aid	477	407	70	0	0	0	0	0	70	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

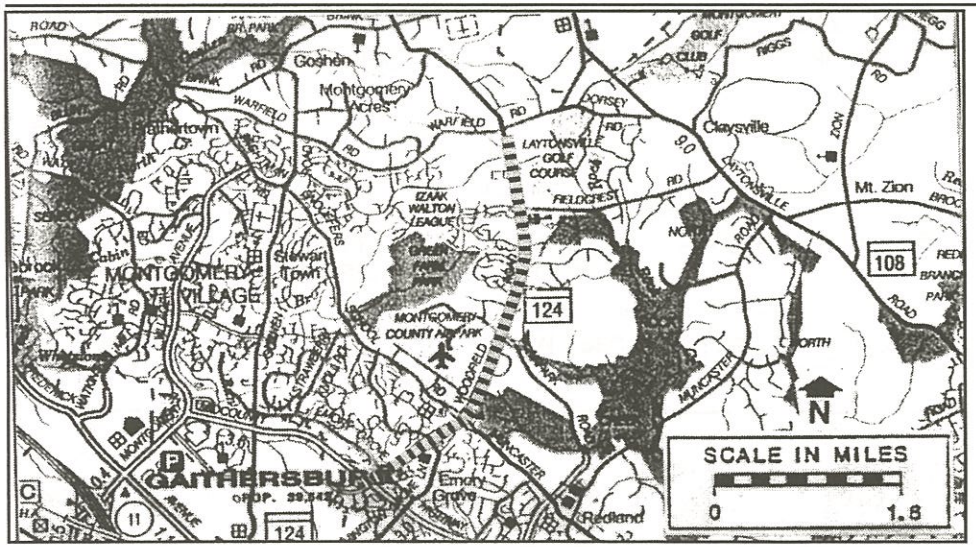
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 46,000

PROJECTED (2020) - 77,100

OPERATING COST IMPACT: N/A

STIP REFERENCE # 153435 12/01/2000



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Study to reconstruct MD 124 from Midcounty Highway to Warfield Road (3.46 miles). Wide curb lanes will accommodate bicycles. Sidewalks to be included where appropriate.

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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
East / West Intersection Improvement Program (Construction Program)
East / West Link Improvement (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Final engineering to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added Final Engineering funding.

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

PROJECT CASH FLOW

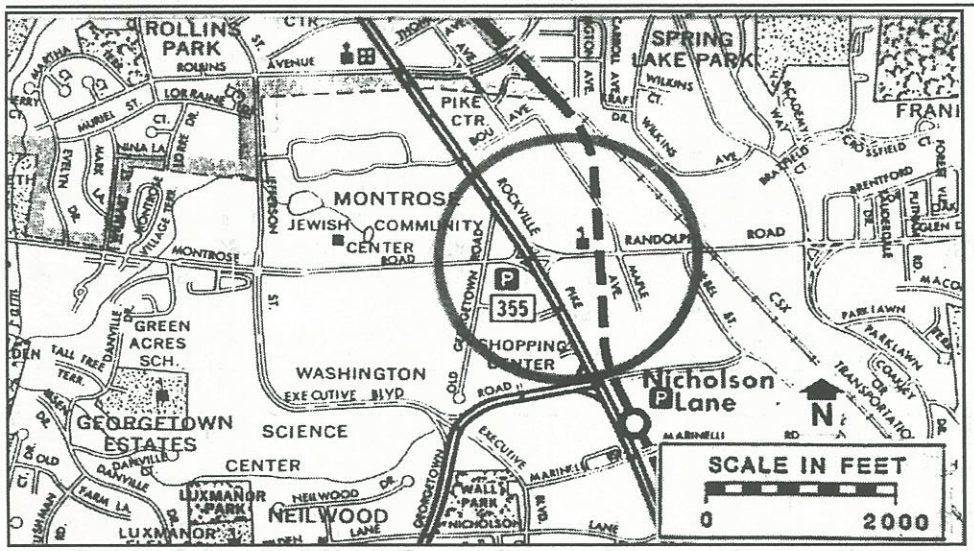
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	742	258	0	0	0	0	0	258	0
Engineering	6,198	0	0	1,033	2,066	2,066	1,033	0	6,198	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,198	742	258	1,033	2,066	2,066	1,033	0	6,456	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 (1999) - 29,000

PROJECTED (2020) - 50,950

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. Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East / West Intersection Improvement Program (Construction Program)
East / West Link Improvement (D&E Program)
Montrose Parkway (Montgomery County Project)
Nebel Street (Montgomery County Project)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $1.6 million is based on a more detailed engineers estimate.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	1298	1306	1298	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,378	543	610	225	0	0	0	0	835	0
Engineering	5,576	0	0	0	1,855	1,866	1,855	0	5,576	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	6,954	543	610	225	1,855	1,866	1,855	0	6,411	0
Federal-Aid	3,902	0	0	0	1,298	1,306	1,298	0	3,902	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 77,000

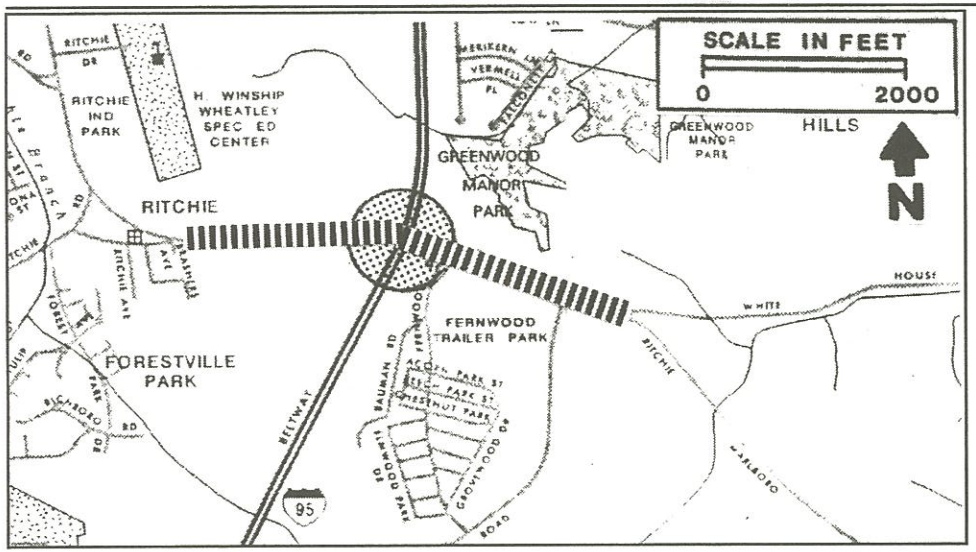
PROJECTED (2020) - 94,650

OPERATING COST IMPACT: N/A

STIP REFERENCE # 153524 12/01/2000



Prince George's



PROJECT: I-95 / I-495, Capital Beltway

DESCRIPTION: Construct a new interchange at I-95 / I-495 (Capital Beltway) and Ritchie Marlboro Road.

JUSTIFICATION: This interchange will relieve capacity problems at the I-95 / I-495 interchanges with MD 214 and MD 4 and will improve access to planned economic development in the area.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific or Location Not Determined
- [X] Project Within PFA
- [X] 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 (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1597	4294	4829	1606	0	NHS/HPP

STATUS: Construction underway. Prince George's County participated in the cost of Final Engineering and funding construction improvements connecting County roads. SHA share only shown for Preliminary Engineering and Construction.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The construction phase was delayed from FY00 to FY01 due to additional time needed for right-of-way clearance.

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

PROJECT CASH FLOW

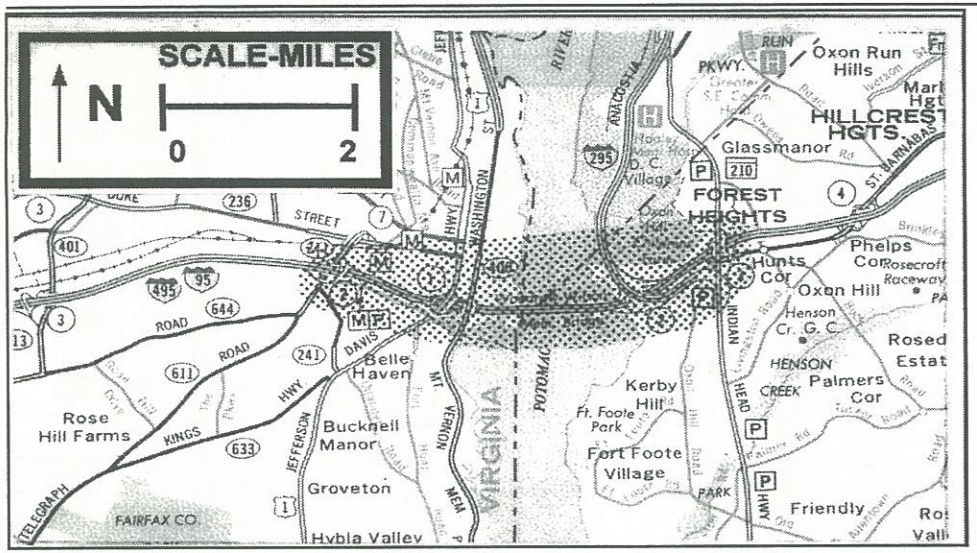
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	907	907	0	0	0	0	0	0	0	0
Engineering	1,857	1,827	30	0	0	0	0	0	30	0
Right-of-way	7,281	4,244	2,742	295	0	0	0	0	3,037	0
Construction	14,105	0	1,827	4,914	5,526	1,838	0	0	14,105	0
Total	24,150	6,978	4,599	5,209	5,526	1,838	0	0	17,172	0
Federal-Aid	14,387	1,279	2,379	4,294	4,829	1,606	0	0	13,108	0

FUNCTION :
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 178,700

PROJECTED (2020) - 261,500

OPERATING COST IMPACT: $3,500 per year



PROJECT: I-95 / I-495 Woodrow Wilson Bridge Improvement

DESCRIPTION: Joint project with VDOT, DCDPW and FHWA to develop a replacement facility to address congestion and operational problems associated with the existing Woodrow Wilson Bridge. The limits of the study are from Telegraph Rd. in Virginia to MD 210 in Maryland. A pedestrian/bicycle facility will be included in this project.

JUSTIFICATION: The bridge is nearing the end of its structural life and is currently operating with traffic volumes significantly higher than its design capacity.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-295 / I-495, National Harbor Access (Construction Program)
I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)
MD 210, MD 228 to Capital Beltway (D&E Program)

STATUS: Final Engineering, Right-of-way and Construction underway. Funding shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $270.1 million is based on the entire bridge being advertised by Maryland. The total cost of the bridge is now included in the cash flow.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	7800	0	0	0	WWB
RW	0	0	0	0	0	WWB
CO	747148	84777	0	54894	20669	WWB

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,974	2,952	22	0	0	0	0	0	22	0
Engineering	45,100	17,167	13,330	11,020	3,583	0	0	0	27,933	0
Right-of-way	8,362	0	114	220	4,902	3,126	0	0	8,362	0
Construction	1,113,879	0	33,024	187,123	249,424	193,615	190,640	148,588	1,002,414	111,465
Total	1,170,315	20,119	46,490	198,363	257,909	196,741	190,640	148,588	1,038,731	111,465
Federal-Aid	970,843	19,089	44,757	179,574	210,075	141,779	138,217	132,372	846,774	104,980

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

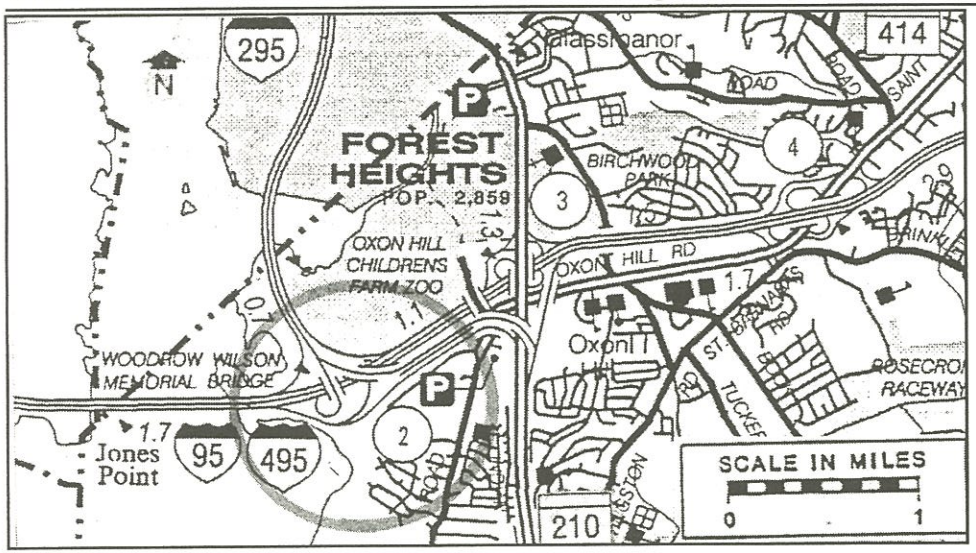
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 191,000

PROJECTED (2020) - 295,000

OPERATING COST IMPACT: $700,000 per year

Project dependent upon General Fund transfer and Federal funds as currently dedicated.



PROJECT: I-295 / I-495, National Harbor

DESCRIPTION: Construct on-site roads and other highway improvements.

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 (Construction Program)
I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)
MD 210, MD 228 to Capital Beltway (D&E Program)

STATUS: Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,800	0	300	2,505	2,290	1,705	0	0	6,800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	49,024	0	0	2,800	11,500	10,200	13,236	11,288	49,024	0
Total	55,824	0	300	5,305	13,790	11,905	13,236	11,288	55,824	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

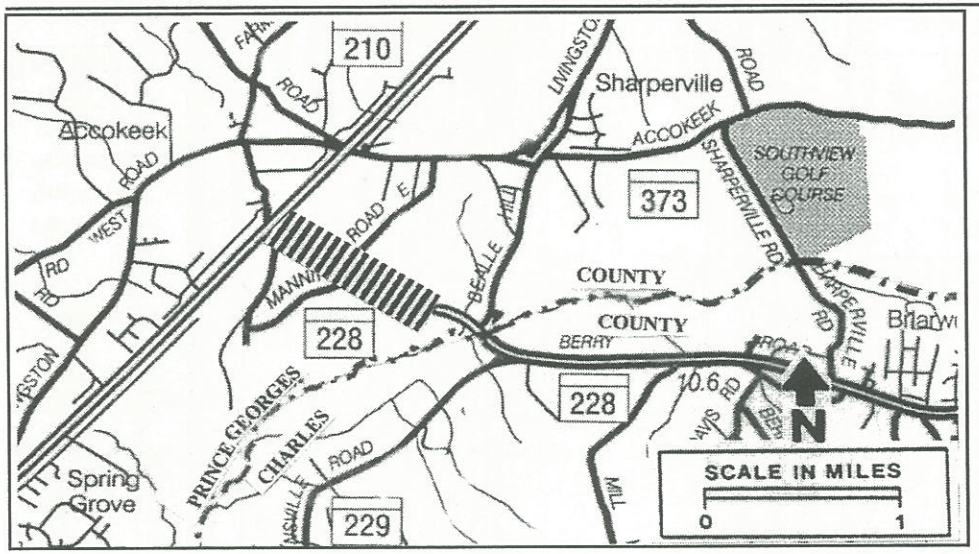
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 191,000

PROJECTED (2020) - 295,000

OPERATING COST IMPACT: $3,900 per year



PROJECT: MD 228, Berry Road

DESCRIPTION: Upgraded MD 228 to a 4 lane divided highway from MD 210 to west of Mattawoman Creek (3.10 miles). Bicycle access will be considered as part of this project.

JUSTIFICATION: MD 228 is a heavily traveled commuter route. Capacity improvements were needed to relieve existing congestion and to allow for the planned development along this corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 210, MD 228 to I-95 / I-495 (D&E Program)
US 301,South Corridor Transportation Study (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	368	368	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,545	2,602	943	0	0	0	0	0	943	0
Total	3,913	2,970	943	0	0	0	0	0	943	0
Federal-Aid	2,904	2,114	790	0	0	0	0	0	790	0

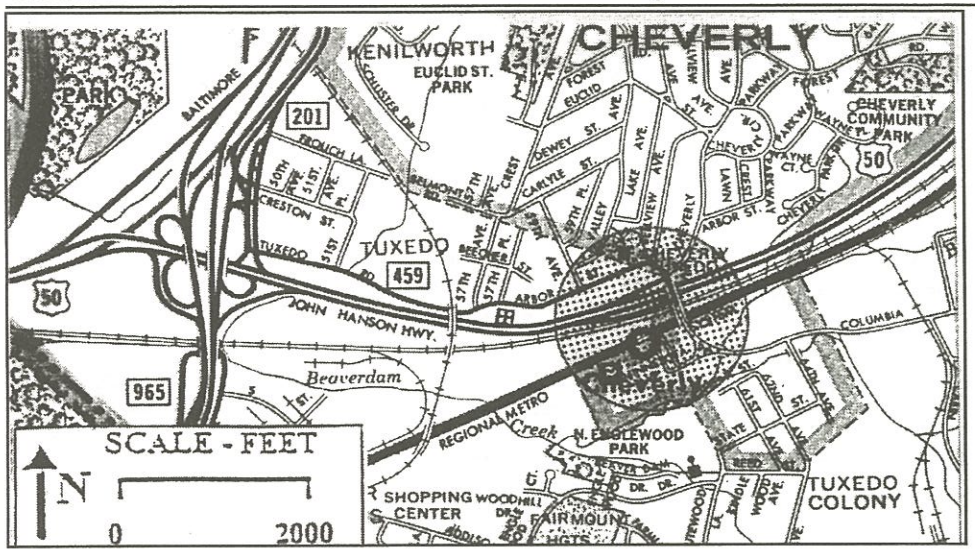
FUNCTION :
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 28,500

PROJECTED (2020) - 38,500

OPERATING COST IMPACT: $7,700 per year

STIP REFERENCE # 163449 12/01/2000



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construction of a ramp from northbound Columbia Park Road to eastbound US 50. This adds a movement not available at the existing US 50 / Columbia Park Road interchange. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will improve traffic operations while increasing accessibility to employment areas in the vicinity of the US 50 / Columbia Park Road interchange.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 50, East of US 301 to East of I-95 / I-495 (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1169	2608	1158	0	0	NHS/HPP

STATUS: Construction underway. This project includes replacement of a county bridge. The funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $1.0 million is based on a higher bid price.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	575	575	0	0	0	0	0	0	0	0
Engineering	291	291	0	0	0	0	0	0	0	0
Right-of-way	329	169	160	0	0	0	0	0	160	0
Construction	6,041	23	1,426	3,180	1,412	0	0	0	6,018	0
Total	7,236	1,058	1,586	3,180	1,412	0	0	0	6,178	0
Federal-Aid	5,817	757	1,294	2,608	1,158	0	0	0	5,060	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

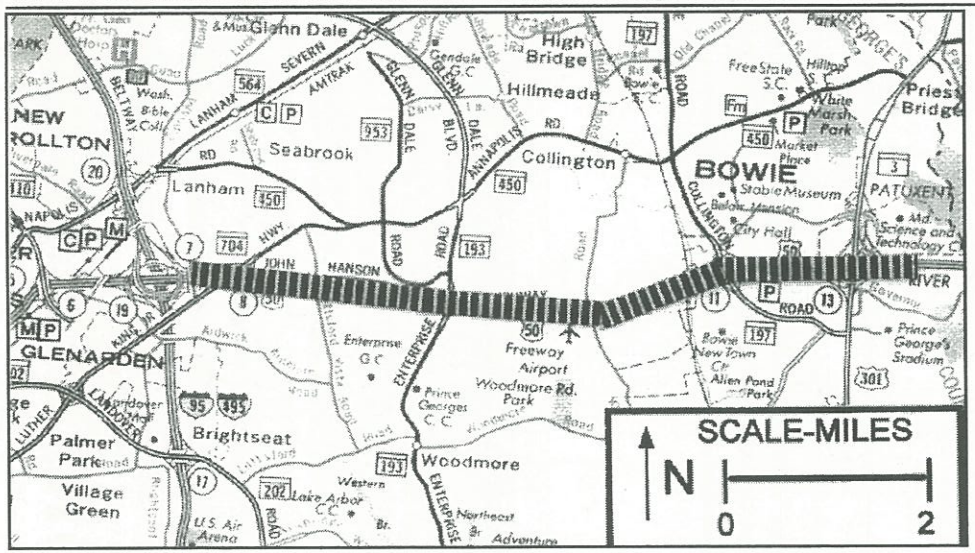
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 76,500

PROJECTED (2020) - 107,500

OPERATING COST IMPACT: $1,200 per year



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Provide a high occupancy vehicle lane in each direction, from east of US 301 to east of I-95 / I-495. This project also includes extending the acceleration lane for the ramp connecting MD 197 southbound to US 50 westbound (8.2 miles).

JUSTIFICATION: The recent trend of rapid development in the Bowie area and Anne Arundel County has caused severe traffic congestion along this portion of US 50 during the morning and evening peak periods. High occupancy vehicle lanes will encourage carpooling, improve traffic mobility and enhance safety along this segment of US 50.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, Bell Station to Stonybrook Drive (Construction Program)
MD 450, MD 193 to Bell Station Road (Construction Program)
MD 450, Whitfield Chapel Road to Seabrook Road (Construction Program)
US 301, North of Mount Oak Road to US 50 (D&E Program)
US 301, South Corridor Transportation Study (D&E program)
MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost increase of $10.8 million is based on the addition of an 1.5 mile HOV enforcement area, which required additional overlays, drainage improvements and sound barriers.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4539	7573	6074	0	0	CMAQ

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	606	456	150	0	0	0	0	0	150	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,315	0	5,819	9,709	7,787	0	0	0	23,315	0
Total	23,921	456	5,969	9,709	7,787	0	0	0	23,465	0
Federal-Aid	18,185	0	4,539	7,573	6,073	0	0	0	18,185	0

FUNCTION :

STATE - Urban Major Arterial

FEDERAL - Urban Interstate

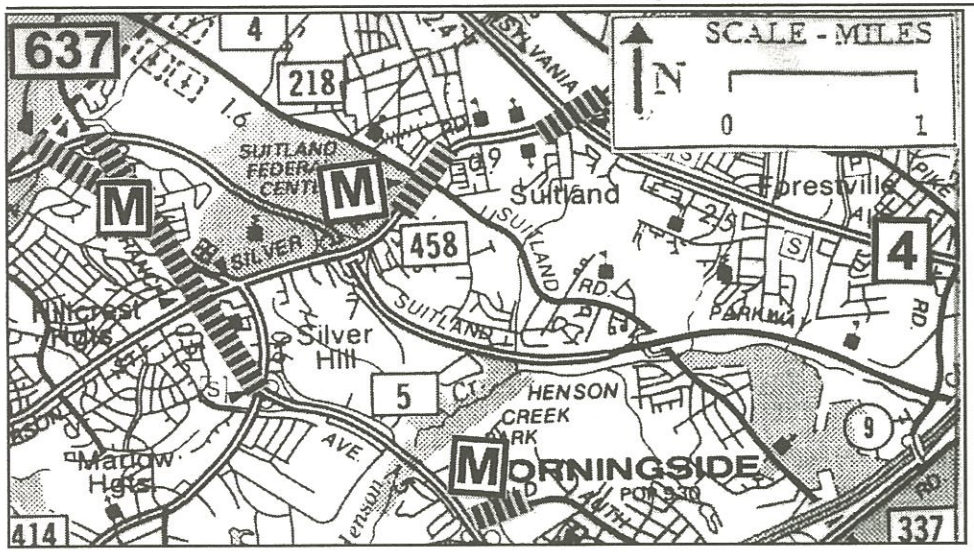
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 104,000

PROJECTED (2020) - 133,900

OPERATING COST IMPACT: $22,500 per year



PROJECT: Green Line Metro Extension Access Improvements

DESCRIPTION: Improve intersections along MD 5, Auth Road and MD 458 corridors. Widen southbound MD 5, from Suitland Parkway to north of MD 414 and MD 637. These improvements will provide access to the proposed Branch Avenue, Suitland, and Naylor Road Metro Stations. Sidewalks will be included as appropriate.

JUSTIFICATION: This project will provide improved access to the Metro Stations expected to open in 2001 and will also relieve congestion on MD 5, MD 458 and MD 637 during peak periods.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific or Location Not Determined
- [X] Project Within PFA
- [X] 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 (D&E Program)
I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)
I-95 / I-495, Branch Avenue Metro Station Access Study (D&E Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3982	0	0	0	0	CMAQ

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,204	2,204	0	0	0	0	0	0	0	0
Right-of-way	2,056	1,460	596	0	0	0	0	0	596	0
Construction	11,898	6,957	4,941	0	0	0	0	0	4,941	0
Total	16,158	10,621	5,537	0	0	0	0	0	5,537	0
Federal-Aid	10,640	6,272	4,368	0	0	0	0	0	4,368	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

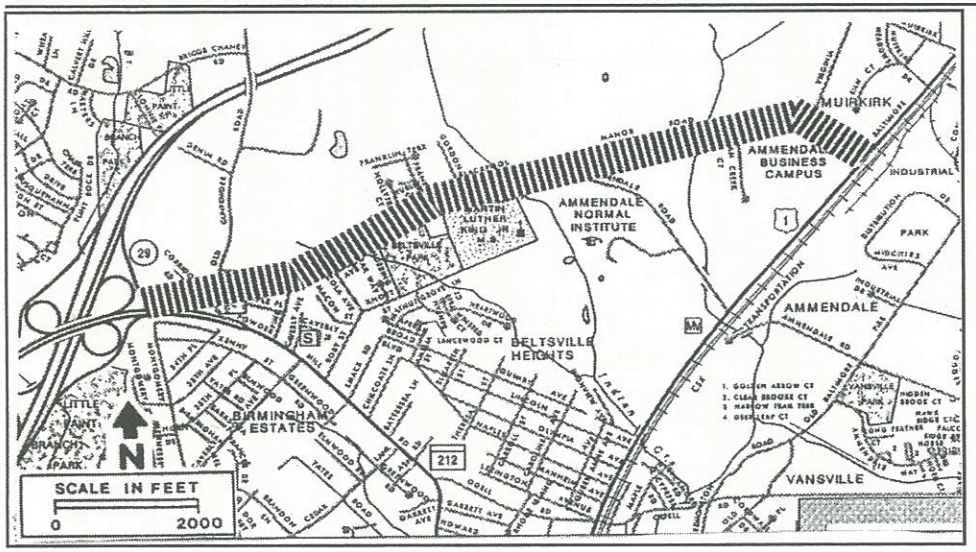
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 59,000 (MD 5)

PROJECTED (2020) - 105,000 (MD 5)

OPERATING COST IMPACT: $5,000 per year



PROJECT: MD 212 Relocated

DESCRIPTION: Prince George's County will construct a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.0 miles). When completed this road will become MD 212. Wide curb lanes will accommodate bicycles. Sidewalks to be included where appropriate.

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
- [X] 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 (D&E Program)
US 1, Interchange at MD 212 (D&E Program)
US 1, College Avenue to Sunnyside Avenue (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 budget fiscal year by Prince George's County. Reimbursement to Prince George's County. Funding shown is SHA's share only. This project is dependent upon a road transfer of existing MD 212 to the county.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction delayed from FY01 to FY02 due to change in project scope.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,000	0	0	5,860	3,140	0	0	0	9,000	0
Total	9,000	0	0	5,860	3,140	0	0	0	9,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : Secondary

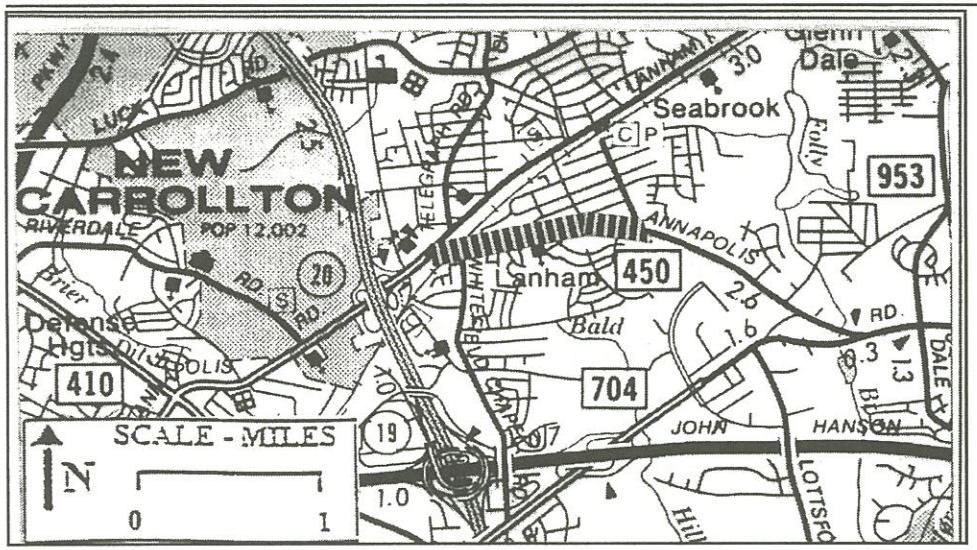
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 10,400

PROJECTED (2020) - 28,200

OPERATING COST IMPACT: $10,000 per year

STIP REFERENCE # PG4884 12/01/2000



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). Wide outside lanes will accommodate bicycles. Sidewalks will be included as appropriate.

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
- [X] Project Within PFA
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 450, Seabrook Road to MD 193 (Construction Program)
MD 450, MD 193 to Bell Station Road (Construction Program)
MD 450, Bell Station Road to Stonybrook Drive (Construction Program)
MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Final Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $4.7 million is based on a reduction in utility relocations.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	2730	3756	0	0	0	STP
CO	0	0	0	2832	5669	STP

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,553	665	550	238	100	0	0	0	888	0
Right-of-way	8,790	90	3,500	5,200	0	0	0	0	8,700	0
Construction	10,899	0	0	0	0	3,631	5,449	1,819	10,899	0
Total	22,576	2,089	4,050	5,438	100	3,631	5,449	1,819	20,487	0
Federal-Aid	15,357	70	2,730	4,056	0	2,832	4,250	1,419	15,287	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

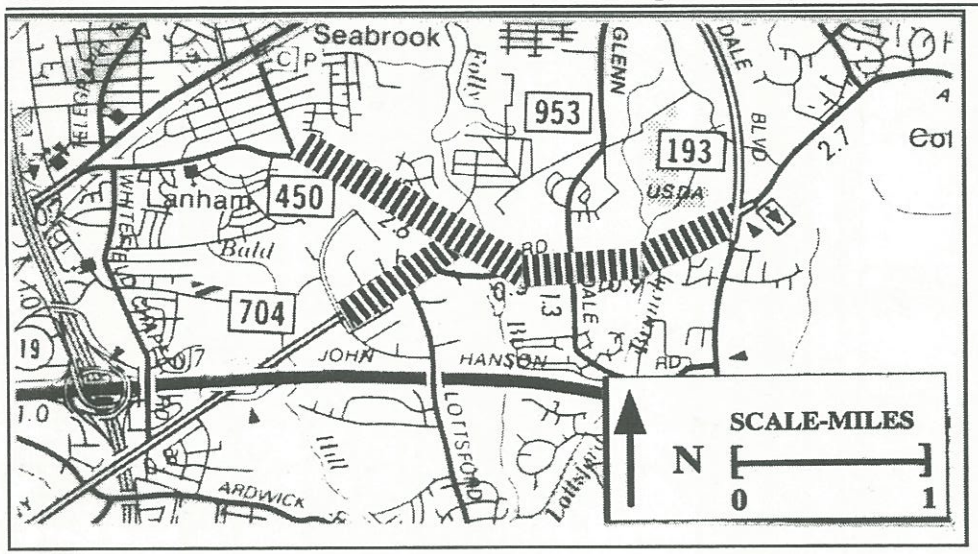
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 23,000

PROJECTED (2020) - 39,800

OPERATING COST IMPACT: $5,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Reconstruct to a 4-6 lane arterial from Seabrook Road to MD 193 (2.56 miles). This project also includes reconstruction of MD 704 from Lottsford Vista Road to MD 450 (0.45 miles). Hiker/biker trails will be included along MD 450 for the entire length of this project. Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

JUSTIFICATION: Additional lanes are needed to accommodate high volumes of traffic. The improvement will provide access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, MD 193 to Bell Station Road (Construction Program)
MD 450, Whitfield Chapel Road to Seabrook Road (Construction Program)
MD 450, Bell Station Road to Stonybrook Drive (Construction Program)
MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	541	0	0	0	0	NHS

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,933	5,933	0	0	0	0	0	0	0	0
Right-of-way	17,461	13,406	3,113	261	681	0	0	0	4,055	0
Construction	18,481	17,930	551	0	0	0	0	0	551	0
Total	41,875	37,269	3,664	261	681	0	0	0	4,606	0
Federal-Aid	37,603	33,256	3,612	204	531	0	0	0	4,347	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

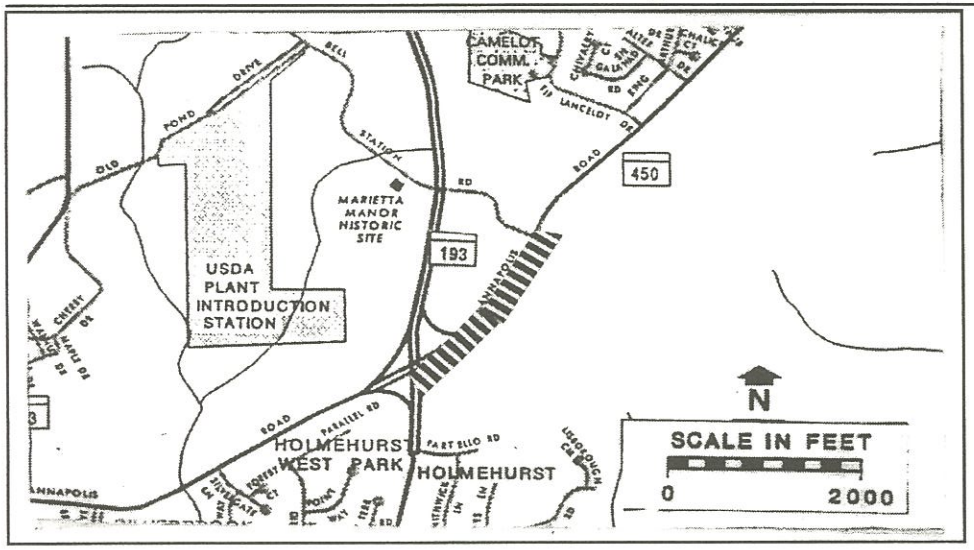
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 24,000

PROJECTED (2020) - 35,800

OPERATING COST IMPACT: $10,700 per year

STIP REFERENCE # 164191 12/01/2000



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Reconstruct to a 6 lane arterial from MD 193 to Bell Station Road. Hiker/biker trails will be included along MD 450 for this project (0.4 miles). Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

JUSTIFICATION: Improvements are needed to accommodate high volumes of traffic and provide better access to developing areas of central Prince George's county.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, Seabrook Road to MD 193 (Construction Program)
MD 450, east of Whitfield Chapel Road to Seabrook Road (Construction Program)
MD 450, Bell Station Road to Stonybrook Drive (Construction Program)
MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

STATUS: Right-of-way and utility relocations underway. Construction to be funded and undertaken by others.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,873	716	1,157	0	0	0	0	0	1,157	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,873	716	1,157	0	0	0	0	0	1,157	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

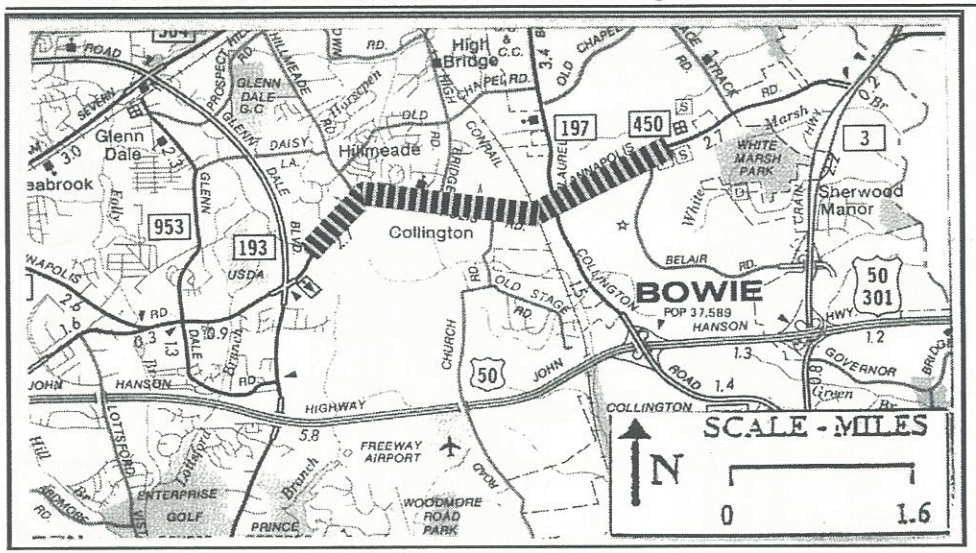
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 27,000

PROJECTED (2020) - 45,500

OPERATING COST IMPACT: $2,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from Bell Station Road to Stonybrook Drive (5.40 miles). Sidewalks / hiker / biker facility will be included as 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
- [X] Project Within PFA
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 450, Seabrook Road to MD 193 (Construction Program)
MD 450, MD 193 to Bell Station Road (Construction Program)
MD 450, Whitfield Chapel Road to Seabrook Road (Construction Program)
MD 450, Stonybrook Drive to west of MD 3 (D&E Program)
US 50, east of US 301 to east of I-95 / I-495 (Construction Program)

STATUS: Final Engineering and Right-of-way underway. Utility relocation to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Development and Evaluation Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	2641	630	2729	0	0	STP
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,414	614	600	200	0	0	0	0	800	0
Right-of-way	14,712	19	8,286	2,908	3,499	0	0	0	14,693	0
Construction	39,582	0	0	3,616	12,088	13,989	9,889	0	39,582	0
Total	55,708	633	8,886	6,724	15,587	13,989	9,889	0	55,075	0
Federal-Aid	7,004	445	3,060	770	2,729	0	0	0	6,559	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

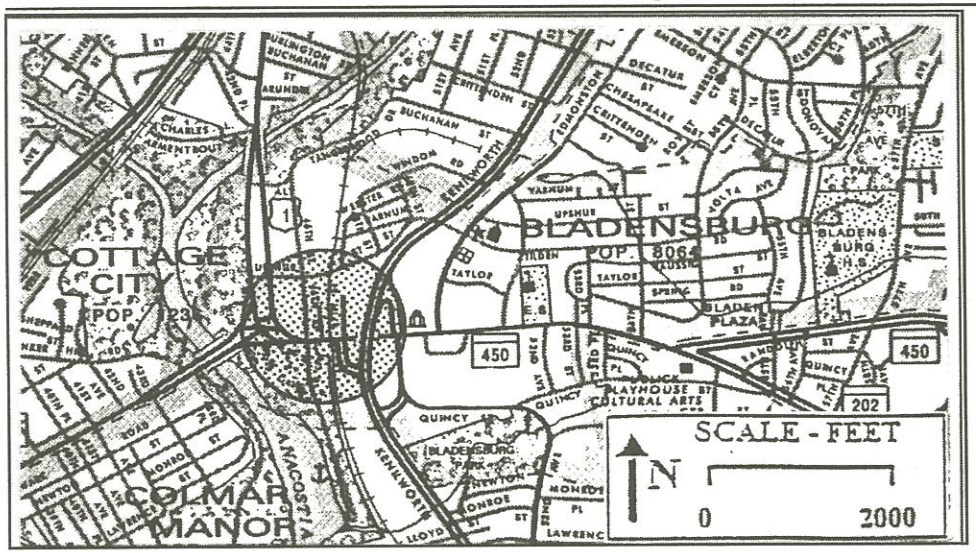
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 22,600

PROJECTED (2020) - 37,400

OPERATING COST IMPACT: N/A

STIP REFERENCE # 163419 12/01/2000



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross.

JUSTIFICATION: This project would improve safety and relief major traffic backups that occur at this railroad crossing and adjacent intersections.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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. Right-of-way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Development and Evaluation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	488	488	0	0	0	0	0	0	0	0
Engineering	2,000	174	1,438	388	0	0	0	0	1,826	0
Right-of-way	2,000	0	100	400	1,500	0	0	0	2,000	0
Construction	49,569	0	0	0	7,473	17,864	16,148	8,084	49,569	0
Total	54,057	662	1,538	788	8,973	17,864	16,148	8,084	53,395	0
Federal-Aid	342	342	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

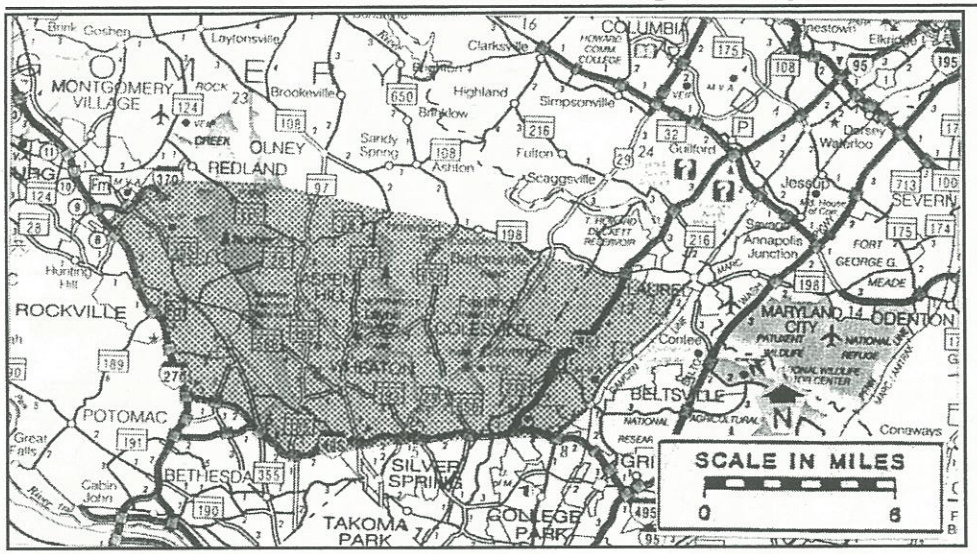
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 51,700

PROJECTED (2020) - 75,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 163422 12/01/2000



PROJECT: East-West Intersection Improvement Program

DESCRIPTION: Improve intersections in northern Montgomery and western Prince George's counties. Bicycle and pedestrian access will be considered.

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:

- [X] Project 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 (Construction and D&E Programs)
I-270, East & West Spur Interchanges (Construction Program)
MD 115, MD 28 to MD 124 (Construction Program)
East-West Link Improvements (D&E Program)
MD 28/ MD 198, MD 97 to I-95 (D&E Program)
MD 201 Extended/US 1 (Prince George's County - Construction Program)

STATUS: Final Engineering, Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $4.6 million is based on refined project scopes and reduced right-of-way requirements.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	140	420	490	0	0	STP
RW	0	2394	0	0	0	STP
CO	9894	2989	0	14511	16782	STP/CMAQ

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	997	997	0	0	0	0	0	0	0	0
Engineering	10,011	4,808	1,924	1,815	1,319	145	0	0	5,203	0
Right-of-way	10,832	1,138	5,335	235	3,067	1,057	0	0	9,694	0
Construction	55,933	1,809	11,277	3,789	195	19,886	18,977	0	54,124	0
Total	77,773	8,752	18,536	5,839	4,581	21,088	18,977	0	69,021	0
Federal-Aid	53,142	2,737	13,029	3,383	2,801	16,389	14,803	0	50,405	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

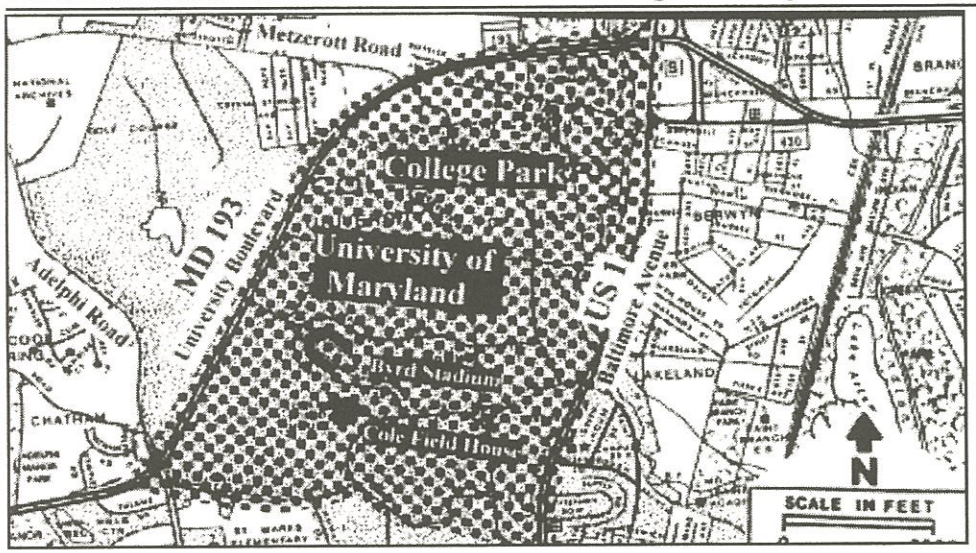
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - N/A

OPERATING COST IMPACT: N/A

STIP REFERENCE # 154307 12/01/2000 The estimated cost is for the entire project in Prince George's and Montgomery counties.



PROJECT: University of Maryland Arena Replacement 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.

JUSTIFICATION: This project will improve traffic operations and enhance safety at and around the University of Maryland at College Park and serve the new arena.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to Sunnyside Avenue (D&E Program)
US 1, Interchange at MD 212 (D&E Program)
MD 201 Extended / US 1, I-95 / I-495 to MD 198 (D&E Program)

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,838	0	16,100	1,738	0	0	0	0	17,838	0
Total	17,838	0	16,100	1,738	0	0	0	0	17,838	0
Federal-Aid	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 (1999) - N/A

PROJECTED (2020) - N/A

OPERATING COST IMPACT: N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	US 1	Baltimore Avenue; Ammendale Road to Muirkirk Meadows Drive; resurface	168	Completed
2	MD 4	Pennsylvania Avenue; Anne Arundel County Line to Ritchie Marlboro Road; resurface	286	Completed
3	MD 4	Pennsylvania Avenue; Ramps at MD 223 and Ritchie Marlboro Road; resurface	133	Completed
4	MD 4	Pennsylvania Avenue; Anne Arundel County Line to US 301; patch and overlay southbound roadway	210	Completed
5	MD 4	Pennsylvania Avenue; Over Race Track Road; resurface northbound roadway	22	Completed
6	MD 4	Pennsylvania Avenue; Ritchie Marlboro Road to Dowerhouse Road; patch and overlay northbound roadway	645	Completed
7	I 95	At Park and Ride Facility at the I 95/I 495 interchange; resurface	165	Completed
8	I 95	Capital Beltway; Acceleration lane from Park and Ride Facility to Outer Loop; resurface and restripe	142	Completed
9	MD 193	Greenbelt Road; MD 201 to Southway; resurface	1,321	Completed
10	MD 193	Watkins Park Drive; Keverton Drive to MD 202; resurface	3,745	Completed
11	MD 201	Kenilworth Avenue; Ramps at I 95; resurface	172	Completed
12	MD 210	Indian Head Highway; South of Old Fort Road to north of Kerby Hill Road; resurface southbound roadway	1,034	Completed
13	MD 223	Woodyard Road; Green Street to Rosaryville Road; overlay	78	Completed
14	MD 223	Piscataway Road; North of Delancey Street to Gwyndale Drive; resurface	331	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions (cont'd)		
		Resurface/Rehabilitate (cont'd)		
15	US 301	Crain Highway; Excalibur Road to Harbor Way; provide right turn lane and resurface	404	Completed
16	US 301	Crain Highway; Croom Road to Old Crain Highway; resurface northbound roadway	65	Completed
17	MD 381	Brandywine Road; Charles County Line to Eagle Harbor Road; resurface	275	Completed
18	MD 382	Croom Road; Croom Station Road to US 301; resurface	163	Completed
19	MD 430	Greenbelt Road; US 1 to MD 193; resurface	125	Completed
20	MD 564	11th Street; Chestnut Avenue to Normal School Road; overlay	145	Completed
21	MD 725	Marlboro Pike; Governor Oden Bowie Road to bridge 16010; resurface	11	Completed
		Neighborhood Conservation		
22	US 1 ALT	Bladensburg Road; Phase I - District of Columbia Line to Anacostia River in Port Towns; streetscape	1,800	Completed
23	MD 202	Largo Road; Phase I - I 95 to MD 450 in Landover; streetscape	1,200	Completed
		C.H.A.R.T. Projects		
24	US 50	John Hanson Highway; I 95 to US 301/MD 3; install closed circuit television cameras, roadway weather information systems, variable message signs, dynamic traveler alert signs and traffic detectors for advanced traffic management	1,000	Completed
25	I 95	Capital Beltway; MD 4 to I 495; install closed circuit television, variable message signs and traffic detectors for advanced traffic management system	1,000	Completed

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions (cont'd)		
		C.H.A.R.T. Projects (cont'd)		
26	I 95	Capital Beltway; Woodrow Wilson Bridge to Ritchie-Marlboro Road; install closed circuit television, variable message signs and traffic detectors for advanced traffic management	360	Completed
		Sidewalks		
27	US 1	Baltimore Avenue; at Edgewood Road in College Park; retrofit sidewalks - 200 linear feet	10	Completed
28	MD 197	Laurel Bowie Road; Baltimore Washington Parkway Ramp to Muirkirk Road in Laurel; retrofit sidewalks - 920 linear feet	40	Completed
29	MD 410	East West Highway; MD 500 to US 1 in Hyattsville; retrofit sidewalks along eastbound roadway - 1,610 linear feet	44	Completed
30	MD 458	Silver Hill Road; MD 4 (Pennsylvania Avenue) to Marlboro Pike; retrofit sidewalks - 2,200 linear feet	45	Completed
31	MD 500	Queens Chapel Road; Various locations in Mount Rainier; retrofit sidewalks - 112 linear feet	28	Completed
32	MD 501	Chillum Road; MD 500 to MD 211 in Chillum; retrofit sidewalks - 2,365 linear feet	61	Completed
33	MD 650	New Hampshire Avenue; Dilston Road to Northampton Drive in Langley Park; retrofit sidewalks along southbound roadway - 1,800 linear feet	17	Completed
34	MD 650	New Hampshire Avenue; Metzerott Road to Northampton Drive in Langley Park; retrofit sidewalks along northbound roadway - 1,490 linear feet	23	Completed
35	MD 650	New Hampshire Avenue; at MD 320 in Langley Park; retrofit sidewalks along southbound roadway - 630 linear feet	19	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
36	MD 4	Pennsylvania Avenue; District of Columbia Line to 1000 feet east of Walters Lane; resurface	5,124	FY 2002
37	MD 4	Pennsylvania Avenue; 1000 feet east of Walters Lane to I 95 (Capital Beltway); resurface	1,834	FY 2001
38	I 95	Capital Beltway; D'Arcy Road to US 50; resurface	11,000	FY 2002
39	I 95	Capital Beltway; MD 5 to Darcy Road; resurface	9,280	Under construction
40	I 95	MD 212 to Brooklyn Bridge Road; resurface	8,108	Under construction
41	MD 201	Kenilworth Avenue; Pontiac Street to I 95 (including ramps at MD 193); resurface	1,498	Completed
42	MD 202	Largo Road; Over I 95; resurface	20	FY 2001
43	MD 210	Indian Head Highway; South of Old Fort Road to north of Aragona Boulevard; resurface northbound roadway	627	Completed
44	MD 212	Powder Mill Road; US 1 to I 95; patching	18	Under construction
45	MD 214	Central Avenue; At St. Michaels Drive; resurface (Note: Project schedule is dependent upon developer.)	16	FY 2001
46	US 301	Crain Highway; North of weigh station to MD 214; resurface	348	FY 2001
47	MD 450	Annapolis Road; US 1 Alternate to MD 202; resurface	227	FY 2001
48	MD 725	Old Marlboro Pike; Bridge 16009 to Main Street; resurface	45	FY 2002
49	MD 725	Old Marlboro Pike; John Rodgers Boulevard to Elm Street; resurface	2,500	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Bridge Replacement/Rehabilitation		
50	MD 4	Pennsylvania Avenue; Bridges 1610003 and 1610004 over Western Branch; bridge rehabilitation	4,724	Under construction
51	CO 14	Cherry Hill Road; Bridges 16044, 16132 and 16175 over I 95 and the Capital Beltway; bridge widening (Note: Cost shown represents SHA share of project costs for construction.)	700	FY 2002
52	I 95	I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	10,000	FY 2002
53	MD 202	Largo Road; Bridge 16106 on MD 202 ramp over US 50; bridge deck replacement	1,601	Under construction
54	MD 208	38th Street; Bridge 16033 over CSX Transportation; bridge deck replacement	1,363	Completed
		Safety/Spot Improvement		
55	US 1	Baltimore Avenue; at Muirkirk Meadows Drive; provide northbound left turn lane	635	Under construction
56	MD 5	Branch Avenue; at Surratts Road; provide additional thru lane northbound	1,500	FY 2002
57	I 95	Capital Beltway; at Inner Loop ramp to westbound MD 214; dualize existing ramp and signalization	650	Under construction
58	MD 193	Greenbelt Road; at Cherrywood Lane and 60th Avenue; widen to provide double left turn lanes eastbound	107	FY 2002
59	MD 193	Enterprise Road; at MD 953; geometric improvements	200	FY 2002
60	MD 201	Kenilworth Avenue; Cherrywood Lane to Sunnyside Avenue; widening (Project to be done by U.S.D.A.)	0	FY 2001
61	MD 212	Riggs Road; at MD 410; provide double left turn lanes southbound and adjust signal phasing	429	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Safety/Spot Improvement (cont'd)		
62	MD 650	New Hampshire Avenue; at Quebec Street; provide left turn lanes	260	FY 2002
		Neighborhood Conservation		
63	US 1	Baltimore Avenue; Farragut Avenue to Hamilton Avenue in Hyattsville; urban street reconstruct (Project schedule is dependent upon the City.)	680	FY 2001
64	US 1	Baltimore Avenue; Contee Road to Oak Street in Laurel; urban street reconstruct (Funded for preliminary engineering only)	300	PE Underway
65	US 1	Baltimore Avenue; Oak Street to MD 198 in Laurel; intersection improvements and streetscape	4,925	Under construction
66	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; urban street reconstruct (northbound) (Funded for preliminary engineering only)	353	PE Underway
67	US 1	Rhode Island Avenue; at 34th Street and Perry Street in Mt. Rainier; construct roundabout	1,300	Under construction
68	US 1	Baltimore Avenue; Hamilton Avenue to MD 410 in Hyattsville; urban street reconstruct (Funded for preliminary concept studies only)	57	Concepts Underway
69	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound) (Funded for preliminary engineering only)	470	PE Underway
70	MD 193	Greenbelt Road; US 1 to Mandan Road in Greenbelt; streetscape (Funded for preliminary concept studies only)	88	Concepts Underway
71	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)	115	Concepts Underway

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Neighborhood Conservation (cont'd)		
72	MD 197	Laurel Bowie Road; MD 450 to Rustic Hill Drive; streetscape (Funded for preliminary concept studies only)	94	Concepts Underway
73	MD 202	Largo Road; Phase II - US 50 to MD 450 in Cheverly; streetscape (Project schedule is dependent upon county.)	5,400	FY 2002
74	MD 210	Indian Head Highway; District of Columbia Line to MD 414 in Forest Heights; streetscape (Funded for preliminary concept studies only)	90	Concepts Underway
75	MD 450	Annapolis Road; St. Christopher's Church to the Ramada Conference Center in New Carrollton; streetscape (Funded for preliminary engineering only)	75	PE Underway
76	MD 450	Annapolis Road; Phase II - Anacostia River to MD 450 at MD 202 in Bladensburg; streetscape (Funded for preliminary concept studies only) (Project scope being developed.)	100	Concepts Underway
77	MD 459	Tuxedo Road; MD 201 (Kenilworth Avenue) to US 50 in Cheverly; streetscape (Funded for preliminary concept studies only)	50	Concepts Underway
78	MD 500	Queens Chapel Road; District of Columbia Line to MD 410 in Hyattsvile; streetscape (Funded for preliminary concept studies only)	40	Concepts Underway
79	MD 650	New Hampshire Avenue; District of Columbia Line to MD 410 in Takoma Park; urban street reconstruct (Funded for preliminary concept studies only)	200	Concepts Underway
80	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)	100	Concepts Underway
		Streetscapes and Minor Reconstruction		
81	MD 201	Kenilworth Avenue; Edmonston Road to MD 410; streetscape	2,841	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Streetscapes and Minor Reconstruction (cont'd)		
82	MD 332	Central Avenue; Washington D.C. Line to Ventura Avenue; urban street reconstruct	1,863	Under construction
		Noise Barriers		
83	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)	3,832	FY 2002
84	I 95	Cherry Hill Road to 1,300 feet south of Cherry Hill Road; noise barrier along southbound roadway (Powder Mill Estates) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	623	
85	I 95	Capital Beltway; East of CSX Railroad to 2,000 feet east of Rhode Island Avenue; noise barrier along inner loop (Hollywood) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,183	
86	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	4,972	
87	I 95	Capital Beltway; Northwest quadrant of the I 95/I 495 interchange; noise barrier along outer loop (Knollwood) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,191	
88	I 95	Capital Beltway; East of Auth Road (Inner and Outer Loops); noise barriers (Auto Village and Princeton/Andrews Manor)	1,920	FY 2001
		C.H.A.R.T. Projects		
89		Traffic Response and Information Partnership Center in Forestville; establish traveler's information center for advanced management	1,500	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

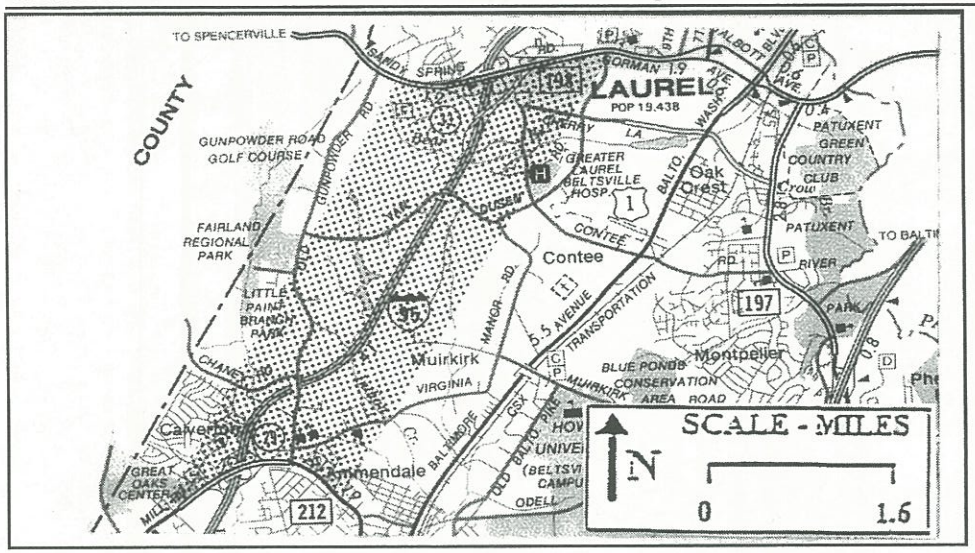
STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		C.H.A.R.T. Projects (cont'd)		
90	I 95	I 695 to I 95/I 495; install variable message signs, traffic detectors and traveler alert signs for advanced traffic management (Note: Cost for entire project shown in Prince George's, Howard and Baltimore Counties.)	944	Under construction
91	MD 295	Baltimore Washington Parkway; South of MD 202 to MD 175; install loop detectors for advanced traffic management system (Note: Cost for entire project shown in Anne Arundel and Prince George's Counties.)	554	Under construction
		Environmental Preservation		
92		Various locations in Prince George's County; landscape	149	Under construction
		Commuter Action Improvements		
93	MD 210	Indian Head Highway; at MD 373; construct ridesharing facility - 500 spaces (Project to be done by Prince George's County.)	2,949	FY 2001
		Sidewalks		
94	MD 202	Largo Road; Bladensburg Elementary School to 55th Avenue in Bladensburg; retrofit sidewalks (eastbound)	40	FY 2001
95	MD 208	38th Street; CSX Bridge to US 1 in Brentwood; retrofit sidewalks - 700 linear feet	63	FY 2001
96	MD 332	Central Avenue; Ventura Avenue to Addison Road in Capital Heights; retrofit sidewalks	230	FY 2001
97	MD 410	East West Highway; at MD 500 in University Park; retrofit sidewalks - 500 linear feet	20	FY 2002
98	MD 450	Annapolis Road; 54th Street to the Baltimore Washington Parkway in Bladensburg; retrofit sidewalks along westbound roadway - 11,500 linear feet	124	FY 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Sidewalks (cont'd)		
99	MD 650	New Hampshire Avenue; at MD 193 in Langley Park; retrofit sidewalks	50	FY 2001
		Enhancements		
		Pedestrian/Bicycle Facilities		
100		Bowie New Town Center Pedestrian Bridge - Construction of a pedestrian bridge and connecting trail system over MD 197 in the City of Bowie. Includes state funding for trail segments, traffic signal work, intersection improvements and improvements to address run off.	1,000	FY 2002
101		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	FY 2002
		Archaeological Planning & Research		
102		Archeological Artifacts Cataloging/Preservation - Development of a database, cataloging and preservation of artifacts retrieved from the Oxon Hill Manor site.	33	FY 2001
		Landscaping/Scenic Beautification/Mitigation		
103		Prince George's County Gateway Signs - Construction of twelve gateway monuments with landscaping and lighting at locations where motorist enter Maryland from Washington, D.C. and one at the Anne Arundel County Line on US 50.	182	FY 2002
		Preservation of Abandoned Railway Corridors		
104		Rhode Island Avenue Rail to Trail (Phase II) - Construction of a trail from Greenbelt Road to Berwyn House Road on the abandoned DC Transit trolley right-of-way within the City of College Park.	155	FY 2001
105		WB&A Rail to Trail - Conversion of WB&A Railroad Right-of-Way to Hiker/Biker/Equestrian Trail from MD 450 to Race Track Road.	1,714	Underway



PROJECT: I-95

DESCRIPTION: Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated.

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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East / West Intersection Improvement Program (Construction Program)
East / West Link Improvements (D&E Program)
MD 201 Extended / US 1, I-95 / I-495 to MD 198 (D&E Program)
MD 28/ MD 198, MD 97 to I-97 (D&E Program)

STATUS: Project Planning to restart during current fiscal year contingent upon developer agreement to pay for project planning. The preliminary engineering cost shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	1738	1737	IM
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	900	0	210	410	280	0	0	0	900	0
Engineering	4,966	0	0	0	0	2,483	2,483	0	4,966	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	5,866	0	210	410	280	2,483	2,483	0	5,866	0
Federal-Aid	4,106	0	147	287	196	1,738	1,738	0	4,106	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

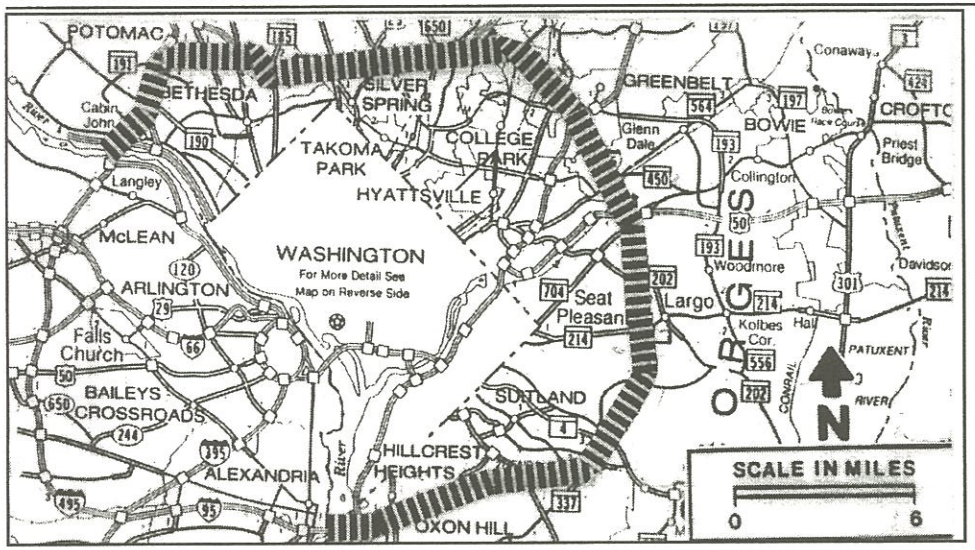
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 147,000

PROJECTED (2020) - 217,700

OPERATING COST IMPACT: N/A

STIP REFERENCE # 161105 12/01/2000



PROJECT: I-495 / I-95, Corridor Transportation Study

DESCRIPTION: Study to determine the feasibility of providing high occupancy vehicle lanes or other transit improvements, from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion. High occupancy vehicle lanes or other transit improvements would encourage more carpooling and transit use.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific or Location Not Determined
- [X] 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 (P.G. County - Construction Program)
I-95 / I-495, Woodrow Wilson Bridge (P.G. County - Construction Program)
MD 4, MD 223 to I-95 / I-495 (P.G. County - D&E Program)
MD 5, US 301 at T.B. to north of I-95 / I-495 (P.G. County - D&E Program)
I-495, ATMS Project (System Preservation Program)
I-95 / I-495, Corridor Transportation Study (MTA Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,225	2,946	1,200	1,579	500	0	0	0	3,279	0
Engineering	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	2,946	1,200	1,579	500	0	0	0	3,279	0
Federal-Aid	4,357	2,062	840	1,105	350	0	0	0	2,295	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

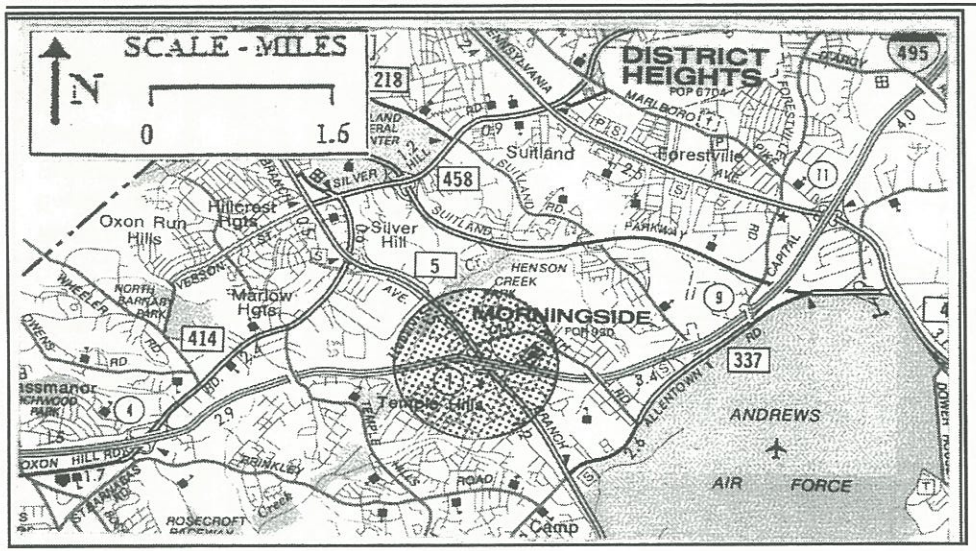
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 230,300

PROJECTED (2020) - 300,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 251053 12/01/2000 The estimated cost is for the entire project in Prince George's and Montgomery counties.



PROJECT: I-95 / I-495, Capital Beltway

DESCRIPTION: Study to improve access from MD 5 (Branch Avenue) and I-95 / I-495 to the proposed Branch Avenue Metro Station. Pedestrian / bicycle facilities will be included as appropriate.

JUSTIFICATION: The proposed Branch Avenue Metro Station is expected to increase 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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Green Line Extension Access Improvements (Construction Program)
MD 5, US 301 at T.B. to north of I-95 / I-495 (D&E Program)
I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

STATUS: Project Planning underway. Final Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	630	1260	910	0	0	CMAQ
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	749	716	33	0	0	0	0	0	33	0
Engineering	4,000	0	900	1,800	1,300	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	4,749	716	933	1,800	1,300	0	0	0	4,033	0
Federal-Aid	2,800	0	630	1,260	910	0	0	0	2,800	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

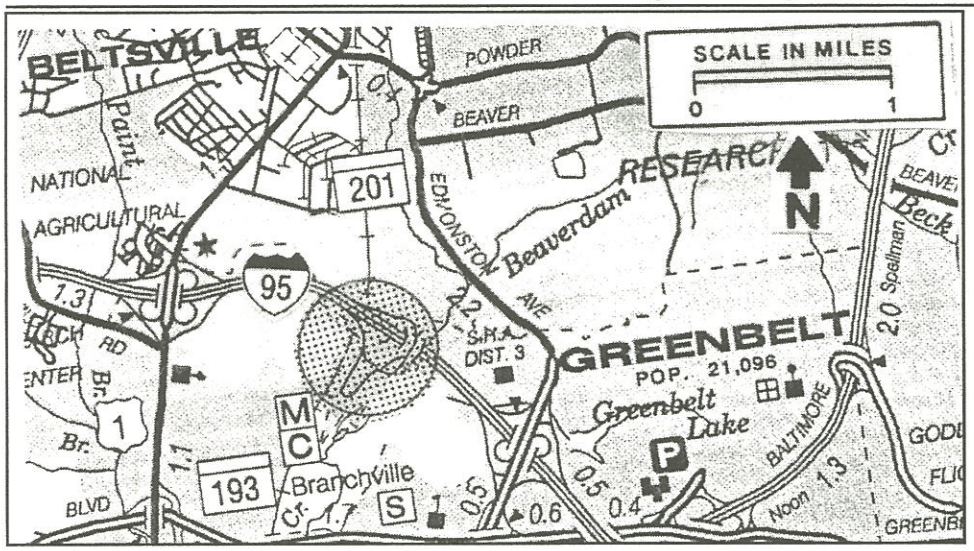
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 59,000 (MD 5)

PROJECTED (2020) - 100,000 (MD 5)

OPERATING COST IMPACT: N/A

STIP REFERENCE # 162162 12/01/2000



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 proposed development in the vicinity of the Greenbelt Metro Station.

SMART GROWTH STATUS:

- [ ] Project Not Location Specific or Location Not Determined
- [X] 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 (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	700	0	0	0	0	NHS
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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	0	400	400	200	0	0	0	1,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,000	0	400	400	200	0	0	0	1,000	0
Federal-Aid	700	0	280	280	140	0	0	0	700	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

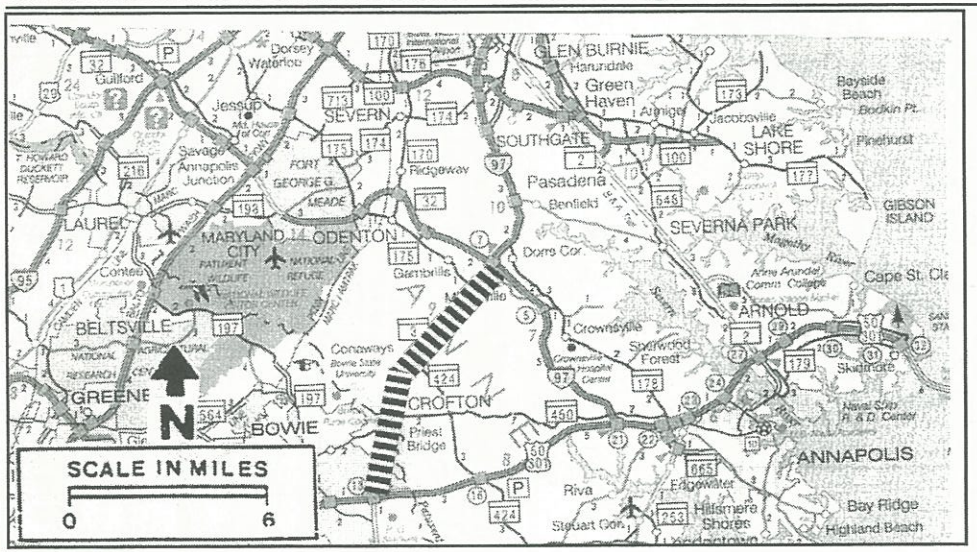
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 202,150

PROJECTED (2020) - 270,000

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.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 50, East of US 301 to west of MD 410 (Prince George's - Construction Program)
US 301, South Corridor Transportation Study (Prince George's - D&E Program)
US 301, North of Mount Oak Road to US 50 (Prince George's - D&E Program)
MD 450, Stonybrook Drive to west of MD 3 (Prince George's - D&E Program)

STATUS: Project Planning to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	771	0	0	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,102	0	0	331	440	331	0	0	1,102	0
Engineering	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	1,102	0	0	331	440	331	0	0	1,102	0
Federal-Aid	770	0	0	231	308	231	0	0	770	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

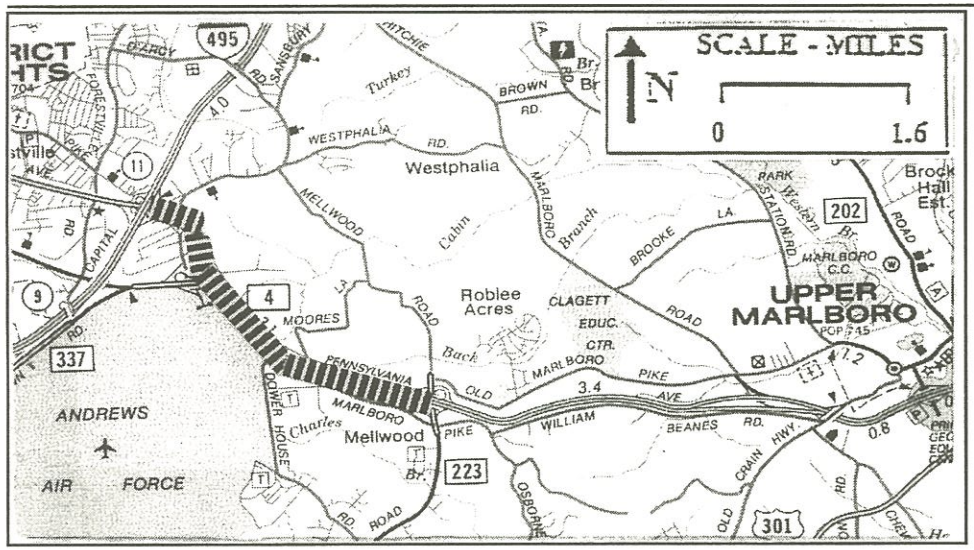
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 52,500

PROJECTED (2020) - 109,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # AA5032 12/01/2000 The estimated cost is for the entire project in Prince George's and Anne Arundel counties.



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).

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
- [X] 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 (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,610	1,610	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,610	1,610	0	0	0	0	0	0	0	0
Federal-Aid	1,127	1,127	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

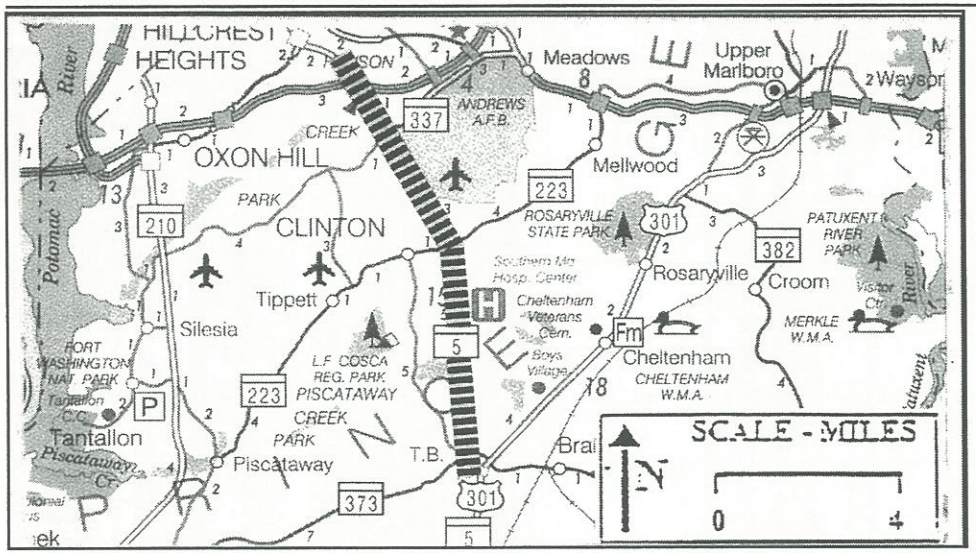
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 64,600

PROJECTED (2020) - 96,700

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.

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

ASSOCIATED IMPROVEMENTS:

MD 5, Interchange at MD 373 and Brandywine Road Relocated (D&E Program)
I-95 / I-495, Branch Avenue Metro Station Access Study (D&E Program)
US 301 South Corridor Transportation Study (D&E Program)
Intermodal Projects Implementation Program (TSO)
Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Planning funds shown are for performing environmental updates.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	327	317	10	0	0	0	0	0	10	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0
Right-of-way	8,373	8,373	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,419	10,409	10	0	0	0	0	0	10	0
Federal-Aid	6,531	6,531	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

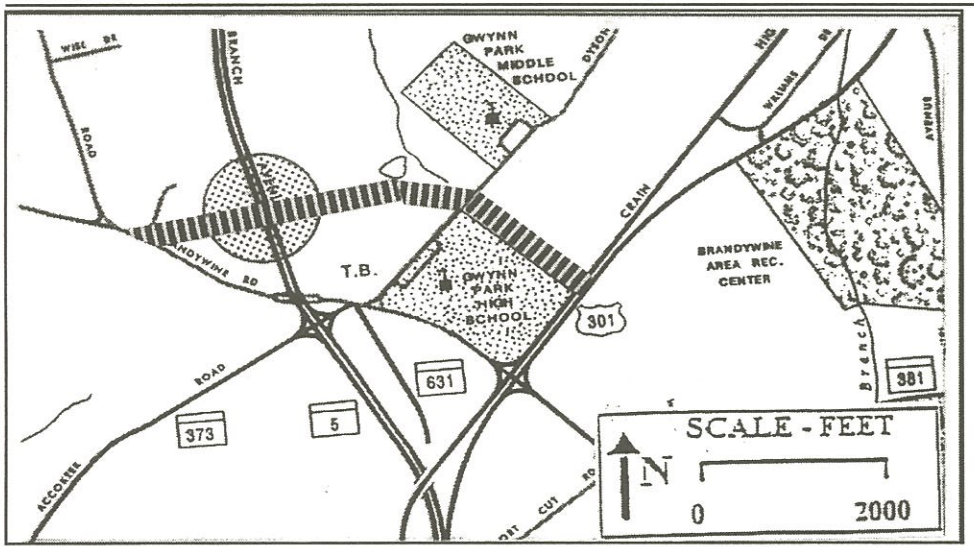
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 86,000

PROJECTED (2020) - 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 considered as part of this project.

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
- [X] 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 (D&E Program)
US 301, South Corridor Transportation Study (D&E Program)
Southern Maryland Mass Transportation Analysis (MTA)
Intermodal Projects Implementation Program (TSO)

STATUS: Final Engineering on hold pending an alignment decision on the proposed Prince George's County Spine Road in the Brandywine area.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	562	562	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	562	562	0	0	0	0	0	0	0	0
Federal-Aid	393	393	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

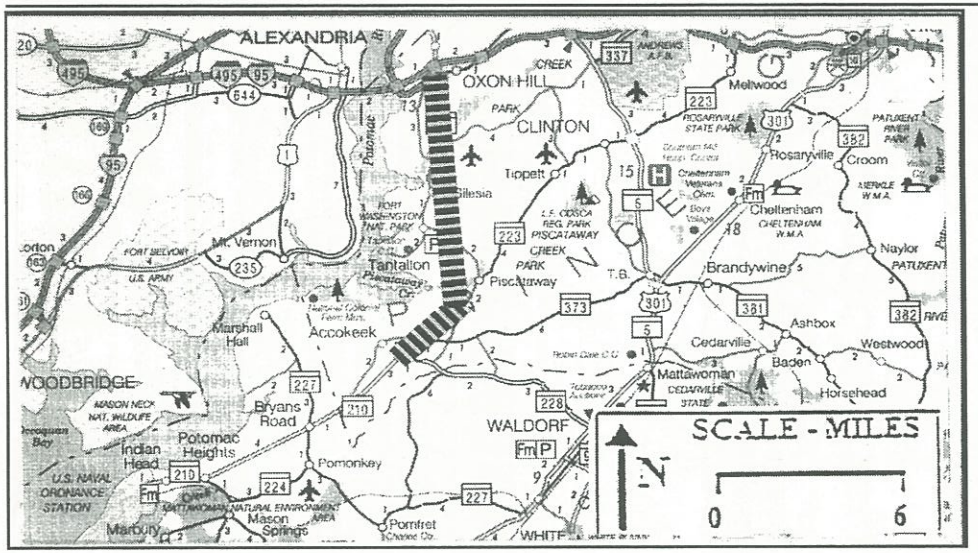
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 47,000

PROJECTED (2020) - 88,000

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.

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:

- [X] Project 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 (Construction Program)
MD 228, MD 210 to west of Mattawoman Creek (Construction Program)
I-95 / I-495, Woodrow Wilson Bridge (Construction Program)
I-95 / I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,800	1,173	427	200	0	0	0	0	627	0
Engineering	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	1,800	1,173	427	200	0	0	0	0	627	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

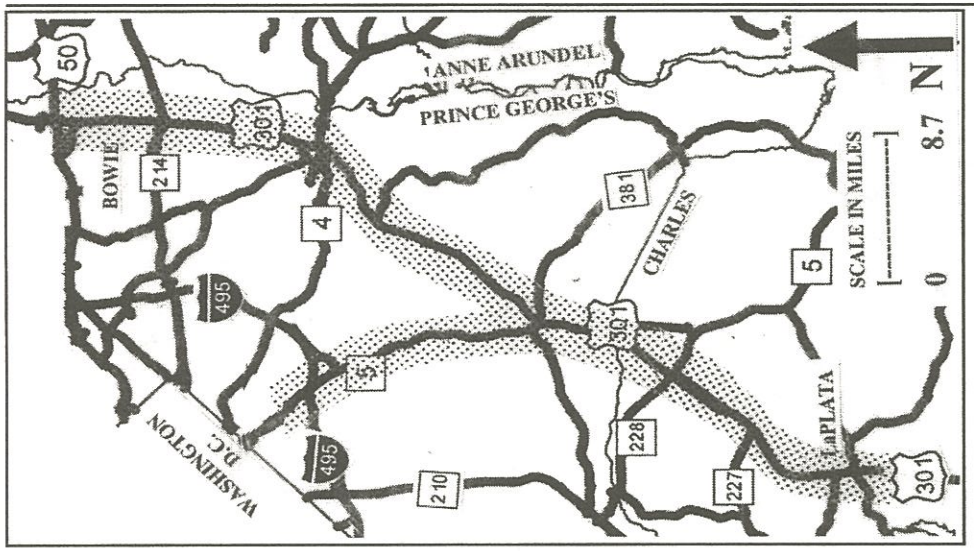
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 69,000

PROJECTED (2020) - 94,000

OPERATING COST IMPACT: N/A



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway / transit improvements 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:

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

ASSOCIATED IMPROVEMENTS:
Southern Maryland Mass Transportation Analysis (MTA)
US 301 Intermodal Implementation (In TSO)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 and Right-of-way corridor preservation underway, including planning for the Waldorf area.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Additional right-of-way funding for corridor preservation.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	12,716	8,855	2,500	1,361	0	0	0	0	3,861	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	34,893	14,353	2,000	100	4,610	4,610	4,610	4,610	20,540	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	47,609	23,208	4,500	1,461	4,610	4,610	4,610	4,610	24,401	0
Federal-Aid	8,235	5,532	1,750	953	0	0	0	0	2,703	0

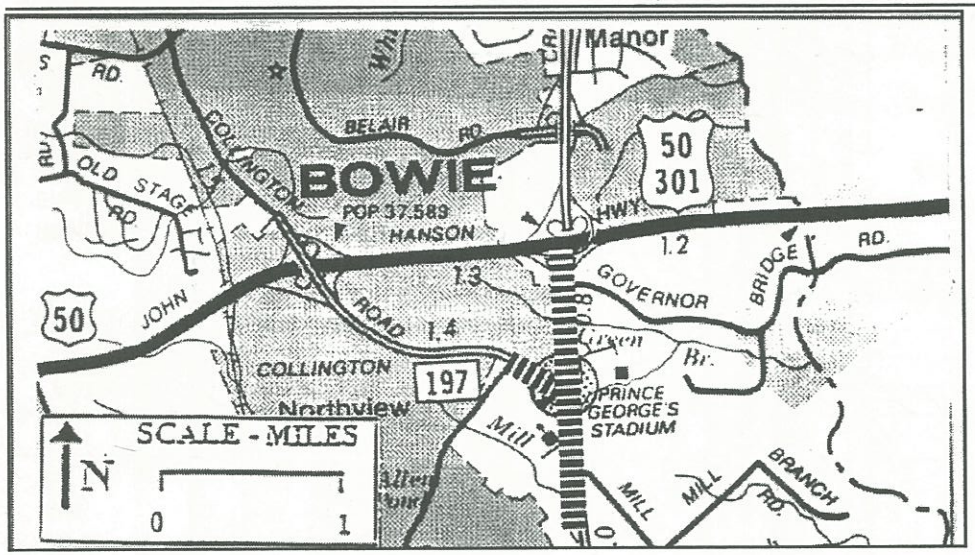
FUNCTION :
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 69,000

PROJECTED (2020) - 132,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 252053 12/01/2000 The estimated cost is for the entire project in Prince George's and Charles counties.



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles).

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
- [X] Project Within PFA
- [ ] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 50, east of US 301 to east of I-95 / I-495 (Construction Program)
US 301 South Corridor Transportation Study (D&E Program)
MD 3, US 50 to MD 32 (D&E Program)
Intermodal Projects Implementation Program (TSO)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	917	115	402	400	0	0	0	0	802	0
Engineering	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	917	115	402	400	0	0	0	0	802	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

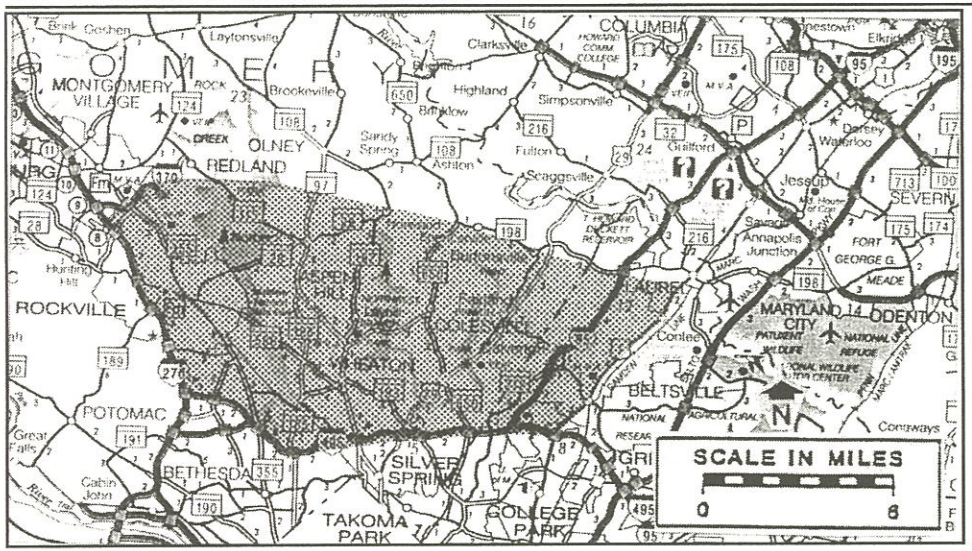
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 61,000

PROJECTED (2020) - 85,700

OPERATING COST IMPACT: N/A

STIP REFERENCE # 162167 12/01/2000



PROJECT: East-West Link Improvements

DESCRIPTION: Study to construct new east-west link improvements in Montgomery and Prince George's counties between I-370 and US 1.

JUSTIFICATION: East-west link improvements are needed to provide improved connectors to I-270 and I-95 and to support land use plans of both counties.

SMART GROWTH STATUS:

- [X] Project 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 (Construction Program)
I-95 / Contee Road Interchange (D&E Program)
MD 201 Extended / US 1, I-95 / I-495 to Contee Road (D&E Program)
US 29 Interchanges (Montgomery County - Construction and D&E Programs)
MD 28/ MD 198, MD97 to I-95 (D&E Program)

STATUS: Project Planning to begin in FY03.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: This project was delayed from FY02 to FY03 awaiting the outcome of County studies.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	746	746	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,066	0	0	0	1,033	1,033	0	0	2,066	0
Engineering	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	2,066	0	0	0	1,033	1,033	0	0	2,066	0
Federal-Aid	1,492	0	0	0	746	746	0	0	1,492	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

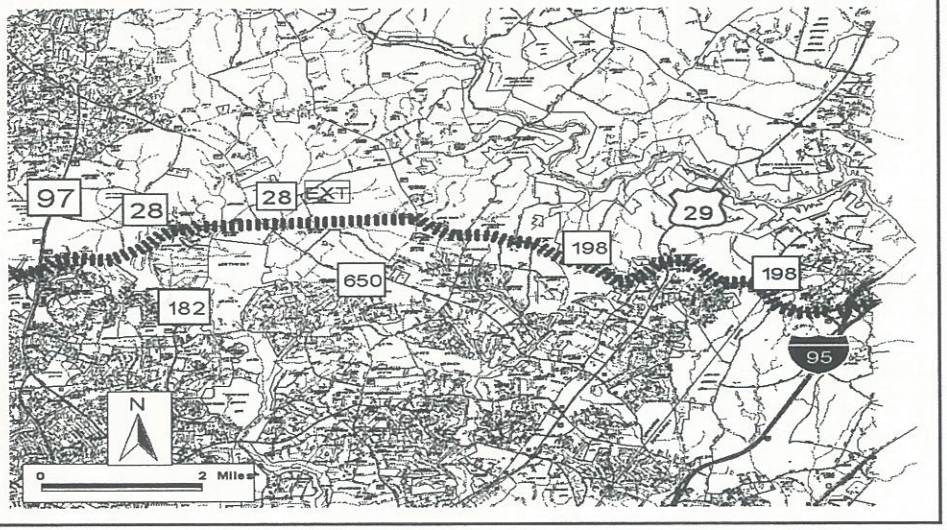
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - N/A

PROJECTED (2020) - 60,000 - 80,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 154320 12/01/2000 The estimated cost is for the entire project in Prince George's and Montgomery counties.



PROJECT: MD 28 (Norbeck Road) / MD 198 (Spencerville Road)

DESCRIPTION: Corridor study to consider capacity improvements in the MD 28 and MD 198 corridor in Montgomery and Prince George's counties (10.5 miles). Wide curb lanes will be included to accommodate bicycles. Sidewalks to be included where appropriate.

JUSTIFICATION: This project would accommodate travel in a safe and efficient manner 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
- [X] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

East-West Link Improvements (D&E Program)
East-West Intersection Improvement Program (Construction Program)
I-95 / Contee Road Interchange (D&E Program)
MD 201 Extended / US 1, I-95/I-495 to contee Road (D&E Program)
US 29 Interchanges (Montgomery County - D&E and Construction Programs)
MD 97 / MD 28 Interchange (D&E)

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,500	0	300	500	500	200	0	0	1,500	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,500	0	300	500	500	200	0	0	1,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

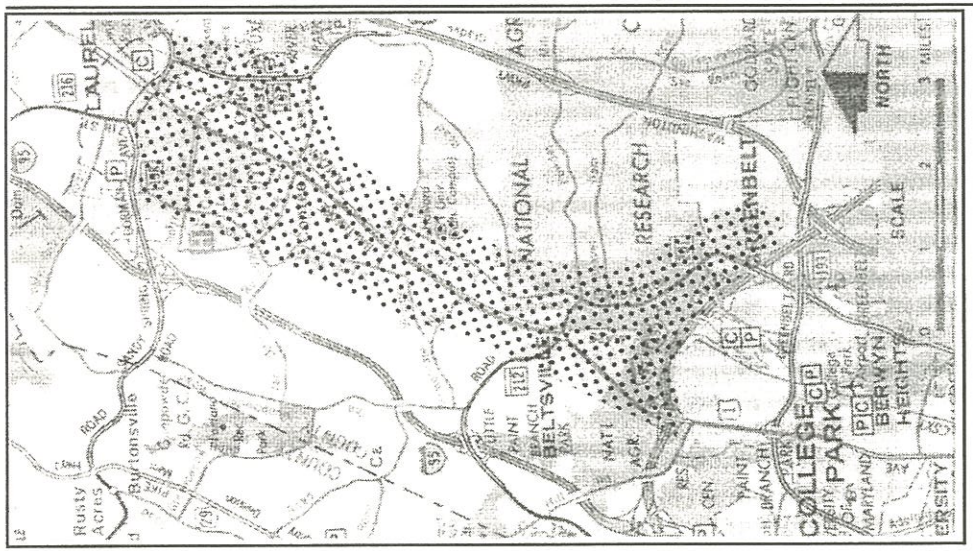
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 17,000 (MD28)
35,500 (MD198)

PROJECTED (2020) - 33,500 (MD 28)
46,000 (MD 198)

OPERATING COST IMPACT: N/A

STIP REFERENCE # MO8861 12/01/2000 The estimated cost is for the entire project in Prince George's and Montgomery counties.



PROJECT: MD 201 Extended (Kenilworth Avenue) / US 1

DESCRIPTION: Study 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:

- [X] Project 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 (Construction Program)
University of Maryland Arena Replacement Access Improvements (Construction Program)
East/West Link Improvements (D&E Program)
US 1, College Avenue to Sunnyside Avenue (D&E Program)
MD 28/ MD 198, MD 97 to I-95 (D&E Program)
MD 212Rel, US 1 to I-95 (Construction Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The interchange project at US 1/ MD 212 was combined with this project.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,966	1,247	1,080	639	0	0	0	0	1,719	0
Engineering	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	2,966	1,247	1,080	639	0	0	0	0	1,719	0
Federal-Aid	1,994	791	756	447	0	0	0	0	1,203	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

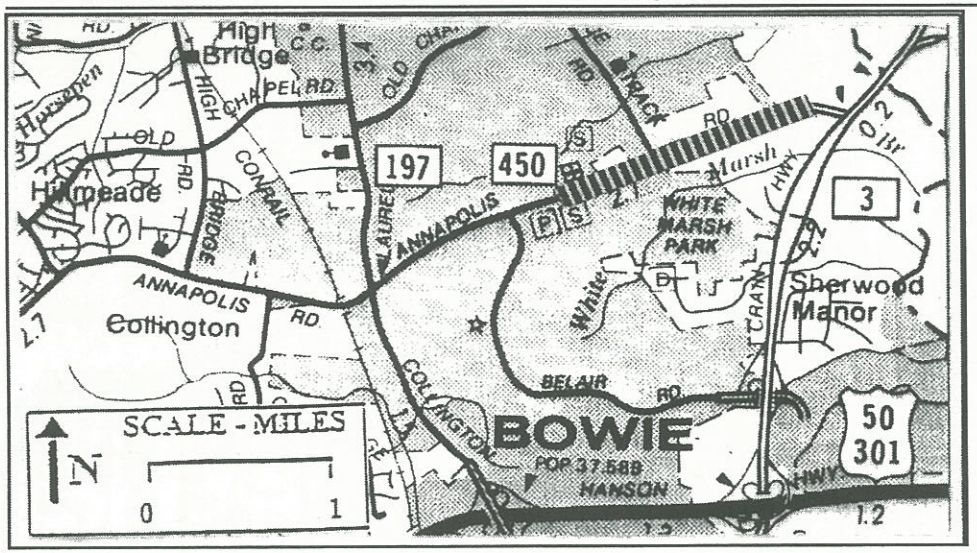
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 42,400

PROJECTED (2020) - 60,300

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). Wide curb lanes will accommodate bicycles. Sidewalks will be included as appropriate.

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
- [X] Project Within PFA
- [ ] Project Outside PFA; Subject to Exception
- [X] Grandfathered
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 450, Seabrook Road to MD 193 (Construction Program)
MD 450, MD 193 to Bell Station Road (Construction Program)
MD 450, East of Whitfield Chapel Road to Seabrook Road (Construction Program)
MD 450, Bell Station Road to Stonybrook Drive (Construction Program)
MD 3, US 50 to MD 32 (D&E Program)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,334	1,334	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

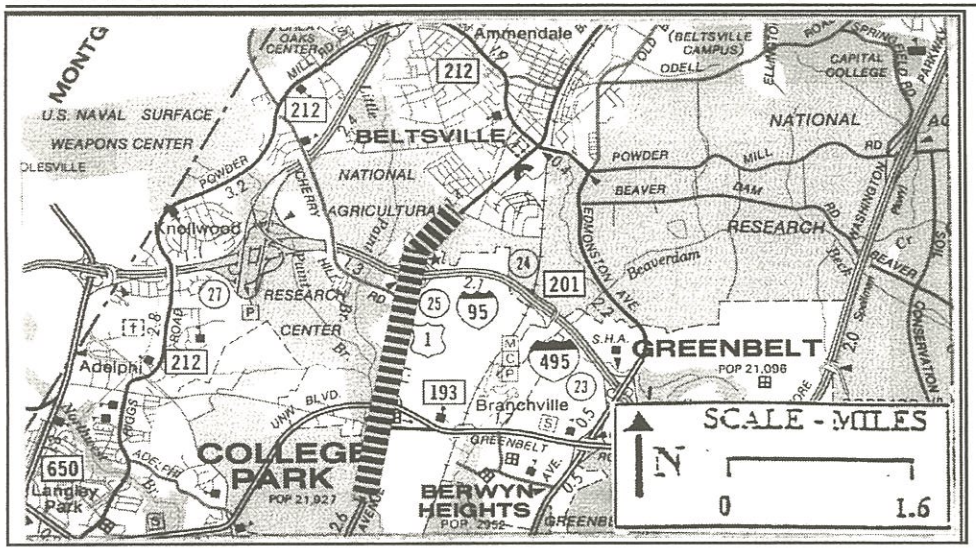
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 26,500

PROJECTED (2020) - 39,550

OPERATING COST IMPACT: N/A

STIP REFERENCE # 163300 12/01/2000



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 as 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
- [X] 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 (Construction Program)
University of Maryland Arena Replacement Access Improvements (Construction Program)
MD 201 Extended / US 1, I-95 / I-495 to MD 198 (D&E Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	753	364	289	100	0	0	0	0	389	0
Engineering	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	753	364	289	100	0	0	0	0	389	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 (1999) - 53,000

PROJECTED (2020) - 81,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 162169 12/01/2000



Queen Anne's

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 18C	Main Street/4-H Park Road; US 301 to MD 213; patch and resurface	321	Completed
2	MD 213	Commerce Street/Liberty Street; Bridge over Mill Stream Branch to limits of Centreville; patching	32	Completed
3	MD 304	Corsica Neck Road; Spider Web Road to Centreville; patching	15	Completed
		Safety/Spot Improvement		
4	US 50	Ocean Gateway; at Carmichael Road; modify crossover and extend acceleration/deceleration lanes on westbound roadway	170	Completed
		Neighborhood Conservation		
5	MD 18C	Main Street; Charity Lane to Wall Street in Queenstown; urban street reconstruct	317	Completed
		Sidewalks		
6	MD 300	Main Street; East of MD 837 to MD 313 in Sudlersville; retrofit sidewalks	10	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
7	US 301	Blue Star Memorial Highway; Bloomingdale Road to Queenstown; resurface southbound roadway	1,800	FY 2002
8	US 301	Blue Star Memorial Highway; Bloomingdale Road to north of MD 305; resurface southbound roadway	2,502	Under construction

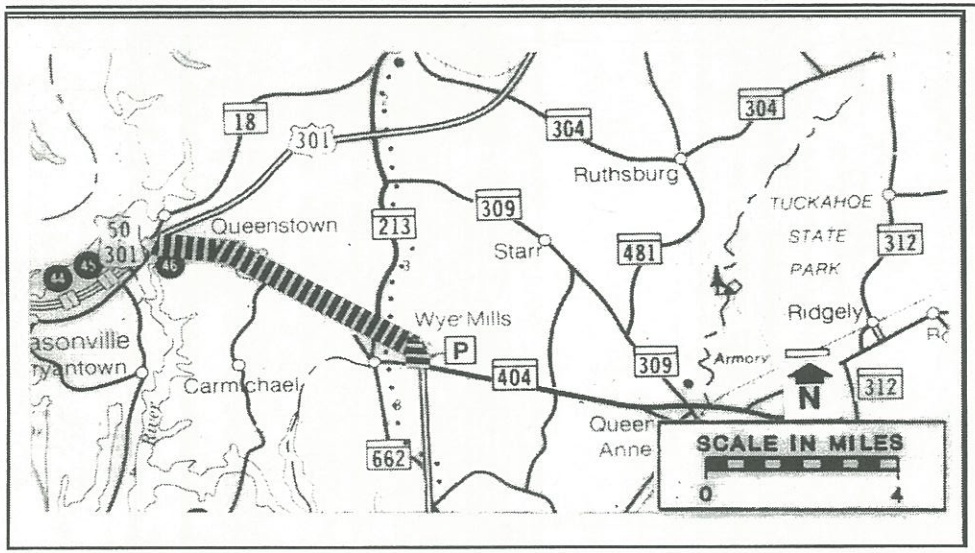
STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Safety/Spot Improvement		
9	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
10	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
11	US 301	Blue Star Memorial Highway; at MD 456; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns	213	FY 2002
12	US 301	Blue Star Memorial Highway; at MD 304; construct exit ramp from northbound US 301 to eastbound MD 304	520	FY 2002
		Neighborhood Conservation		
13	MD 18B	Main Street; Chester River Beach Road to Grasonville Elementary School; urban street reconstruct	2,619	FY 2001
14	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)	385	PE Underway
15	MD 213	Liberty Street and Commerce Street through Centreville; urban street reconstruct (Funded for preliminary concept studies only)	50	Concepts Underway
16	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 concept studies only) (Note: Project also shown in Caroline and Talbot Counties.)	109	Concepts Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Sidewalks		
17	MD 302	Barclay Road; 0.21 mile east of Dixon Tavern Road to 0.28 mile west of Busic Church Road in Barclay; remove and replace deteriorated and uneven existing sidewalk	13	FY 2001
18	MD 313	Main Street; New Post Office to MD 302 in Barclay; retrofit sidewalks on east side - 1,600 linear feet	59	FY 2001
		Access Controls		
19	US 50	Ocean Gateway; US 301 at Queenstown to MD 404; purchase right-of-way for access controls	400	Underway
		Enhancements		
		Preservation of Abandoned Railway Corridors		
20		Cross Island Trail Extension - Construction of extensions of the Cross Island Trail, 8,000 feet from State Street to Terrapin Nature Park, and 6,500 feet from Castle Marina Road to the Kent Narrows.	684	FY 2001



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to widen existing US 50 from US 301 at Queenstown to MD 404 to 6 lanes, acquire controls of access and replace at-grade intersections with interchanges. Shoulders will accommodate bicycle access.

JUSTIFICATION: This improvement is needed to provide increased capacity and improved safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 50, MD 404 to Choptank River, excluding Easton (System Preservation Program - Talbot County)
MD 404, US 50 to Denton Bypass (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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. Partial right-of-way acquisition to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added right-of-way funding.

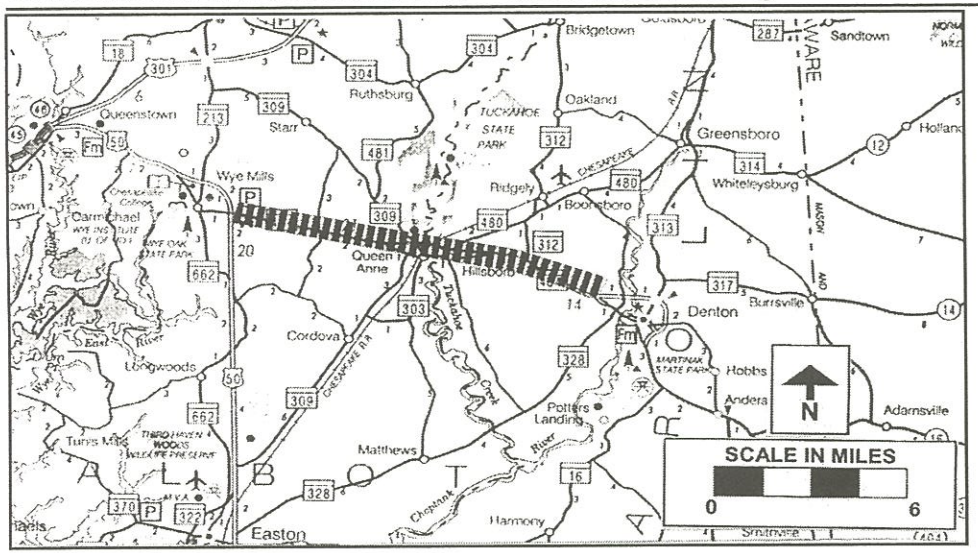
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,535	3,268	773	1,694	800	0	0	0	3,267	0
Right-of-way	16,692	4,492	1,700	300	5,100	5,100	0	0	12,200	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	24,784	9,317	2,473	1,994	5,900	5,100	0	0	15,467	0
Federal-Aid	5,840	3,553	541	1,186	560	0	0	0	2,287	0

FUNCTION :
STATE - Principal Arterial
FEDERAL - Principal Arterial
STATE SYSTEM : Primary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 36,725
PROJECTED (2020) - 57,000
OPERATING COST IMPACT: N/A

STIP REFERENCE # 172022 12/01/2000



PROJECT: MD 404, Shore Highway

DESCRIPTION: 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
- [ ] Project Outside PFA; Subject to Exception
- [X] Grandfathered
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 404, from Double Hills Road to east of MD 16 (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: A reevaluation of a previous project planning document to begin in FY03.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	206	0	0	103	103	0	0	0	206	0
Engineering	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	206	0	0	103	103	0	0	0	206	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :
STATE - Intermediate Arterial
FEDERAL - Principal Arterial
STATE SYSTEM : Primary

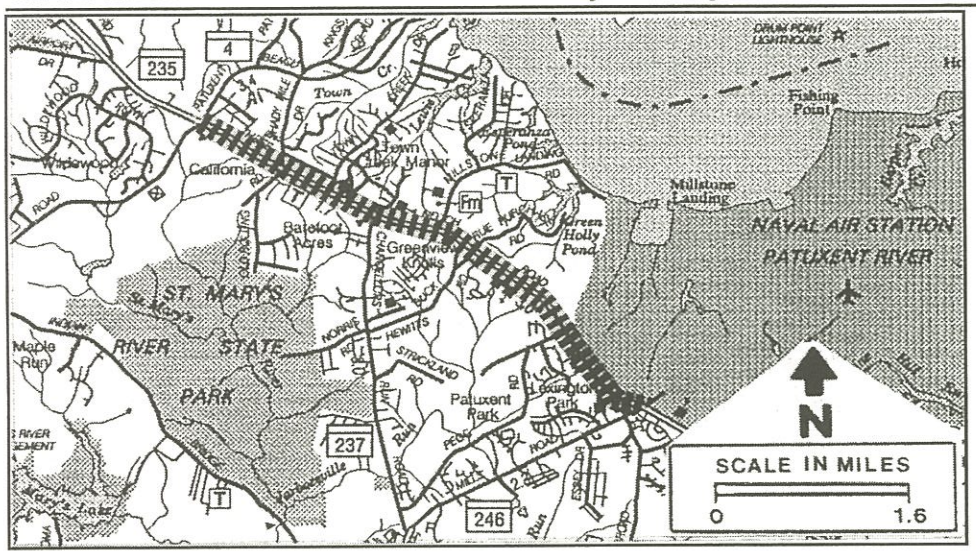
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 15,700
21,300 (Summer)
PROJECTED (2020) - 23,400
31,500 (Summer)

OPERATING COST IMPACT: N/A

STIP REFERENCE # TA0001 12/01/2000 The estimated cost is for the entire project in Queen Anne's, Caroline and Talbot counties.



St. Mary's



PROJECT: MD 235, Three Notch Road

DESCRIPTION: Upgrade MD 235 from MD 246 to MD 4 (4.70 miles). Includes sidewalks 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
- [X] Project Within PFA
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 237, Pegg Road to MD 235 (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	4821	1086	0	0	0	NHS
CO	10678	11175	1150	0	0	NHS

STATUS: Construction complete for shoulder upgrade and utilities. Construction underway for the roadway improvements for the sections from MD 4 to MD 237 and from MD 237 to Pegg Road. Construction to begin during current fiscal year for the section from Pegg Road to MD 246.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $3.3 million is based on a reduction in utility relocations.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,440	1,440	0	0	0	0	0	0	0	0
Engineering	5,439	5,189	250	0	0	0	0	0	250	0
Right-of-way	23,026	15,455	6,149	1,422	0	0	0	0	7,571	0
Construction	40,953	10,739	14,034	14,729	1,451	0	0	0	30,214	0
Total	70,858	32,823	20,433	16,151	1,451	0	0	0	38,035	0
Federal-Aid	49,465	20,532	15,498	12,284	1,151	0	0	0	28,933	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

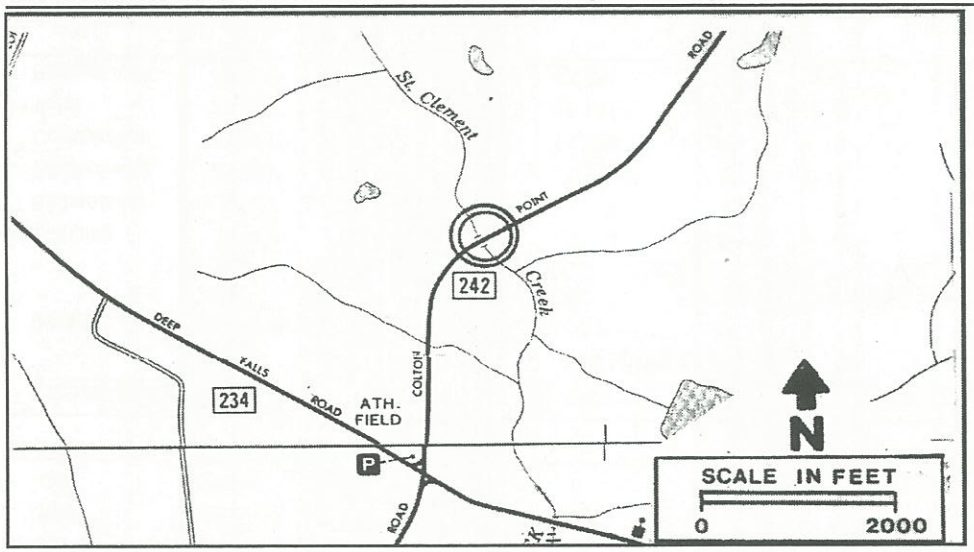
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 53,000

PROJECTED (2020) - 77,500

OPERATING COST IMPACT: $23,300 per year



PROJECT: MD 242, Colton Point Road

DESCRIPTION: Replace Bridge 18020 over St. Clement Creek. Includes shoulders for bicycles.

JUSTIFICATION: This bridge is a deteriorated timber structure, built in 1937, posted with weight restrictions of 52,000 pounds and is in need of replacement.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	97	97	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	774	179	595	0	0	0	0	0	595	0
Total	871	276	595	0	0	0	0	0	595	0
Federal-Aid	619	143	476	0	0	0	0	0	476	0

FUNCTION :

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 1,875

PROJECTED (2020) - 2,500

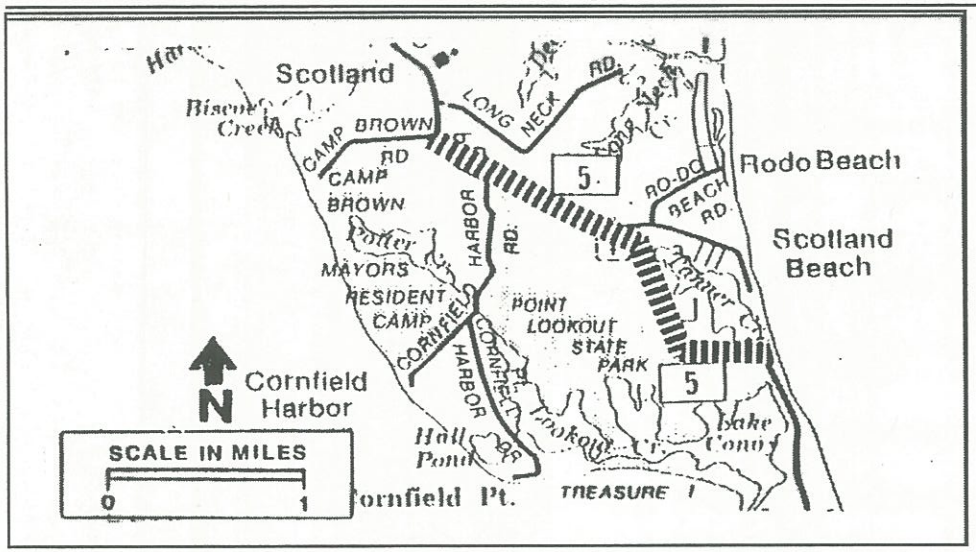
OPERATING COST IMPACT: N/A

STIP REFERENCE # 183063 12/01/2000

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Safety/Spot Improvement		
1	MD 5	Point Lookout Road; at MD 471/Flat Iron Road; intersection improvements and signalization	710	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
2	MD 235	Three Notch Road; North of MD 4 to MD 245; resurface southbound roadway	1,733	Under construction
		Safety/Spot Improvement		
3	MD 4	St. Andrews Church Road; at MD 5; channelization for left turns	415	FY 2001
4	MD 237	Chancellors Run Road; at Buck Hewitt Road; construct a bypass lane	220	FY 2002
5	MD 249	Piney Point Road; at St. George Island; drainage improvements	88	Under construction
		Neighborhood Conservation		
6	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.)	150	Concepts Underway
7	MD 246	Great Mills Road; Saratoga Drive to MD 235 in Lexington Park; streetscape (Funded for preliminary concept studies only)	50	Concepts Underway
		Sidewalks		
8	MD 5	Point Lookout Road; MD 246 to Bay Ridge Road in Great Mills; retrofit sidewalks	50	FY 2001



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen to provide shoulders from Camp Brown Road south to the causeway in Point Lookout State Park (2.30 miles). Shoulders will accommodate bicycles.

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	374	374	0	0	0	0	0	0	0	0
Engineering	808	166	315	237	90	0	0	0	642	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	1,182	540	315	237	90	0	0	0	642	0
Federal-Aid	565	116	220	166	63	0	0	0	449	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

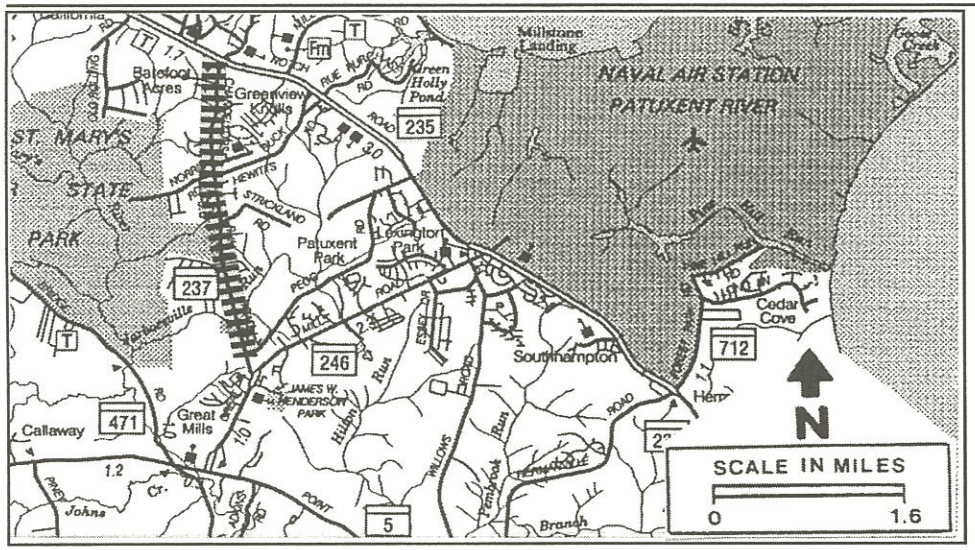
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 3,275 (Summer Peak)

PROJECTED (2020) - 3,600 (Summer Peak)

OPERATING COST IMPACT: N/A

STIP REFERENCE # 183061 12/01/2000



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). Includes sidewalks as 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
- [X] Project Within PFA
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 235, MD 246 to MD 4 (Construction Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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. Right-of-way for protective buying to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	747	747	0	0	0	0	0	0	0	0
Engineering	1,456	456	450	450	100	0	0	0	1,000	0
Right-of-way	1,440	0	0	120	120	400	400	400	1,440	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,643	1,203	450	570	220	400	400	400	2,440	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 (1999) - 14,600

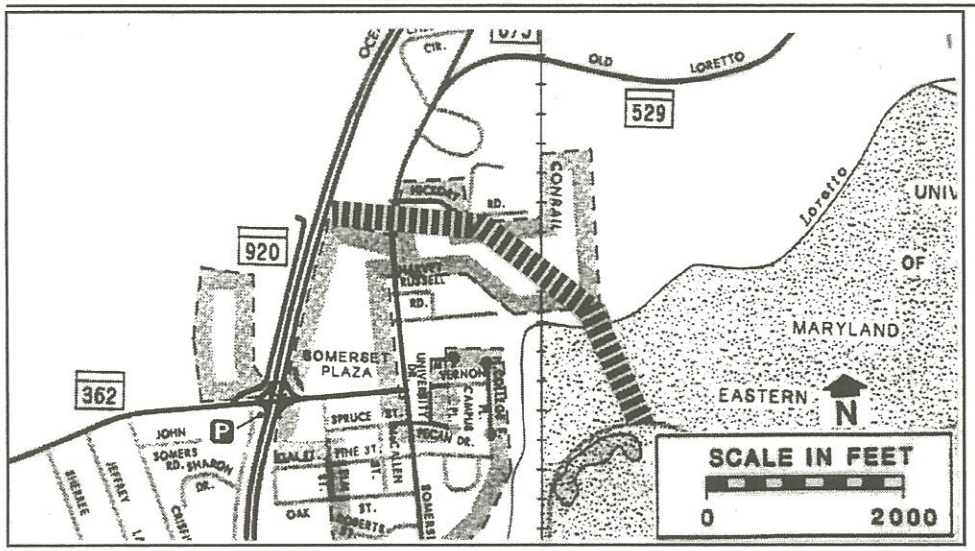
PROJECTED (2020) - 31,500

OPERATING COST IMPACT: N/A

STIP REFERENCE # 183053 12/01/2000



Somerset



PROJECT: MD 822, UMES Access Road

DESCRIPTION: Construct a new access road from US 13 to the University of Maryland Eastern Shore campus ring road (0.70 miles). Includes sidewalks and an off-road bike path.

JUSTIFICATION: The existing entrance to the UMES campus does not adequately serve as a main entrance. The new facility will provide direct access to the campus.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2192	1104	0	0	0	STP

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	606	606	0	0	0	0	0	0	0	0
Engineering	1,085	1,085	0	0	0	0	0	0	0	0
Right-of-way	3,032	2,615	417	0	0	0	0	0	417	0
Construction	4,068	9	2,700	1,359	0	0	0	0	4,059	0
Total	8,791	4,315	3,117	1,359	0	0	0	0	4,476	0
Federal-Aid	5,703	2,080	2,519	1,104	0	0	0	0	3,623	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 4,000 (MD 362)

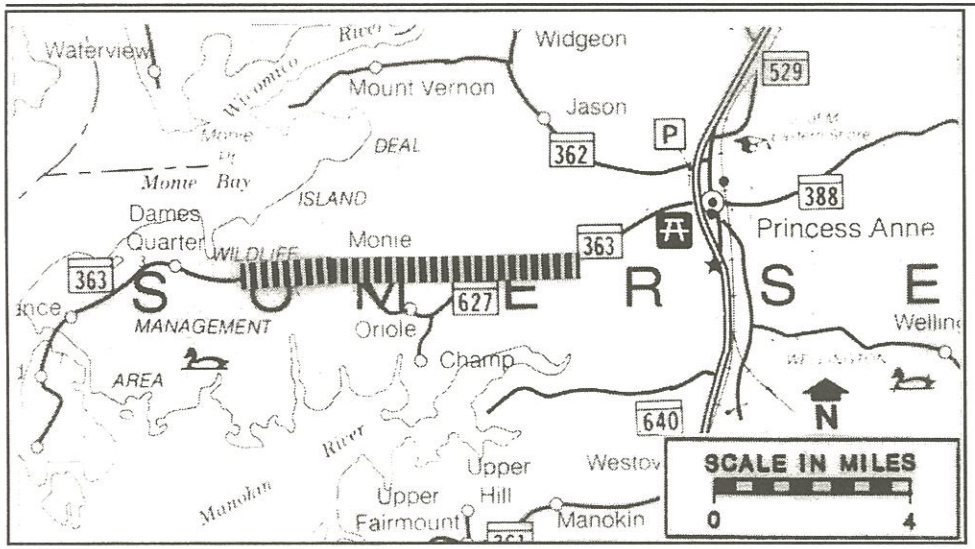
PROJECTED (2020) - 2,800 (MD 362)
4,750 (Rel)

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, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	US 13	Ocean Highway; (Southbound) .26 mile north of UMES Access Road to MD 675 and (Northbound) .48 mile north of spur to MD 920A to .26 mile north of spur from MD 675; resurface	195	Completed
2	US 13	Ocean Highway; MD 675 North to MD 675 South; resurface southbound roadway	1,158	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
3	US 13	Ocean Highway; South of MD 675 to the Wicomico County Line; resurface	850	FY 2002
		Enhancements		
		Landscaping/Scenic Beautification/Mitigation		
4		Princess Anne Streetscape - Install Brick Sidewalks Associated With Replacement and Widening of Sidewalks on MD 675 and Prince William Street in the Town of Princess Anne.	1,077	Underway



PROJECT: MD 363, Deal Island Road

DESCRIPTION: Study to upgrade existing MD 363 as a 2 lane highway from Halls Curve to St. Stephen (6.5 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
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	273	273	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	273	273	0	0	0	0	0	0	0	0
Federal-Aid	191	191	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 2,550

PROJECTED (2020) - 3,900

OPERATING COST IMPACT: N/A



Talbot

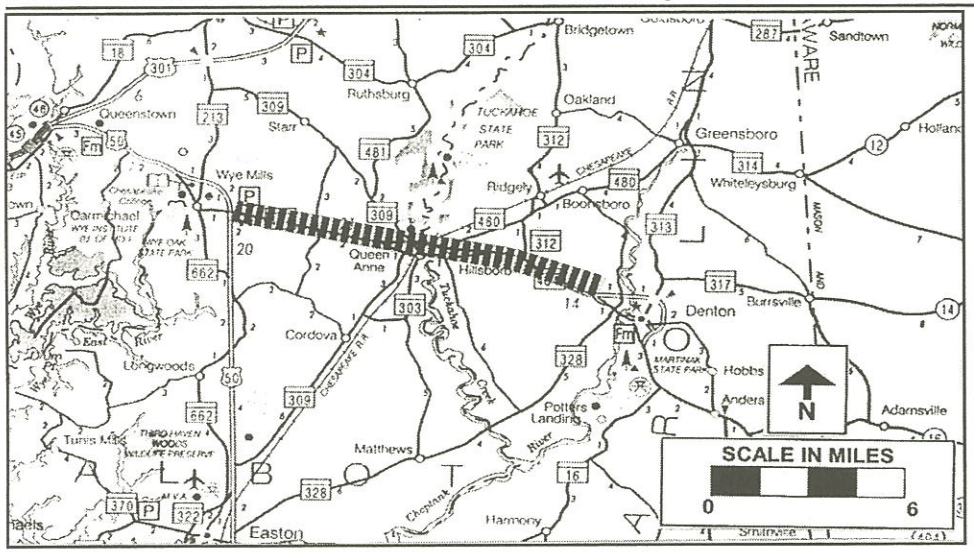
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 328	Matthewstown Road; US 50 to Lewistown Road; resurface	562	Completed
2	MD 331	Dover Road; Dover Bridge to June May Road; patch and resurface	316	Completed
		Neighborhood Conservation		
3	MD 33	Talbot Street; Entrance to Perry Cabin Park to 300 feet south of Trusty Street in St. Michaels; urban street reconstruct	240	Completed
		Sidewalks		
4	MD 303	Old Cordova Road; Park Avenue to railroad tracks in Queen Anne; retrofit sidewalks on north side	6	Completed
		Fiscal Years 2001 and 2002		
		Neighborhood Conservation		
5	MD 33	Talbot Street; Within the corporate limits of St. Michaels; urban street reconstruct (Funded for preliminary concept studies only)	118	Concepts Underway
6	MD 331	Dover Street; US 50 to end SHA maintenance in Easton; urban street reconstruct (Funded for preliminary engineering only) (Project is dependent upon road transfer.)	235	PE Underway
7	MD 333	Morris Street; The Strand Seth Street to South Morris Street in Oxford; urban street reconstruct (Funded for preliminary concept studies only)	100	Concepts Underway
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 concept studies only) (Note: Project also shown in Caroline and Queen Anne's Counties.)	109	Concepts Underway

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Access Controls		
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	400	Underway
		Enhancements		
		Preservation of Abandoned Railway Corridors		
10		Easton Rail-Trail Extension - Construction of a 1.4 mile extension of the trail from Chapel Road to Tanyard Branch in the Town of Easton.	208	FY 2001



PROJECT: MD 404, Shore Highway

DESCRIPTION: 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
- [X] Grandfathered
- [ ] Project Outside PFA; Subject to Exception
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 404, from Double Hills Road to east of MD 16 (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: A reevaluation of a previous project planning document to begin in FY03.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Development and Evaluation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	206	0	0	103	103	0	0	0	206	0
Engineering	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	206	0	0	103	103	0	0	0	206	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :
STATE - Intermediate Arterial
FEDERAL - Principal Arterial
STATE SYSTEM : Primary

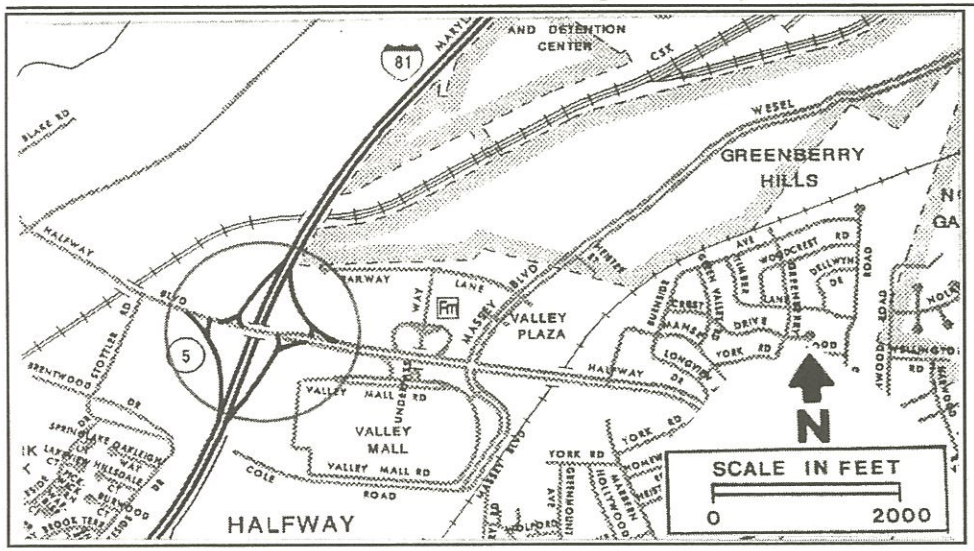
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 15,700
21,300 (Summer)
PROJECTED (2020) - 23,400
31,500 (Summer)

OPERATING COST IMPACT: N/A

STIP REFERENCE # TA0001 12/01/2000 The estimated cost is for the entire project in Talbot, Caroline and Queen Annes counties.



Washington



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Improve capacity at the I-81 / Halfway Boulevard interchange. Will include sidewalks as necessary.

JUSTIFICATION: This project will improve operations at an interchange that cannot adequately handle current and projected traffic volumes. The area in the vicinity of the interchange is planned for significant economic development.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3910	1912	0	0	0	IM

STATUS: Construction underway. The funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,671	1,671	0	0	0	0	0	0	0	0
Right-of-way	794	468	226	100	0	0	0	0	326	0
Construction	14,724	8,176	4,423	2,125	0	0	0	0	6,548	0
Total	17,189	10,315	4,649	2,225	0	0	0	0	6,874	0
Federal-Aid	14,788	8,712	4,086	1,990	0	0	0	0	6,076	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

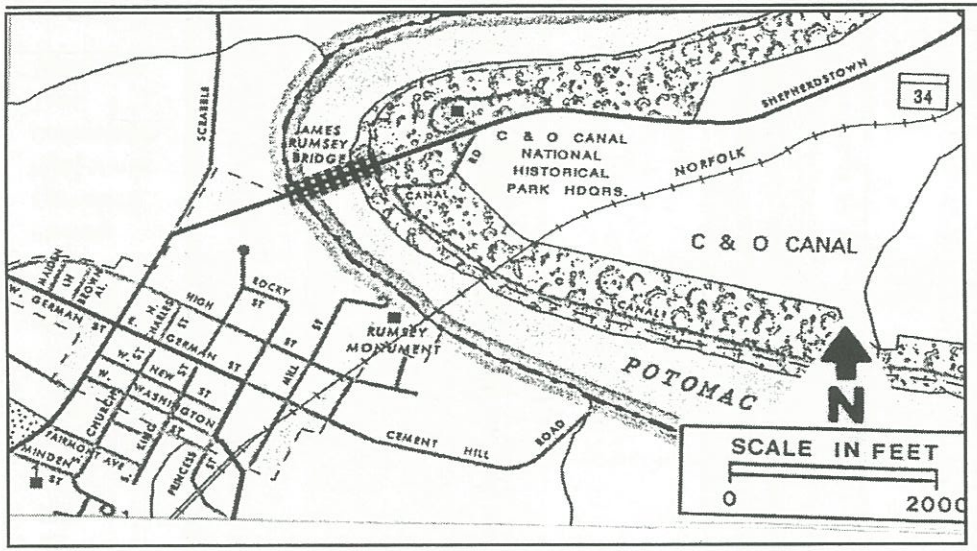
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 61,700 (I-81)
23,500 (Halfway)

PROJECTED (2020) - 75,000 (I-81)
49,000 (Halfway)

OPERATING COST IMPACT: N/A



PROJECT: MD 34, Shepherdstown Pike

DESCRIPTION: Replace Bridge 21002 over the Potomac River.

JUSTIFICATION: The existing steel truss bridge with concrete deck, built in 1938, is experiencing severe deterioration. The existing bridge is posted for 32 ton weight restriction.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	6424	0	0	0	0	BR

STATUS: Construction to begin during budget fiscal year by West Virginia. Project schedule is controlled by West Virginia. The funding shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the System Preservation Program based on scope of project changing from a bridge rehabilitation to a bridge replacement.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	410	5	300	105	0	0	0	0	405	0
Right-of-way	200	0	200	0	0	0	0	0	200	0
Construction	8,800	0	0	0	990	3,894	3,696	220	8,800	0
Total	9,410	5	500	105	990	3,894	3,696	220	9,405	0
Federal-Aid	6,711	4	210	74	723	2,843	2,698	159	6,707	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

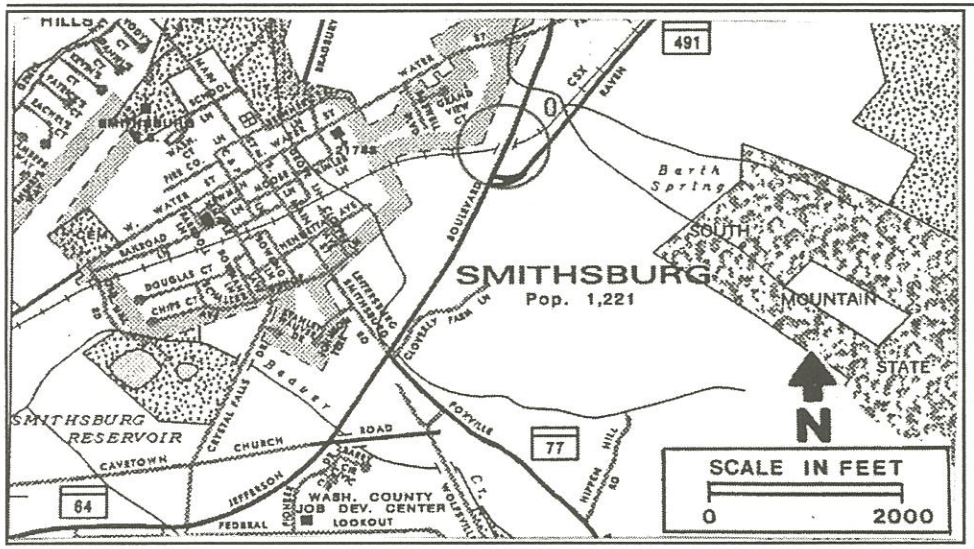
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 5,925

PROJECTED (2020) - 9,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 213169 12/01/2000



PROJECT: MD 64, Smithsburg Pike

DESCRIPTION: Replace Bridge 21059 over CSX. New shoulders will accommodate bicycles.

JUSTIFICATION: The existing three span steel bridge, built in 1959, is deteriorating and in poor condition and needs to be replaced for safety reasons.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	97	97	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,673	748	925	0	0	0	0	0	925	0
Total	1,770	845	925	0	0	0	0	0	925	0
Federal-Aid	1,338	598	740	0	0	0	0	0	740	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 6,125

PROJECTED (2020) - 9,000

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, 2000
		Fiscal Year 2000 Completions		
		Safety/Spot Improvement		
1	MD 77	Foxville Road; at Appalachian Court; drainage improvement	183	Completed
		Neighborhood Conservation		
2	US 40	Washington Street; Potomac Street to Cannon Avenue in Hagerstown; urban street reconstruct	1,154	Completed
		Streetscapes and Minor Reconstruction		
3	US 40	Cumberland Street; Western limits of Clear Spring to the eastern limits of Clear Spring; urban street reconstruct	1,074	Completed
		Traffic Management		
4	US 40	Washington Street; Nottingham Road to Cannon Avenue in Hagerstown; signal systemization	2,058	Completed
		Sidewalks		
5	US 11	Pennsylvania Avenue; at Fountaindale Elementary School in Hagerstown; retrofit sidewalks - 685 linear feet	11	Completed
		Enhancements		
		Pedestrian/Bicycle Facilities		
6		Washington Monument State Park - Landscaping and pedestrian walkways to provide access for the disabled.	91	Completed

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, 2000
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
7	US 40	Dual Highway; Cannon Avenue to I 70; resurface	1,223	Under construction
8	US 40	National Pike; MD 63 to Nottingham Road; resurface	1,400	FY 2002
9	MD 67	Rohrersville Road; Gapland Road to Marble Quarry Road; resurface	1,734	FY 2002
10	MD 67	Rohrersville Road; Marble Quarry Road to US 40 Alternate; resurface	1,283	FY 2002
11	I 68	National Freeway; 0.37 mile east of MD 144WB Bridge 21151 to I 70; resurface	1,546	Completed
12	I 70	Eisenhower Memorial Highway; 0.75 mile east of MD 615 to 0.28 mile east of MD 56; resurface westbound roadway	1,630	Completed
		Bridge Replacement/Rehabilitation		
13	I 70	Eisenhower Memorial Highway; East of Hagerstown to the Frederick County Line; deck overlays for seven bridges	2,788	Completed
		Safety/Spot Improvement		
14	US 40	Dual Highway; at Eastern Boulevard; bridge widening to provide left turn lane	2,066	Completed
15	US 40	National Pike; at MD 63; geometric improvements	900	FY 2002
16	MD 66	Mapleville Road; at Mt. Aetna Road; construct roundabout	515	FY 2002
17	MD 66	Mapleville Road; .09 mile south of San Mar Road to .09 mile north of Little Beaver Creek; realign roadway	800	FY 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

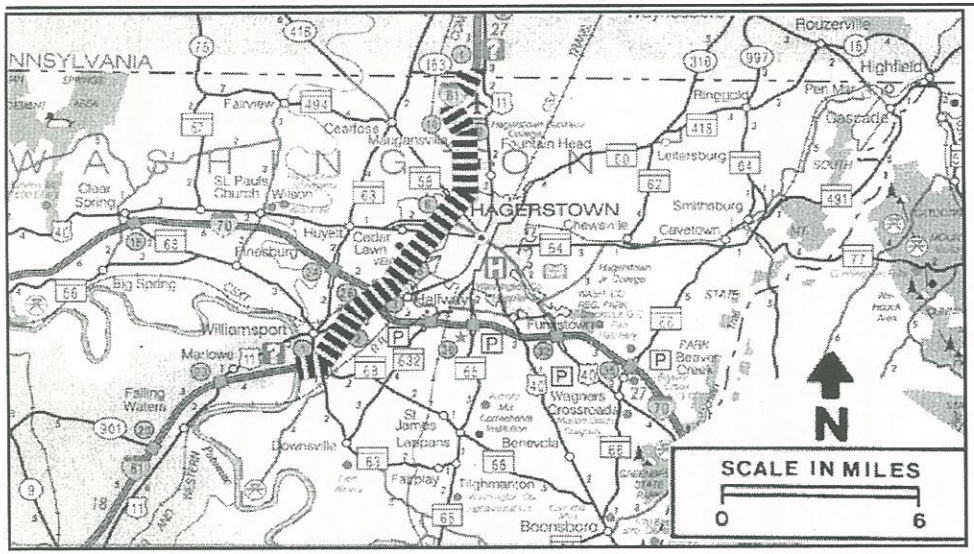
STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Neighborhood Conservation		
18	US 40	West Washington Street and Franklin Street; Walnut Street to Potomac Street in Hagerstown; urban street reconstruct	1,030	FY 2001
19	US 40 ALT	Main Street; Phases I & 2 - MD 68 to .05 mile west of MD 67 in Boonsboro; urban street reconstruct	4,283	Under construction
20	MD 144 WB	Main Street; Phase II - Church Street to Tollgate Road in Hancock; urban street reconstruct	2,266	FY 2002
21	MD 845A	Main Street; Within the corporate limits of Keedysville; urban street reconstruct (Funded for preliminary concept studies only)	175	Concepts Underway
		C.H.A.R.T. Projects		
22	I 70	Eisenhower Memorial Highway; MD 63 to MD 17; install dynamic traveler alert signs for advanced traffic management system (Note: Cost for entire project is shown in Washington and Frederick Counties.)	577	Completed
		Sidewalks		
23	US 40	Dual Highway; Cleveland Avenue to west of Eastern Boulevard in Hagerstown; retrofit sidewalks - 2,000 linear feet	100	FY 2001
24	US 40	Washington Avenue/Franklin Street; at various locations in Hagerstown; retrofit sidewalks - 2,100 linear feet	90	FY 2001
25	MD 65	Sharpsburg Pike; West Oakridge Drive to Downsville Road; retrofit sidewalks - 4,224 linear feet	106	FY 2001
		Intersection Capacity Improvements		
26	MD 65	Sharpsburg Pike; at Oakridge Drive; widen MD 65 to extend the length of left turn and right turn lanes southbound and channelization	847	FY 2002

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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Enhancements		
		Acquisition of Scenic Easements & Scenic/Historic Sites		
27		Civil War Site Preservation II - Acquisition of fee and easements of land associated with the Battles of South Mountain, Antietam, and Monocacy.	1,388	FY 2002
		Rehabilitation/Operation of Historic Transportation Structures		
28		C&O Canal Williamsport II - Stabilization of the Concocheague Aqueduct.	172	FY 2001
		Landscaping/Scenic Beautification/Mitigation		
29		Welcome to Washington County signs - Construction of two "Welcome to Washington County" signs, one each on westbound I-70 and eastbound I-68 at the County lines.	10	FY 2001
		Preservation of Abandoned Railway Corridors		
30		Western Maryland Rail/Trail - Construction of a 9.53 mile paved rail-trail conversion from Hancock to Long Hollow Bridge.	1,250	FY 2001



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (12.08 miles).

JUSTIFICATION: Existing I-81 is a 4 lane divided highway that experiences capacity constraints due to the heavy traffic volumes, much of which is truck traffic (approximately 28%). Projected residential and commercial development, particularly in the Hagerstown area, will further contribute to congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
I-81, Interchange at Halfway Boulevard (Construction Program)
Western Maryland North-South Corridor Study, (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	1085	0	0	0	NHS
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

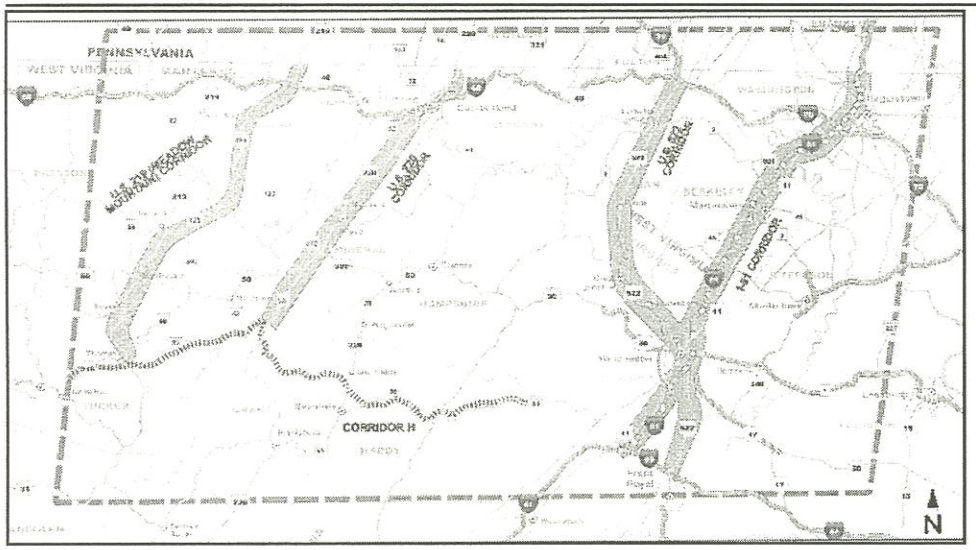
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,548	0	0	516	516	516	0	0	1,548	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,548	0	0	516	516	516	0	0	1,548	0
Federal-Aid	1,086	0	0	362	362	362	0	0	1,086	0

FUNCTION :
STATE - Principal Arterial
FEDERAL - Interstate
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 35,375 - 61,700

PROJECTED (2020) - 54,900 - 83,250

OPERATING COST IMPACT: N/A



PROJECT: Western Maryland North-South Corridor Study

DESCRIPTION: Conduct a multi-state study to identify a high priority north-south highway within Western Maryland, Virginia, West Virginia and Pennsylvania.

JUSTIFICATION: The need exists in Western Maryland to provide a major north-south highway of national significance to encourage and enhance economic development and interstate trade.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	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: A Pre-Project Planning study is underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Pennsylvania has elected to join the study.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	766	320	346	100	0	0	0	0	446	0
Engineering	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	766	320	346	100	0	0	0	0	446	0
Federal-Aid	536	224	242	70	0	0	0	0	312	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 1,275 - 63,100

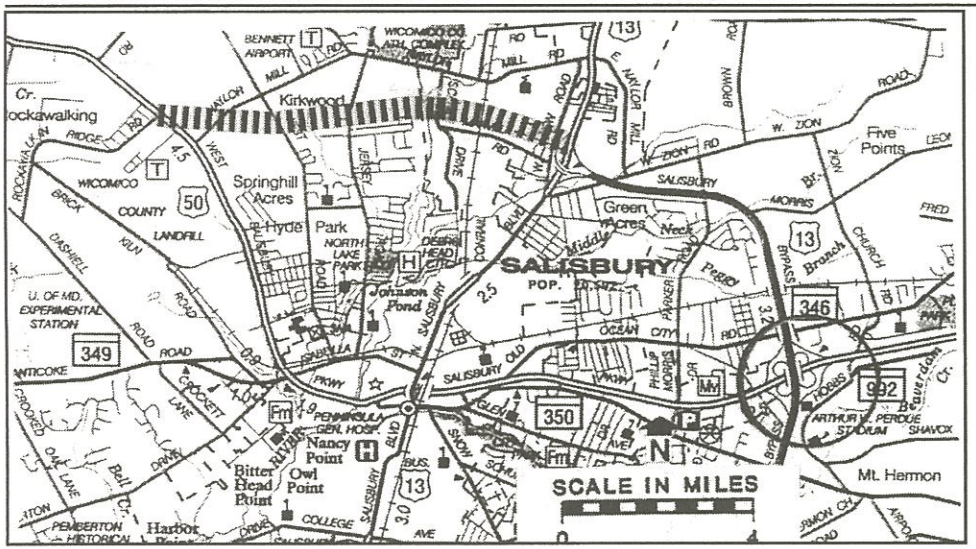
PROJECTED (2020) - 2,500 - 82,000

OPERATING COST IMPACT: N/A

STIP REFERENCE # 255194 12/01/2000 The estimated cost is for the entire project in Maryland, Virginia, West Virginia and Pennsylvania.



Wicomico



PROJECT: US 50 Relocated, Salisbury Bypass

DESCRIPTION: Construct a new 4 lane freeway from US 50 west of Salisbury to existing US 13, north of Salisbury, includes modifications to the existing US 50 / US 13 interchange (5.20 miles).

JUSTIFICATION: This improvement will complete the Salisbury Bypass and provide needed relief to existing US 50 through Salisbury. Existing US 50 is experiencing seasonal capacity problems and has several high accident sections and intersections.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 50, Vienna Bypass to Naylor Mill Road access controls (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	18701	18934	10422	0	0	NHS

STATUS: Final Engineering underway. Construction underway for the roadway segments from White Lowe Road to US 13. Construction to begin during current fiscal year for the interchange at US 13.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

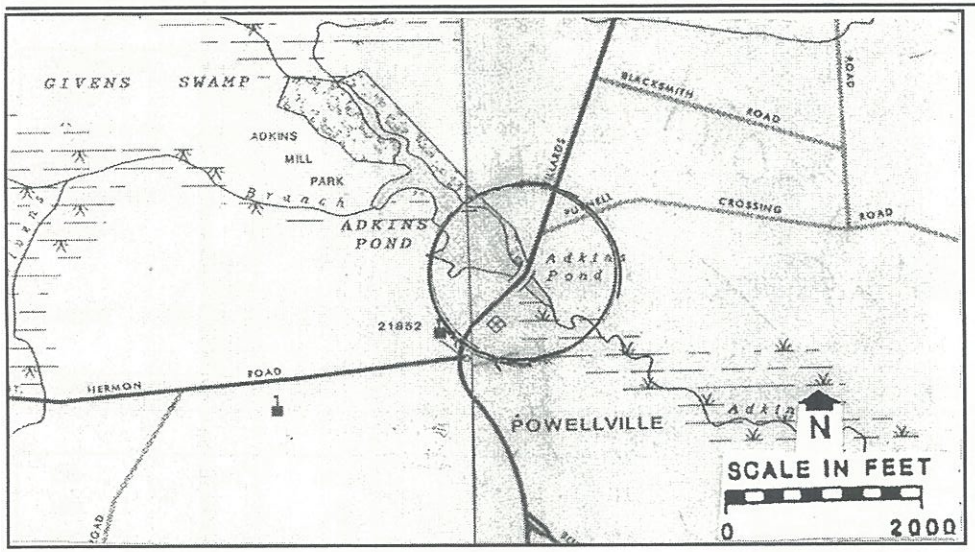
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	658	658	0	0	0	0	0	0	0	0
Engineering	9,504	9,391	113	0	0	0	0	0	113	0
Right-of-way	14,849	14,061	788	0	0	0	0	0	788	0
Construction	62,635	3,929	22,980	23,025	12,701	0	0	0	58,706	0
Total	87,646	28,039	23,881	23,025	12,701	0	0	0	59,607	0
Federal-Aid	69,321	20,689	19,276	18,934	10,422	0	0	0	48,632	0

FUNCTION :
STATE - Principal Arterial
FEDERAL - Principal Arterial
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (1999) - 31,300

PROJECTED (2020) - 28,850 (Relocated)
15,000 (Existing)

OPERATING COST IMPACT: $105,000 per year



PROJECT: MD 354, Powellville Road

DESCRIPTION: Replace Bridges 22019 and 22020 at Adkins Pond.

JUSTIFICATION: Both bridges are structurally deteriorated requiring posted weight restrictions.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	954	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	412	210	131	71	0	0	0	0	202	0
Right-of-way	36	0	5	31	0	0	0	0	36	0
Construction	1,307	0	0	771	536	0	0	0	1,307	0
Total	1,755	210	136	873	536	0	0	0	1,545	0
Federal-Aid	954	0	0	563	391	0	0	0	954	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

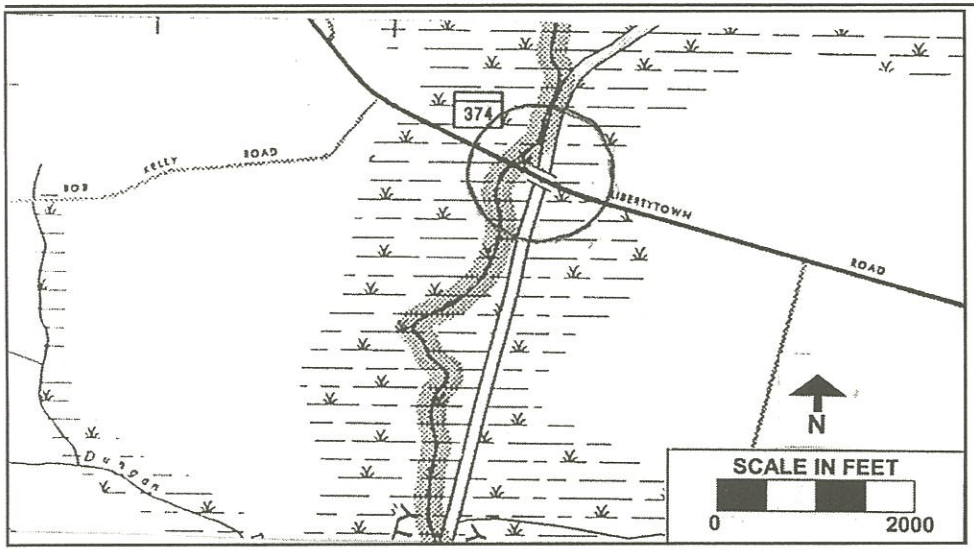
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 2,650

PROJECTED (2020) - 4,100

OPERATING COST IMPACT: N/A

STIP REFERENCE # 223071 12/01/2000



PROJECT: MD 374, Burbage Crossing Road

DESCRIPTION: Replace Bridge 23017 over Pocomoke River.

JUSTIFICATION: The existing timber bridge has deteriorated substructure and superstructure.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	892	0	0	0	0	BR

STATUS: Final Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,144	0	378	766	0	0	0	0	1,144	0
Total	1,144	0	378	766	0	0	0	0	1,144	0
Federal-Aid	892	0	294	598	0	0	0	0	892	0

FUNCTION :

STATE - Major Collector - Rural

FEDERAL - Major Collector - Rural

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 1,425

PROJECTED (2020) - 2,200

OPERATING COST IMPACT: N/A

STIP REFERENCE # 233125 12/01/2000 The estimated cost is for the entire project in Wicomico and Worcester counties.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

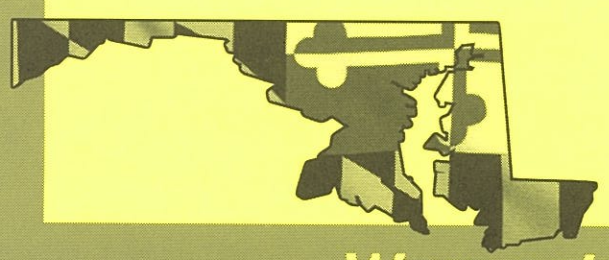
STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 12	Snow Hill Road; Johnson Road to Airport Road; resurface	600	Completed
2	US 13	Ocean Highway; Leonard Mill Road to the Delaware State Line; resurface northbound roadway	575	Completed
3	US 13	Salisbury Bypass; Northbound - 0.13 mile south of Meadow Bridge Road to 0.09 mile south of MD 513 and Southbound - 0.13 mile south of Meadow Bridge Road to ramp to MD 513; resurface	79	Completed
4	US 50	Ocean Gateway; MD 731A/Marsh Road to Barron Creek; resurface	1,056	Completed
5	US 50	Ocean Gateway; Dorchester County Line to MD 731C (Old Bradley Road); resurface eastbound roadway	129	Completed
6	MD 346	Old Ocean City Road; Walston Switch Road to vicinity of Rounds Road; resurface	510	Completed
7	MD 513	East Cedar Lane; US 13 Business to North Division Street; resurface	97	Completed
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
8	US 50	Ocean Gateway; Barren Creek to White Lowe Road; resurface westbound roadway	1,548	Under construction
9	MD 346	Old Ocean City Road; Vicinity of Rounds Road to Worcester County Line; resurface	1,077	Under construction
		Bridge Replacement/Rehabilitation		
10	US 13	Ocean Highway; Bridge 22002 over Leonards Mill Pond; bridge rehabilitation (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2003)	400	

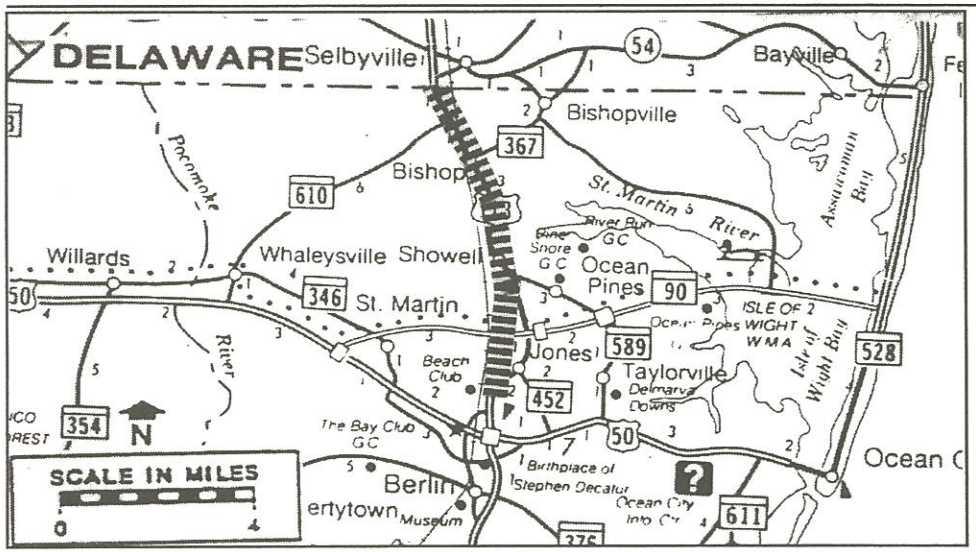
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Neighborhood Conservation		
11	US 13 BUS	Salisbury Boulevard; South of Bateman Street to Zion Road in Salisbury; urban street reconstruct (Funded for preliminary concept studies only)	450	Concepts Underway
12	MD 347	Quantico Road; Bridge 22014 over Quantico Creek to south of Athol Road; urban street reconstruct and drainage	1,500	FY 2001
		Sidewalks		
13	MD 347	North Main Street; East of Culver Street to limits of Hebron; retrofit sidewalks - 1,800 linear feet	30	Under construction
14	MD 675B	Bi-State Boulevard; MD 54 to Pine Street in Delmar; retrofit sidewalks	99	FY 2001
		Access Controls		
15	US 50	Ocean Gateway; Vienna Bypass to Naylor Mill Road; purchase right-of-way for access controls	400	Underway
		Enhancements		
		Pedestrian/Bicycle Facilities		
16		Northeast Collector Road Bike Path (Segment 1) - Construction of a 0.5 mile bike path along the proposed Northeast Collector Road from MD 346 to Middle Neck Road.	168	FY 2002



Worcester



PROJECT: US 113, Worcester Highway

DESCRIPTION: Construct US 113 as a 4 lane divided highway north of US 50 to the Delaware State Line (8.43 miles). Includes access control improvements.

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

ASSOCIATED IMPROVEMENTS:
US 113, US 113 Business to south of Berlin (D&E Program)

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	1339	759	915	0	0	NHS
CO	5290	14491	0	0	0	NHS/HPP

STATUS: Final Engineering and Right-of-way underway for the segments north of MD 589. The segment from US 50 to MD 589 is open to service. Construction for the segment from MD 589 to the Delaware State Line to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The cost decrease of $6.5 million is due to a low bid price and the use of the design build method on the northern section. The segment from Jarvis Road to the Delaware State Line was advanced from FY03 to FY02.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,642	2,642	0	0	0	0	0	0	0	0
Engineering	4,179	3,529	600	50	0	0	0	0	650	0
Right-of-way	9,563	5,409	1,854	1,050	1,250	0	0	0	4,154	0
Construction	55,569	12,800	6,677	18,620	17,472	0	0	0	42,769	0
Total	71,953	24,380	9,131	19,720	18,722	0	0	0	47,573	0
Federal-Aid	52,190	15,254	6,980	15,285	14,671	0	0	0	36,936	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

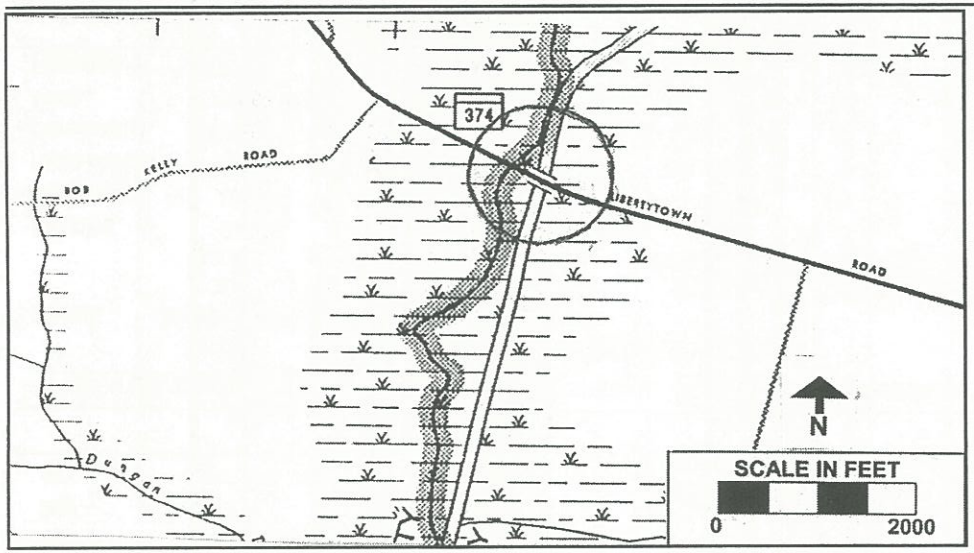
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 8,715 - 12,825

PROJECTED (2020) - 10,125 - 20,000
13,625 - 30,350 (summer)

OPERATING COST IMPACT: $21,000 per year



PROJECT: MD 374, Burbage Crossing Road

DESCRIPTION: Replace Bridge 23017 over Pocomoke River.

JUSTIFICATION: The existing timber bridge has deteriorated substructure and superstructure.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	892	0	0	0	0	BR

STATUS: Final Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,144	0	378	766	0	0	0	0	1,144	0
Total	1,144	0	378	766	0	0	0	0	1,144	0
Federal-Aid	892	0	294	598	0	0	0	0	892	0

FUNCTION :

STATE - Major Collector - Rural

FEDERAL - Major Collector - Rural

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 1,425

PROJECTED (2020) - 2,200

OPERATING COST IMPACT: N/A

STIP REFERENCE # 233125 12/01/2000 The estimated cost is for the entire project in Worcester and Wicomico counties.

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, 2000
		Fiscal Year 2000 Completions		
		Resurface/Rehabilitate		
1	MD 12	Snow Hill Road; North of Spring Hill Branch to 0.41 mile south of Blackberry Lane; resurface	113	Completed
2	US 13	Ocean Highway; Virginia State Line to Pocomoke River Bridge; resurface northbound roadway	1,584	Completed
3	US 13 BUS	Market Street; US 13 to Somerset County Line; resurface	223	Completed
4	US 113	Worcester Highway; US 50 to Deer Park Road; resurface	191	Completed
5	MD 528	Coastal Highway; Delaware State Line to 26th Street; resurface	729	Completed
6	MD 589	Racetrack Road; 0.51 mile north of Taylorville Lane to 0.21 mile south of Wheeling Lane; resurface	301	Completed
		Safety/Spot Improvement		
7	US 50	Ocean Gateway; at MD 611, MD 707 and Golf Course Road; intersection improvements	2,459	Completed
8	US 113	Worcester Highway; at various intersections from Snow Hill to Berlin; construct left turn lanes and acceleration/deceleration lanes	710	Completed
		Enhancements		
		Pedestrian/Bicycle Facilities		
9		Ocean City Boardwalk Phase II - Widen boardwalk from Somerset Street to South First Street to 28 feet, with 40 foot intersections and a separate bicycle and tramway.	960	Completed

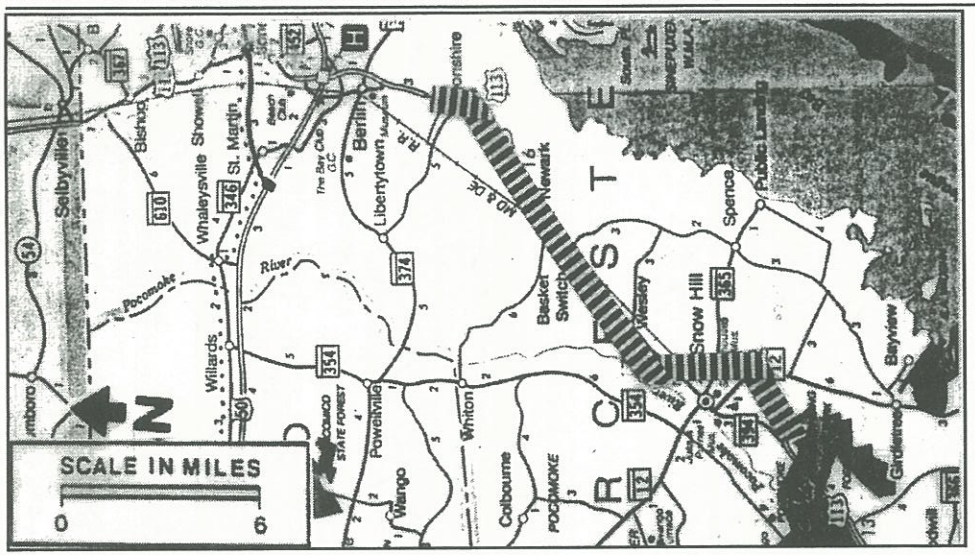
STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2000
		Fiscal Years 2001 and 2002		
		Resurface/Rehabilitate		
10	MD 528	Philadelphia Avenue; 9th Street to North First Street; resurface	343	FY 2002
		Safety/Spot Improvement		
11	US 113	Worcester Highway; at Cedartown Road, Porters Crossing Road, Basket Switch Road and Croppers Island Road; widen at intersections to provide left turn lanes	1,000	FY 2002
		Neighborhood Conservation		
12	MD 528	Philadelphia Avenue/South First Street; US 50/North Division Street to Baltimore Avenue in Ocean City; urban street reconstruct (Funded for preliminary engineering only)	470	PE Underway
13	MD 528	Philadelphia Avenue; 9th Street to 26th Street in Ocean City; urban street reconstruct	6,274	Under construction
		Sidewalks		
14	MD 394	Market Street; Limits of Snow Hill to Dighton Road; retrofit sidewalks - 5,130 linear feet	34	FY 2001
		Access Controls		
15	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	500	FY 2002
		Intersection Capacity Improvements		
16	MD 90	Ocean City Expressway; at MD 528 (Coastal Highway); construct "Signal Ahead" beacon on eastbound approach, provide additional left turn lane on eastbound MD 90	442	FY 2002

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, 2000
		Fiscal Years 2001 and 2002 (cont'd)		
		Enhancements		
		Acquisition of Scenic Easements & Scenic/Historic Sites		
17		Assateague Island Parks Gateway - Acquisition of scenic easements along MD 611 from MD 376 to South Shore Road.	300	FY 2001



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway from US 113 Business south of Snow Hill to south of Berlin (13.12 miles). Will include access control improvements and 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
- [ ] Project Outside PFA; Subject to Exception
- [X] Grandfathered
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 113, north of US 50 to Delaware State Line (Construction Program)
US 113, access control improvements (System Preservation Program)
US 113, various intersections improvements from Snow Hill to Berlin (System Preservation Program)

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	350	700	700	700	490	NHS
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,318	118	500	1,000	1,000	1,000	700	0	4,200	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	4,318	118	500	1,000	1,000	1,000	700	0	4,200	0
Federal-Aid	3,023	83	350	700	700	700	490	0	2,940	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (1999) - 5,375 - 9,075

PROJECTED (2020) - 5,000 - 12,000
7,000 - 30,300 (summer)

OPERATING COST IMPACT: N/A

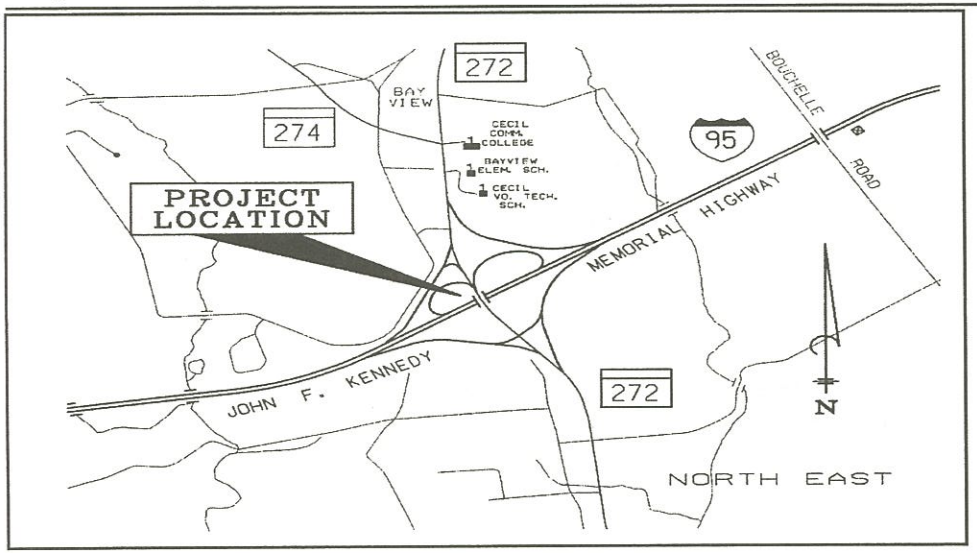
STIP REFERENCE # 232084 12/01/2000



Maryland Transportation Authority

MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	SIX-YEAR TOTAL
Construction Program							
Major Projects	27.0	38.1	52.1	49.7	11.7	-	178.6
System Preservation Minor Projects	57.7	92.8	69.6	78.7	81.7	57.0	437.5
Development & Evaluation Program	2.2	1.2	1.3	1.3	1.3	1.3	8.6
TOTAL	86.9	132.1	123.0	129.7	94.7	58.3	624.7



PROJECT: John F. Kennedy Memorial Highway

DESCRIPTION: Reconstruct I-95 and MD 272 Interchange-Partial Cloverleaf.

JUSTIFICATION: This reconstruction will improve safety and capacity of the interchange by eliminating existing left turns from the I-95 Southbound ramp to Southbound MD 272 and the Northbound MD 272 ramp to Southbound I-95.

STATUS: Complete

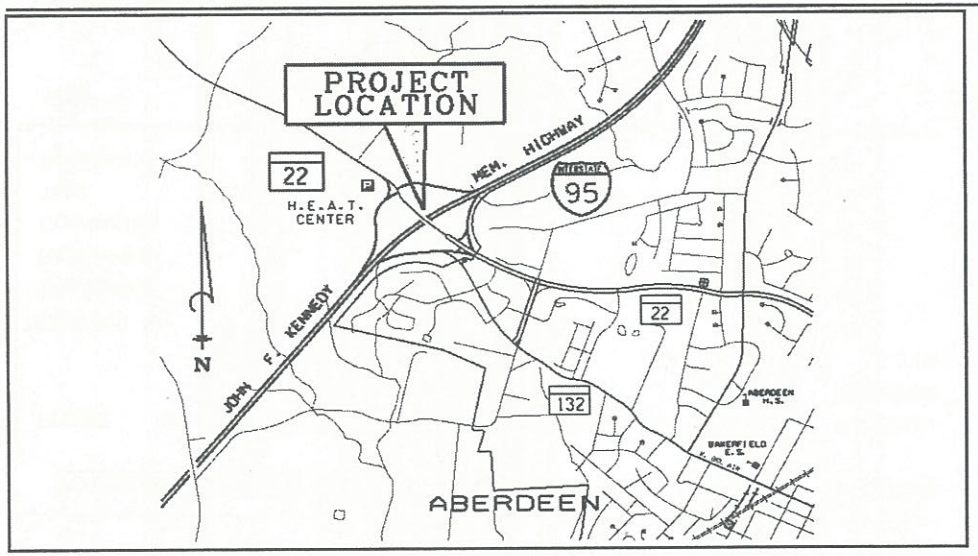
ASSOCIATED IMPROVEMENTS:
I-95 Improvement Studies - D&E Program

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	979	780	199	0	0	0	0	0	199	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,554	11,335	1,219	0	0	0	0	0	1,219	0
Total	13,533	12,115	1,418	0	0	0	0	0	1,418	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1185



PROJECT: John F. Kennedy Memorial Highway

DESCRIPTION: Interchange Improvements I-95 and MD 22.

JUSTIFICATION: Modifications to this interchange will enhance safety, and improve traffic flow of MD 22 through nearby intersections at Gilbert Road and Technology Drive.

STATUS: Construction scheduled to begin in FY 2002.

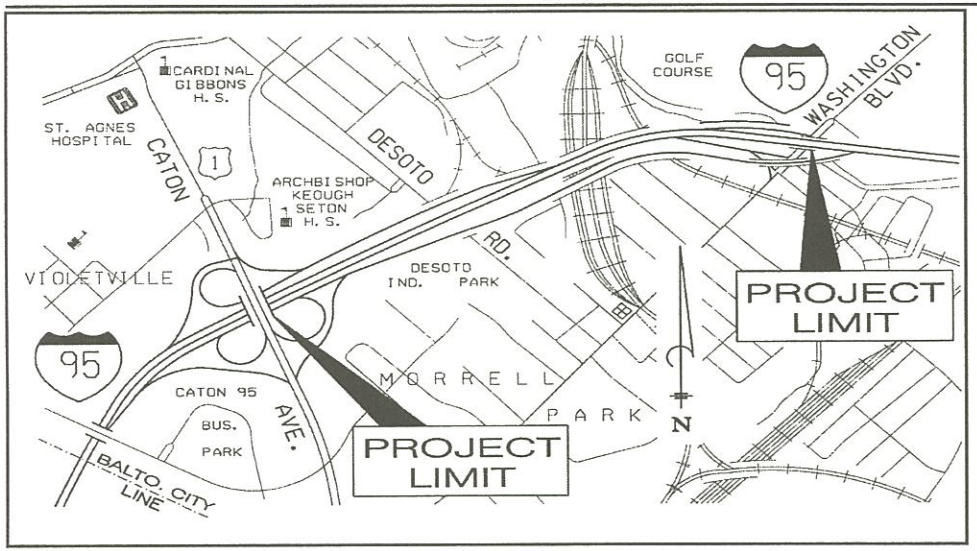
ASSOCIATED IMPROVEMENTS:
I-95 Improvement Study - D&E Program

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,792	0	1,000	896	896	0	0	0	2,792	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,616	0	0	10,308	8,308	0	0	0	18,616	0
Total	21,408	0	1,000	11,204	9,204	0	0	0	21,408	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1106



PROJECT: Fort McHenry Tunnel

DESCRIPTION: Widen I-95 from Washington Blvd. to Caton Avenue to provide full shoulders and rehabilitation of existing structures.

JUSTIFICATION: Widening of shoulders in this area is required to improve safety and to comply with federal standards. In support of Smart Growth, this project also includes planning efforts to examine potential access improvements in the Caroll-Camden area.

STATUS: Construction scheduled to begin FY 2003.

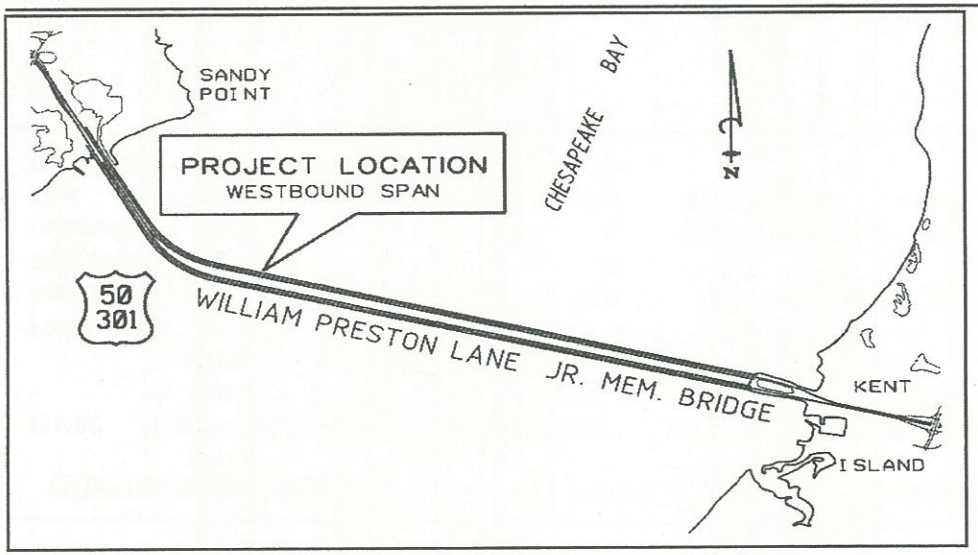
ASSOCIATED IMPROVEMENTS:
Miscellaneous Structural Repairs - System Preservation Program
Deck Overlay and Joint Repairs I-95 -System Preservation Program

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	250	0	250	0	0	0	0	0	250	0
Engineering	3,864	0	250	500	774	2,000	340	0	3,864	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,936	0	0	0	8,936	29,000	7,000	0	44,936	0
Total	49,050	0	500	500	9,710	31,000	7,340	0	49,050	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1300



PROJECT: Westbound William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Rehabilitation of Bridge Deck

JUSTIFICATION: The bridge deck on this structure has not been renovated since its opening in 1973. Industry standards indicate that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration.

STATUS: Construction scheduled to begin in FY 2002.

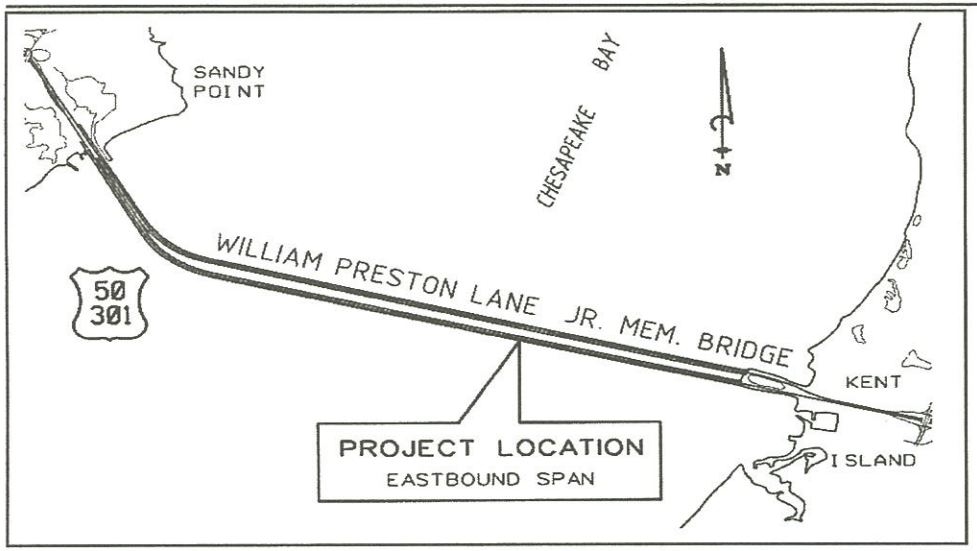
SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Revised Engineer's estimate decreased cost by $7.5 million.

ASSOCIATED IMPROVEMENTS:
Cleaning and Painting Eastbound Bridge - Construction Program
Upgrade Westbound Weigh and Inspection Facility - Construction Program
Painting the Westbound Bridge - Construction Program
Landscaping and Safety Improvements to WPL Approaches - System Preservation Program

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,811	0	500	967	1,377	967	0	0	3,811	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	37,760	0	0	11,000	15,760	11,000	0	0	37,760	0
Total	41,571	0	500	11,967	17,137	11,967	0	0	41,571	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0616



PROJECT: Eastbound William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Cleaning and Painting Eastbound Bridge. Phase I - Suspension, East Deck Truss and through Truss Spans, Phase II - East Girder and Beam Spans, Phase III - West Beam, Girder and Deck Truss Spans.

JUSTIFICATION: A study of the condition of the paint coating of the Eastbound Bridge was conducted in 1995. The conclusion of the study was that overcoating of the bridge would not be beneficial and that the majority of the structure requires complete cleaning and repainting. The repainting of the bridge has been divided into three projects based on priority due to the severity of the coating conditions and traffic control requirements.

STATUS: Underway: Phase I is approximately 80% complete, Phase II and III scheduled for FY 2001.

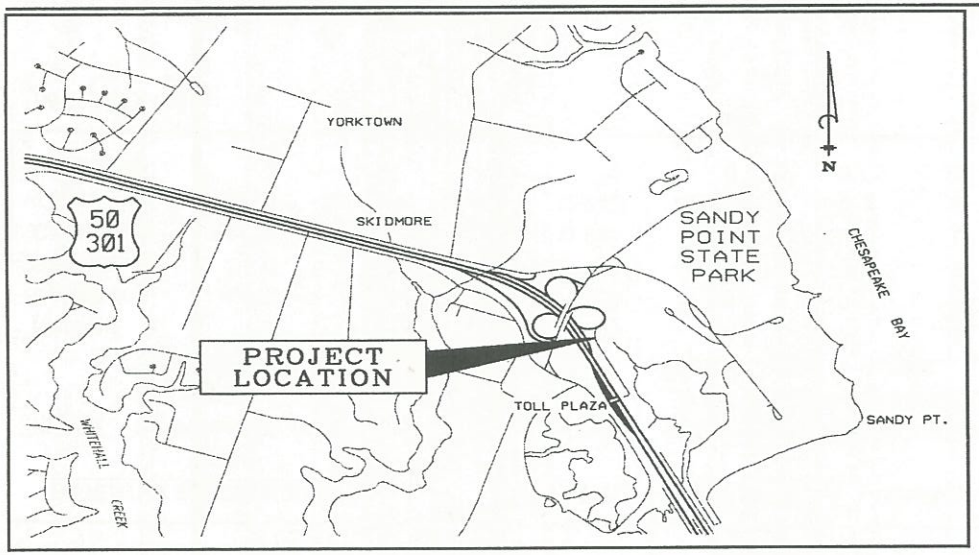
SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

ASSOCIATED IMPROVEMENTS:
Rehabilitation of Westbound Bridge Deck - Construction Program
Upgrade Westbound Weigh and Inspection Facility - Construction Program
Paint Westbound Bridge - Construction Program
Landscaping and Safety Improvements to WPL Approaches - System Preservation Program

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,105	1,980	835	810	480	0	0	0	2,125	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	64,440	24,404	18,416	11,930	9,690	0	0	0	40,036	0
Total	68,545	26,384	19,251	12,740	10,170	0	0	0	42,161	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0617, 0633, 0634



PROJECT: Westbound William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Upgrade Westbound Weigh and Inspection Facility

JUSTIFICATION: One way tolls allow for westbound traffic to move at highway speeds past the existing scale house. This project will enhance enforcement capabilities at this facility.

STATUS: Construction is programmed for FY 2002 pending final review and approval of design.

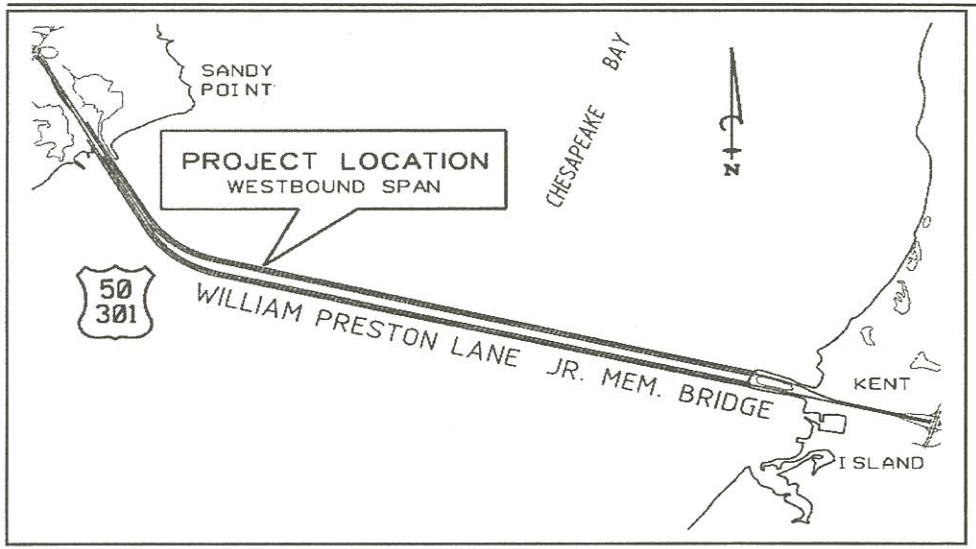
SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Project rescheduled and cost estimate increased 3.2 million as a result of a detailed concept study.

ASSOCIATED IMPROVEMENTS:
Rehabilitation of Westbound Bridge Deck - Construction Program
Cleaning and Painting Eastbound Bridge - Construction Program
Painting the Westbound Bridge - Construction Program
Landscaping and Safety Improvements to WPL Approaches - System Preservation Program

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	900	0	150	250	250	250	0	0	900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,780	0	0	750	4,000	2,030	0	0	6,780	0
Total	7,680	0	150	1,000	4,250	2,280	0	0	7,680	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0501



PROJECT: Westbound William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Painting the Westbound Bridge

JUSTIFICATION: This structure has received only maintenance coating since its opening in 1973. A consultant study indicated the need for a spot painting program that will allow postponement of complete cleaning and painting untill FY 2012.

STATUS: Construction Scheduled for FY 2004.

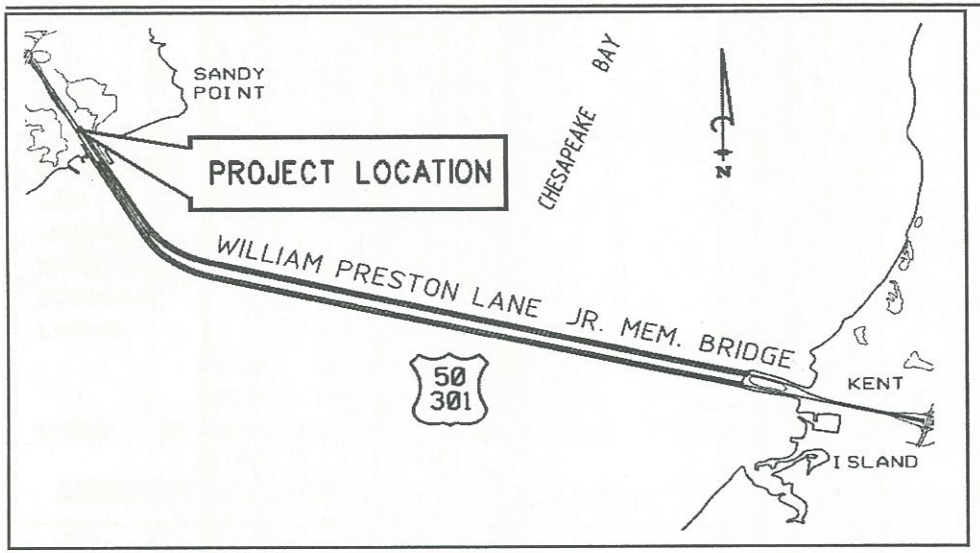
SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: The final Consultant's report revealed that a complete cleaning and repainting of this structure will not be necessary until FY 2012. As a result, cost decreased by 76.1 million to a level which provides for spot painting and maintenance.

ASSOCIATED IMPROVEMENTS:
Rehabilitation of Westbound Bridge Deck - Construction Program
Paint Eastbound Bridge - Construction Program
Upgrade Weigh and Inspection Facility - Construction Program
Landscaping and Safety Improvements - System Preservation Program

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	900	0	0	0	300	300	300	0	900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,240	0	0	0	0	4,120	4,120	0	8,240	0
Total	9,140	0	0	0	300	4,420	4,420	0	9,140	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0632



PROJECT: Eastbound William Preston Lane, Jr. Memorial Bridge

DESCRIPTION: Widen Toll Plaza Approach

JUSTIFICATION: A study of the traffic flow through the toll plaza indicates the need to widen the approach to facilitate traffic access to the outer toll lanes.

STATUS: Construction scheduled to begin FY 2002

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program

ASSOCIATED IMPROVEMENTS:
Rehabilitation of Westbound Bridge Deck - Construction program
Paint Eastbound Bridge - Construction Program
Upgrade Weigh and Inspection Facility - Construction Program
Landscaping and Safety Improvements - System Preservation Program

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	250	0	75	75	100	0	0	0	250	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,789	0	0	584	1,205	0	0	0	1,789	0
Total	2,039	0	75	659	1,305	0	0	0	2,039	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0502

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 9

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior		
	F.S.KEY BRIDGE		
1	Resurface I-695 NB and SB from FSK to Md 10 (0449)	2,364	Complete
2	Renovations to Maint. & Engr/Finance Bldg, Including Replacement of Underground Storage Tank (0445)	584	Underway
3	Cleaning, Painting, & Miscs Deck & Machinery Repairs - Curtis Creek Bridge (0450)	3,777	Spring, 2001
4	Design and Construct Police Monument at Headquarters (0458)	300	Spring, 2001
5	Landscape I-695 from Bear Creek to MD 151 (0456)	306	Spring, 2001
6	Repair Roof at Police Headquarters and Academy (0453)	106	Spring, 2001
	FORT MCHENRY TUNNEL		
7	Miscellaneous Structural Repairs (1415)	755	Underway
8	Refinish Ceiling Panels & Hand Rails (1442)	4,030	Spring, 2001
	HARBOR TUNNEL		
9	Clean and Paint I-895 Bridge Over Patapsco Avenue (0244)	395	Complete
10	Bridge Overlay at Structure HOYO14 (0262)	345	Underway
11	Misc Repairs to Canton Vent Bldg & BHT Wall Repairs (0260)	519	Spring, 2001
12	Miscellaneous Repairs to K-Truss Bridge (0265)	563	Spring, 2001
13	Modify Roadway Joints at I-895 over Bayview Yards (0266)	263	Spring, 2001
14	Replace Electric Switch Gear in Vent Building (0235)	1,830	Spring, 2001
15	Resurface Ritchie Spur (0232)	1,494	Spring, 2001
16	Resurface Roadway North of Tunnel (0231)	3,905	Spring, 2001
	KENNEDY HIGHWAY		
17	Extension of Technology Drive and Utilities Services (1293)	1,778	Complete
18	Storage Building Renovation at Maintenance No 1 and 2 (1295)	1,607	Complete
19	Rehabilitate Pavers at Chesapeake House (1290)	102	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 9 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior (cont'd)		
	KENNEDY HIGHWAY (cont'd)		
20	Replace Existing Emergency Generators at Chesapeake House (1211)	198	Underway
21	Replace Switch Gear and Secondary Wiring for Highmast Lighting Lapidum Rd to Tydings Bridge (1267)	39	Underway
22	Construct Noise Walls & Safety Improvements along I-95 from North of Chesaco Avenue to Hazelwood Ave (1229)	16,675	Underway
23	Miscellaneous Milling & Resurf. I-95 at MD 24, MD House Service Area, & MD 155 Traffic Barrier (1298)	1,355	Underway
24	Expansion of Maintenance #2 Parking Lot and New Salt Dome (1297)	294	Spring, 2001
25	Lighting, Landscaping and Fencing Ponds at Technology Drive (1288)	523	Spring, 2001
26	Miscellaneous Renovations to Truck Weigh Facilities (1287)	1,004	Spring, 2001
27	Miscellaneous Repairs at Tydings Bridge (1232)	861	Spring, 2001
28	Miscellaneous Repairs to Maryland House (1228)	806	Spring, 2001
29	Replace HVAC Systems at Md House Service Stations and Restaurant (1294)	1,725	Spring, 2001
30	Resurface I-95, I-695 to Md 24 Northbound (1271)	8,000	Spring, 2001
31	Resurface I-95, I-695 to Md 24 Southbound (1272)	8,000	Spring, 2001
32	Slope and Drainage Repairs Along I-95 John F. Kennedy Highway (1268)	889	Spring, 2001
	MULTI-AREA		
33	Latex Modified Shotcrete on Various Structures (1956)	1,472	Complete
34	Miscellaneous Slope Failure Repairs (1949)	392	Complete
35	Electronic Toll Collection System (1929)	21,917	Underway
36	Fiber Optic Spurs along I-95 Corridor (1955)	2,560	Spring, 2001
37	Installation of VMS Signs (Phase V) (1950)	1,035	Spring, 2001
38	JFK Toll Plaza Approach Signing (For MTAG) (1973)	384	Spring, 2001
39	Replace Electrical Cabinets and Switchgear (1965)	246	Spring, 2001
40	Security Improvements at Various Facilities (1945)	1,979	Spring, 2001

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

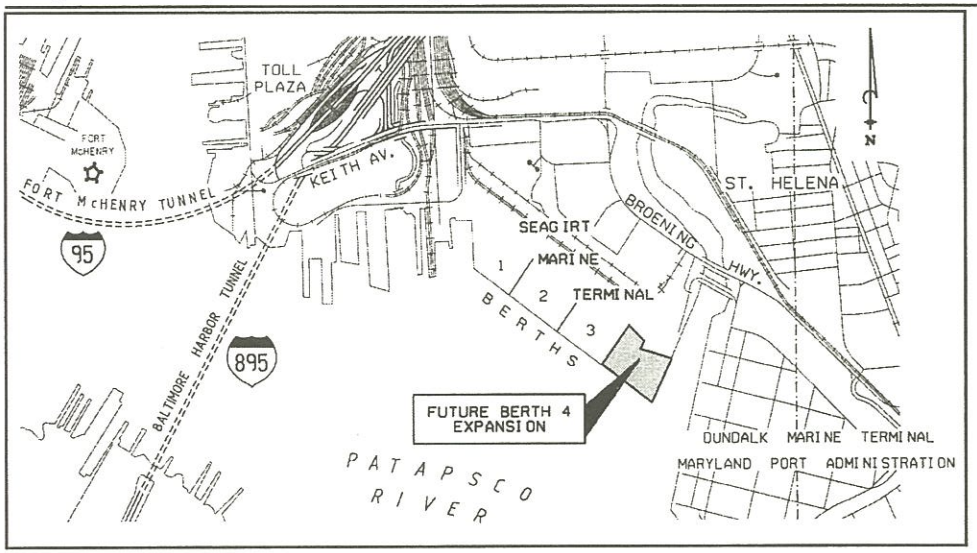
MARYLAND TRANSPORTATION AUTHORITY - LINE 9 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2001 and Prior (cont'd)		
	NICE BRIDGE		
41	Metal Storage Building and Renovations to the Existing Metal Storage Building (1022)	365	Spring, 2001
42	Parapet and Roadway Repair (1023)	89	Spring, 2001
	W.P.LANE BRIDGE		
43	Bridge Deck Repairs - Westbound Span William P. Lane Memorial Bridge (0643)	250	Underway
44	Replace Lane Use Sign Control Software (0640)	268	Underway
45	Improvements to Canopy Lighting - William P. Lane Memorial Bridge (0647)	47	Spring, 2001
46	Landscaping and Safety Improvements (0602)	980	Spring, 2001
47	Resurface East and West Approaches (0642)	400	Spring, 2001
48	Substructure Repairs (0644)	1,717	Spring, 2001
	FY 2002		
	F.S.KEY BRIDGE		
49	Paint Jersey Walls at the F.S.Key Bridge (0459)	766	Summer, 2001
50	Rehabilitate Drawbridge Electrical Systems at Curtis Creek (0460)	2,582	Fall, 2001
	FORT MCHENRY TUNNEL		
51	Deck Overlay and Joint Repairs I-95 (1446)	13,279	Summer, 2001
52	Install Median Jersey Barrier Wall at FMT Toll Plaza (1452)	659	Fall, 2001
	HARBOR TUNNEL		
53	Construct New Salt Dome and Metal Storage Building (0270)	395	Fall, 2001
54	Resurface Roadway South of Tunnel (0230)	4,031	Spring, 2002

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 9 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2002 (cont'd)		
	HATEM BRIDGE		
55	ETC at Hatem Bridge (0816)	2,100	Fall, 2001
	KENNEDY HIGHWAY		
56	Reforestation at I-95/MD 272 (1299)	197	Summer, 2001
57	Replace Fuel Island Canopies at Maintenance One and Two (1291)	126	Summer, 2001
58	Replace Right-of-Way Fence (1289)	959	Summer, 2001
59	Modify Roadway Joints @ I-95 Bridge over Amtrak (1296)	75	Fall, 2001
60	Renovations to Bathrooms at Md. and Chesapeake Houses (1274)	2,300	Spring, 2002
	MULTI-AREA		
61	Install Permanent Rigging on Tydings and Hatem Bridges (1972)	826	Summer, 2001
62	Purchase of Additional ETC Transponders (1968)	2,400	Spring, 2002
63	Renovate AOC at Ft. McHenry Tunnel and Baltimore Harbor Tunnel (1954)	5,600	Spring, 2002
64	Security Improvements at Various Facilities (1966)	1,054	Spring, 2002
	NICE BRIDGE		
65	Paint Portions of Bridge (1012)	5,720	Summer, 2001
66	ETC at Nice Bridge (1019)	2,100	Fall, 2001
67	Repave Employee Parking Lot, Construct a New Salt Dome, and a New Truck Wash Building (1024)	593	Spring, 2002
	W.P.LANE BRIDGE		
68	Rehabilitate Toll Plaza Tunnel (0646)	170	Summer, 2001
69	ETC at William P. Lane Memorial Bridge (0639)	2,100	Fall, 2001
70	Install Ducts and Fiber Across William P. Lane Bridge (0648)	7,000	Fall, 2001



PROJECT: Seagirt Marine Terminal Berth 4 Expansion

DESCRIPTION: Design for development of Berth 4. This project will provide 30 acres of additional container storage, 1000 ft of additional marginal wharf and two additional container cranes.

JUSTIFICATION: The existing Three Berth Seagirt Marine Terminal is at 90% capacity. It is anticipated that near future demand will exceed capacity.

STATUS: Underway. Engineering cost is provided for development of Phase III of Berth 4, Construction funding is provided in Maryland Port Administration's Construction Program.

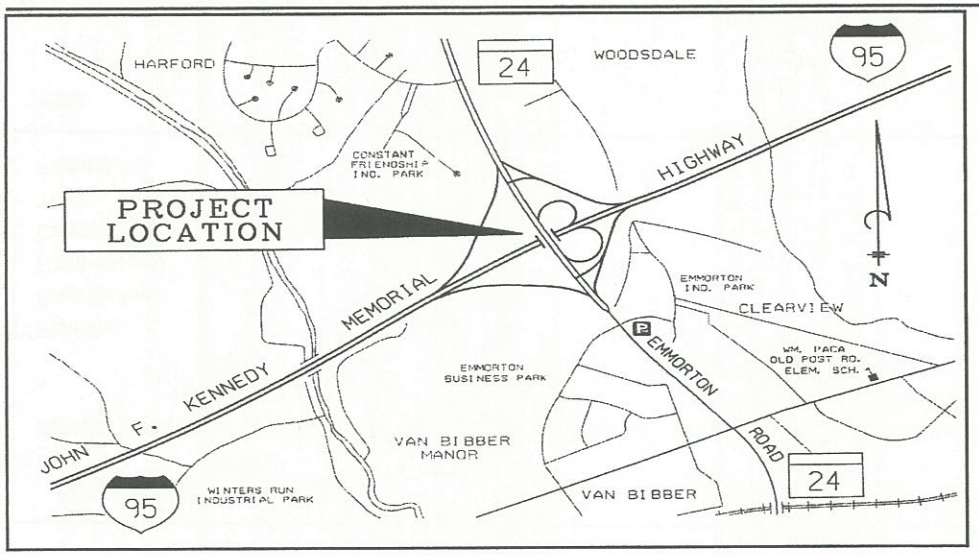
ASSOCIATED IMPROVEMENTS:
Seagirt Marine Terminal - Original Three Berth Facility - $ 208 milllion
Seagirt Marine Terminal Berth 4 Expansion, Phase I & II - $12 million

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	450	150	0	0	0	0	0	150	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	600	450	150	0	0	0	0	0	150	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1502



PROJECT: John F. Kennedy Memorial Highway

DESCRIPTION: Improvement Studies for MD 24

JUSTIFICATION: Additional improvements to this Interchange will be required to improve safety and provide increased capactiy to reduce congestion during peak periods.

STATUS: Configuration Option Analysis Underway

ASSOCIATED IMPROVEMENTS:
I-95 Improvement Studies - D&E Program

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Funding provided for MdTA/SHA joint study.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	759	25	634	25	25	25	25	0	734	0
Engineering	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	759	25	634	25	25	25	25	0	734	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1111



PROJECT: John F. Kennedy Memorial Highway

DESCRIPTION: Study to identify potential improvements for I-95 from the north Baltimore City Line to the Delaware Line

JUSTIFICATION: Increased traffic is creating congestion and reducing safety on I-95 during weekday peak hours and weekends. Planning studies are continuing to identify and coordinate potential improvements, including multi-model alternatives.

STATUS: Completed initial evaluation of potential highway needs. Now beginning master planning process including early agency involvement.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None

ASSOCIATED IMPROVEMENTS:
Interchange Improvements I-95 and MD 272 - Construction Program
Interchange Improvements I-95 and MD 22 - Construction program
Interchange Improvement Studies I-95 and MD 24 - D&E Program

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2003....	....2004....	....2005....	....2006....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,550	1,600	700	250	250	250	250	250	1,950	0
Engineering	6,800	1,050	750	1,000	1,000	1,000	1,000	1,000	5,750	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,350	2,650	1,450	1,250	1,250	1,250	1,250	1,250	7,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1110



Glossary

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Chesapeake Highway Advisories Routing Traffic – Maryland's program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.