



Maryland Department of Transportation

CONSOLIDATED TRANSPORTATION PROGRAM

2009 State Report on Transportation • FY 2009–2014

*Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
John D. Porcari, Secretary*



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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

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

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

For the deaf, Maryland Relay 711.

For more information on Maryland transportation, please visit us on the web:

www.marylandtransportation.com

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM



The Maryland Department of Transportation (MDOT) is pleased to present the State's final six-year capital investment program for transportation, the Final Consolidated Transportation Program (CTP). The CTP provides investment in the transportation system for all modes of transportation across the State, whether it is: the road you drive on; the plane you fly on; the goods you use that arrive through the Port of Baltimore; the MARC commuter train you take to work; or the license you need to drive your vehicle. Transportation influences Maryland's economy, environment, communities and our quality of life. Maintaining our transportation system in a condition that is safe and efficient requires constant investment and attention. MDOT is one of the State's largest agencies, with more than 9,000 employees and an annual operating and capital budget of \$3.2 billion.

The transportation priorities guiding the CTP find their origin from the local jurisdictions that share their transportation priorities with the Transportation Secretary and MDOT staff at the Secretary's Annual Capital Program Tour each fall. The Tour process is stipulated by State law requiring the Transportation Secretary to visit with and present the Draft CTP to elected officials from each county and the City of Baltimore. Secretary John D. Porcari continued a longstanding process of collaboration that expands upon this communication process with the local jurisdictions by holding staff level meetings with local jurisdiction staff before the Tour meeting. These meetings gave local staff an opportunity to coordinate priorities and to hear first hand from MDOT staff the current status of the CTP and the revenue and invest-

ments that have changed since the previous year. Staff also discussed ways to work together to ensure our land use and transportation planning are done collaboratively in order to maximize efficiencies and leverage public investment. It is now crucial that the County land use plans reflect those priorities, starting with the preservation of key transit corridors for the future and focusing development around existing transit stations and appropriate transportation infrastructure.

This year, MDOT had to assume a very different revenue picture to develop the Consolidated Transportation Program (CTP) than was used for the Fiscal Year 2008-2013 CTP. The nationwide economic downturn has had an enormous impact on the revenue projections for both the State of Maryland and for MDOT.

The economic downturn has impacted all of MDOT's traditional revenue sources. Nationwide vehicle sales are projected to be down over 30 percent this year compared to last year and most forecasters predict this trend will continue into 2009. Every major car manufacturer has seen significant drops in vehicle sales, especially this past October and November. Maryland saw a 38 percent drop in new car sales in November 2008 compared to the previous year. The first 11 months of the calendar year showed an overall drop of 17.5 percent. Nationwide, vehicle miles traveled (VMT) were down 15 billion from August 2007 to August 2008. Americans drove 5.6 percent less during this time period reflecting the largest ever year-to-year decline recorded in a single month. Maryland has experienced a similar type drop in VMT, notably in August of this year, where a 5% reduction in VMT was seen.

In addition, consumers are shifting away from purchases of SUVs toward smaller, less expensive and more fuel-efficient vehicles. While these changes are positive with respect to transportation's impact on the environment, these trends have resulted in a significant decrease in revenue for transportation programs.

In Maryland, all of these factors have combined to create a loss of about \$350 million a year in projected revenue for the Transportation Trust Fund. Specifically the loss is \$220 million a year in titling tax revenue, \$45 million a year in gas tax revenue (the two largest sources of funding for the Trust Fund) and about \$85 million a year in losses from other revenue sources.

At the same time, construction costs continue to rise. Increased petroleum prices have driven up costs in two ways – directly, in the cost of fueling machinery and getting materials delivered to the project site, and indirectly, raising the cost of the raw materials like asphalt that are made from crude oil. For example, in Maryland, steel costs were up 15 percent, liquid asphalt was up 140 percent, and diesel fuel peaked up 40 percent.

Last fall, the funding structure of the Transportation Trust Fund was modified to receive an additional \$450 million a year in new revenues. Actions taken during the general session in the spring resulted in a \$70 million a year reduction in revenues into the Trust Fund,

primarily due to the repeal of the computer services tax. This \$70 million reduction combined with the \$350 million decline in existing revenues discussed above, have overwhelmed MDOT's ability to support the planned capital program. As safety and system preservation are top priorities for the O'Malley / Brown Administration, the majority of the remaining funds are committed to safety and system preservation.

Under the O'Malley/Brown Administration, MDOT continues to evaluate the relationship between our investments and growth and development. Also, State agencies are working closely together to coordinate growth and development policies, procedures and decisions throughout the State. MDOT is aligning its policies, programs and projects to promote the **Maryland: Smart, Green and Growing** initiative as a key way to ensure that future growth should be efficient, compact, and sustainable. **The Smart, Green and Growing** initiative is a multi-agency, Statewide initiative to help Maryland achieve a more sustainable future by linking community revitalization, transportation improvements, economic development, smart growth and environmental restoration efforts. Accordingly, MDOT is working closely with the Departments of Planning, Housing, Environment, Natural Resources and other stakeholders to develop the first State Development Plan to ensure that these plans are supportive and define a larger State vision.

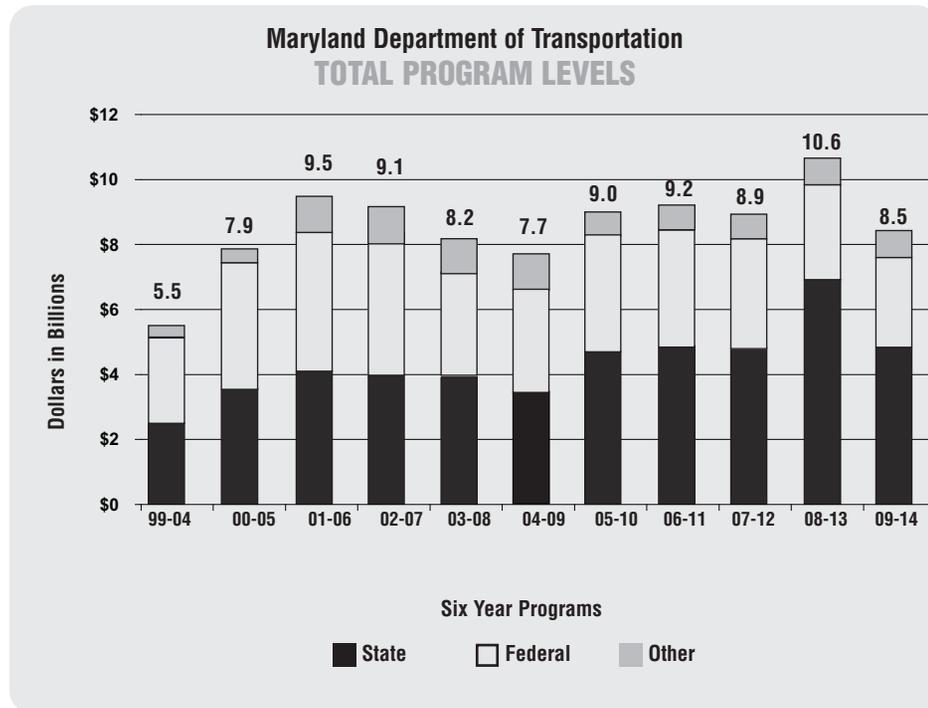
REVENUE PROJECTIONS

Maryland's transportation system has felt less impact from the revenue falloff than other states because Governor Martin O'Malley successfully sought an increase in transportation revenue. The revenue added will allow for capital investments already under construction to continue and support some safety and system preservation projects, but to a much lesser extent than expected last winter.

Thanks to Governor O'Malley's efforts, we have been able to maintain an \$8.5 billion capital program and continue funding many of our safety and system preservation projects. In response to the economic conditions, MDOT has reduced its revenue estimates by approximately \$2.1 billion from the FY 2008 – 2013 CTP. This reduction has prevented us from adding new projects and resulted in the deferral of numerous construction, engineering and planning projects.

Total projected revenues amount to \$18.9 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted in prior sessions. Pertinent details are as follows:

- **Opening Balance:** It is the goal of MDOT to maintain a \$100 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$3.1 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$3.4 billion. The titling tax of 6.0 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used car sales and vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Although vehicle sales are currently in a down cycle, it is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$2.7 billion. This forecast assumes revenues will increase an average of 3.0 percent every two-year cycle.
- **Sales and Use Tax:** Beginning in fiscal year 2009, MDOT is receiving a portion of the 6.0 percent general sales and use tax. For fiscal years 2009 – 2013,



MDOT's portion is 5.3 percent. The portion increases to 6.5 percent for fiscal year 2014 and beyond. The transportation share of this revenue is estimated to be \$1.5 billion.

- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$755 million. MDOT receives a portion (21 percent) of the 8.25 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$3.4 billion for operating and capital programs. This amount does not include \$561.1 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only \$481 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.5 billion, with \$737 million from MTA; \$634 million from MPA; and \$1.2 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other Port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$1.5 billion of bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.
- **Other Sources:** The remaining sources are projected to provide \$53 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

Federal Aid Assumptions

The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) Act authorized highway, transit, rail and safety programs through Federal Fiscal Year (FFY) 2009. Set to expire on September 30, 2009, SAFETEA-LU provided \$286.5 billion nationally over six years. Since FFY 2004, Maryland has received approximately \$583 million annually for highways and \$140 million annually for transit formula programs (including MD/WMATA).

It is important to note that not all of the funding authorized in the surface transportation legislation is necessarily new or additive money for Maryland. Our Consolidated



Transportation Program (CTP) allocates federal funds to projects in the Program based on conservative projections for future federal funding. The majority of funds authorized by SAFETEA-LU were used for projects already committed in our capital program and for unfunded system preservation needs.

As Congress prepares the next surface transportation authorization bill, they must address the long-term solvency of the federal Highway Trust Fund (HTF). Although Congress recently added \$8 billion in general funds to the HTF in order to protect against a projected shortfall in FFY 2009, the recent economic downturn has increased the likelihood of an eventual shortfall despite the infusion of these additional funds. If Congress is unable to find the revenue to prevent such a deficit, they will be forced to reduce the amount of federal aid provided to states. This would have a dramatic impact on programs that are currently funded in the CTP.

Highways

Federal highway programs are authorized by multiple-year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under SAFETEA-LU, OA has ranged from 84 percent to 91 percent. Given fiscal concerns with the soundness of the federal highway trust fund, this CTP assumes an OA level of 85 percent for FFY 2009, down 5 percent from last year and only 56 percent for FFY 2010.

Transit

Between fifty and seventy percent of Maryland's federal transit funds are distributed by formula, depending on the amount of discretionary earmarks for Maryland buses, bus facilities and New Start (major system expansion) projects. Assuming the funding level authorized by SAFETEA-LU for FFY 2009, FTA Urbanized Area capital assistance for Baltimore, MARC, D.C area and Small Urban Systems increase from \$76.6 million in FFY08 to \$81.5 million for FFY09.

Rail modernization funding for Maryland is expected to increase from \$34.7 million in FFY2008 to \$36.8 million in FFY 2009.

SAFETEA-LU authorized \$41 million to complete the Baltimore-Central Light Rail Double Tracking project and \$75 million to complete the Washington DC/MD Largo Metrorail Extension. SAFETEA-LU also authorized \$105 million for the Baltimore Red Line and Green Line Transit projects. Additional New Start projects authorized in SAFETEA-LU include the Corridor Cities Transitway, the Purple Line Transitway and the Silver Spring Transit Center.

Once authorized and approved, New Start transit projects also require an earmark in the annual appropriations act in order to obtain discretionary federal funding. New Starts funding is yet to be determined for FFY 2009. Maryland received an earmark of \$9.8 million for MARC improvements in FFY 2008. Additionally, \$34.3 million was provided for the Addison Road to Largo Extension of the Washington Metro in FFY 2008.

Congress earmarked \$735,000 in bus discretionary funds for Maryland in FFY 2008. Additional discretionary funding for New Starts and Bus and Bus Facility projects is awarded by the Federal Transit Administration through a grant application process.

Washington Metropolitan Area Transit Authority - WMATA

WMATA receives federal formula funds (80 percent federal share) for bus and rail preservation activities. Federal funding for construction of the Addison Road to Largo Extension of the Washington Metro was completed in FFY 2005. Funding for rail cars related to the extension totaling \$104 million is expected to be completed in FY 2009.

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

Congress recently passed legislation amending the National Capital Transportation Act of 1969 to authorize additional federal contributions for rehabilitation and replacement of capital for the WMATA system. This legislation authorizes up to \$1.5 billion of federal money over ten years. These federal funds will have to be equally matched by Maryland, Virginia and the District of Columbia. MDOT has been fully supportive of this effort to secure additional financial resources for the Nation's transit system. To this end, this CTP includes a total of \$200 million (\$50 million each year in federal fiscal years 2011 through 2014) as Maryland's initial matching contribution required by the federal legislation. Also, to have the three jurisdictions comply with the new legislation the existing WMATA compact (agreement for funding) will need to be amended. This amendment will require legislative action by all three jurisdictions.

Aviation

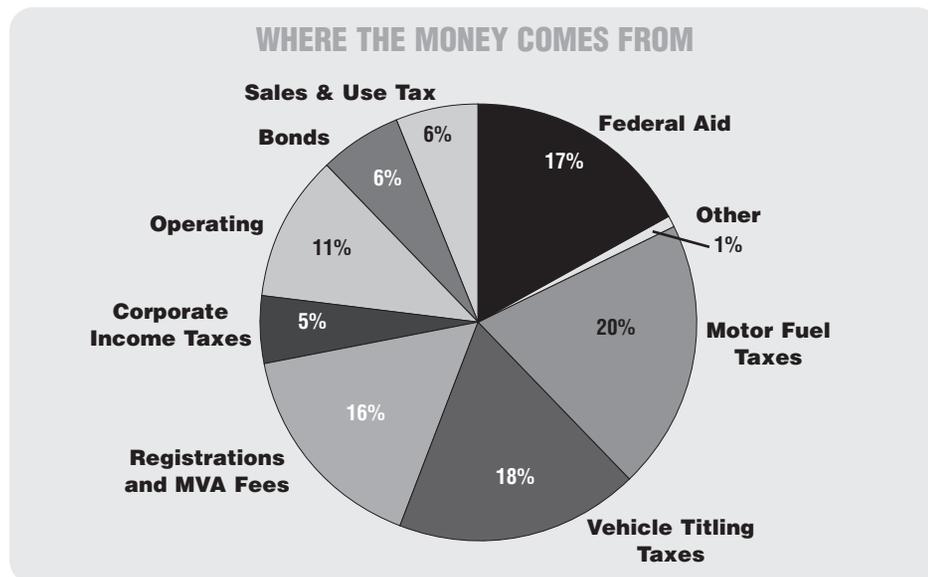
The Federal Aviation Administration (FAA) through the Airport Improvement Program (AIP) currently provides federal entitlement and discretionary funding for airport projects. It is assumed that entitlement funding calculated using enplanement and cargo-based formulas for the Baltimore Washington Thurgood Marshall International (BWI) Airport will total \$3.5-4.0 million per year for the six-year program period. This level of entitlement is the net amount after reductions made due to BWI's ability to collect a \$4.50 Passenger Facility Charge (PFC).

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

Congress is currently working on the reauthorization of FAA programs, including the AIP program. Under consideration is an increase in overall AIP program funding, and a possible increase in the PFC to \$7.00. The MAA and MDOT support these proposals and will continue to work with Congress to meet Maryland's needs.

WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government programs. Essentially, our customers pay user fees for transportation infrastructure and services, through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, sales and use taxes, and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of State revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and the BWI Thurgood Marshall Airport. In addition, federal aid comprises a large portion of transportation revenues. These funds must be authorized by a congressional act. The United States Congress last enacted a long-term federal surface transportation funding program in August, 2005; which will expire September 30, 2009. A detailed discussion of this process is presented in the previous section of this introduction. Total projected Trust Fund revenues amount to \$18.9 Billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will recover and continue along a moderate growth scenario for the next six years.



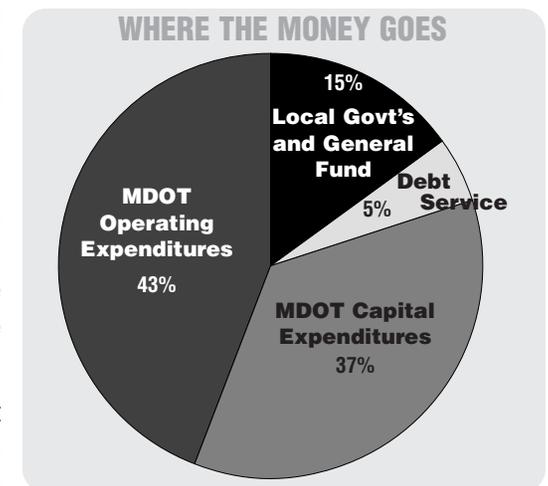
WHERE THE MONEY GOES...

The MDOT program is fiscally constrained. The Trust Fund supports operation and maintenance of State transportation systems, 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 2009-2014 CTP totals about \$8.5 billion; \$7.6 billion of which comes through the Trust Fund and \$0.9 billion from "Other" fund sources.



CAPITAL EXPENDITURES

FY 2009-2014 CTP SUMMARY

(\$ MILLIONS)

| | STATE FUNDS | FEDERAL AID | OTHER* | TOTAL | PERCENT OF TOTAL |
|--------------|----------------|----------------|--------------|----------------|------------------|
| TSO | 151.9 | 1.8 | - | 153.7 | 1.8 |
| MVA | 155.8 | - | - | 155.8 | 1.8 |
| MAA** | 234.8 | 29.4 | 259.0 | 523.2 | 6.2 |
| MPA | 602.1 | 1.8 | - | 603.9 | 7.1 |
| MTA | 766.2 | 947.5 | 42.5 | 1,756.2 | 20.7 |
| WMATA | 516.6 | 98.4 | 561.1 | 1,176.0 | 13.9 |
| SHA | 2,301.9 | 1,809.7 | - | 4,111.6 | 48.5 |
| TOTAL | 4,729.3 | 2,888.6 | 862.5 | 8,480.4 | 100.0 |

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

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

TSO – Transportation Secretary's Office

MVA – Motor Vehicle Administration

MAA – Maryland Aviation Administration

MPA – Maryland Port Administration

MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

SHA – State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION AND THE STATE REPORT ON TRANSPORTATION

Every year, the Maryland Department of Transportation (MDOT) releases the State Report on Transportation (SRT). The Report contains three important documents, the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP) and the Annual Attainment Report (AR). Together these documents establish the strategic direction and constitute a specific plan for MDOT's actions and investments required to maintain and improve the transportation network and measure how well we are doing.

The Maryland Transportation Plan (MTP)

The first part of the SRT, the MTP, sets a vision with goals, objectives and policies to guide transportation decision making over the next 20 years. The MTP is updated every five (5) years to reflect changes in transportation policy priorities, and is required to meet both State and Federal law. MDOT has updated the MTP and has published it with this Final CTP.

The MTP reflects the concerns of our customers – the Maryland public – who use the transportation system on a daily basis. The updated MTP was created with inclusive public participation and input through such processes as telephone surveys, surveys and outreach through the web site, leadership interviews, workshops, newsletters, and the annual Capital Program Tour meetings. The public also commented on the draft plan over the past year.

In developing the new MTP, the Mission, Vision, Goals and Objectives have been completed and a Governor appointed committee made recommendations for the measures that make up the new Attainment Report (AR), also published with this Final CTP. The MTP confronts and addresses significant subject matters that are impacting Maryland and our transportation system and serves as a framework for decisions and actions related to these matters. For instance, the MTP speaks to how the MDOT will begin to address broad issues from global climate change to the narrower, local environmental issues. It also defines the context for a series of Priority Initiatives that are designed to respond to the goals identified in the MTP. These are described in more detail below.

MTP GOAL: Safety and Security

When the citizens of Maryland leave their home each day, it is with the expectation of returning safely. MDOT is committed to ensuring that the entire transportation network is as safe and secure as possible. We have established **Safety and Security** as a MTP goal.



Safety involves thinking about the individual passengers and drivers that use our system daily; whether it means constructing a well designed bridge or road, the strict and fair enforcement of traffic laws, or properly maintaining and upgrading the bus, train and Metro systems.

Security requires preparing for the possibility of natural or man-made incidents that could impact the transportation network; whether it means using new security technology at the airport, vigilantly patrolling mass transit systems, or diligently monitoring the constant flow of traffic through our airports, seaports, transit systems, and highways.

MDOT's commitment to safety and security applies not only to people, but to the goods citizens and businesses rely on each and every day. As they flow throughout the State by air, rail, ship, or truck, MDOT provides a solid foundation for the lifeblood of Maryland's economy and quality of life.

In the event of an emergency, the transportation network and infrastructure is vital to first responders, police, firefighters, and other emergency response officials. Should an emergency or disaster occur, MDOT is committed to playing a strong supporting role to those who are tasked with organizing and executing various emergency plans – this includes providing resources and assets, clearing roads/highways, patrolling our transportation facilities to maintain order, and ensuring smooth and efficient use of road space.



MTP GOAL: System Preservation and Performance

Fix It First. This MTP goal means preserving and maintaining the existing system is the first budgetary and planning priority before considering system expansion. System Preservation is a Priority Initiative (described below). It means that new roads should be built only when the current infrastructure is sound and expanding transit (Light Rail, Metro and MARC) should only occur while continuing to maintain existing service. By preserving our transportation assets first, we can prolong the useful life of what we have and invest remaining funds wisely into expansion of the transportation network. This Priority Initiative is reflected throughout the 2009-2014 CTP.

This goal also makes a priority of getting the most out of our existing transportation system by maximizing performance. This includes looking at ways to improve traffic flow using existing lanes or upgrading the signal system of the Metro to allow more trains to move through more often. This could also include improving the way in which transit collects fares from customers; by moving to a better fare collection system the MTA is able to increase its fare recovery rate without having to increase fares overall while also improving on-time performance since boarding would be quicker and more efficient.

Since MDOT oversees multiple modes, a major responsibility is facilitating communication and collaboration between modes and agencies. This will help to ensure that efforts and projects are not duplicated and reduce the chance that one organization could impair the goals or operations of another.

Priority Initiative: System Preservation

The first priority for MDOT funding is system preservation projects and maintaining the safety of the existing infrastructure. As our infrastructure ages, there is a greater need to preserve the roads, bridges, transit and other infrastructure we already have. MDOT's aim is to preserve what we have and build only what we need.

One of the more visible system preservation programs, especially since the Minnesota bridge collapse, is the bridge program. That program is well funded and by January 2009, 31 bridges that have been identified as structurally deficient will be completed or under construction for upgrades or total replacement. There have also been significant investments in road resurfacing, rail car overhauls, bus replacements and facility upkeep. All of our efforts are to keep Maryland's roads, bridges, transit systems, port and airport facilities in great shape for generations to come and will also help to serve and welcome our newest residents coming to Maryland as part of the BRAC realignment.

MTP GOAL: Environmental Stewardship

Every day more and more people understand that our natural resources are limited and need to be protected and preserved. MDOT takes pride in its role as an environmental steward for the citizens of Maryland by protecting the air, water, soil, and ecosystems of the State and our precious cultural and historic resources found in our communities. **Environmental Stewardship** is a goal in the MTP and is reflected in specific investments throughout the 2009-2014 CTP.



One way to protect the environment is to take a look at the big picture. By proactively coordinating land use and transportation planning, Maryland can continue to protect the environment and still maintain the high quality of life that residents deserve and expect. Where are businesses (work, shopping, services, entertainment, etc.) and homes located relative to each other? Is there more than one option to get to work? Is driving the only way to go grocery shopping? Is there some way I can accomplish all of my errands at once instead of making multiple trips? MDOT is working closely with its sister agencies and local governments to better coordinate land use planning and decision-making with transportation planning and investments. Several Priority Initiatives (described below) reflect the efforts underway to coordinate land use and transportation.

All across Maryland, there are countless, irreplaceable natural, historic, cultural and manmade resources that enrich the quality of life in the State. As the State continues to develop, it is necessary to proactively work to protect and preserve these assets and to make them available to all our residents. These resources are an important part of Maryland's history and development and will continue to serve as a reminder as the State moves forward. MDOT has been entrusted with a fundamental responsibility to protect these resources found in our communities. MDOT has and continues to demonstrate that progress and necessity can be realized in harmony with our efforts to preserve our many precious resources. For instance, the MTA actively contributes to preserving environmental quality by removing automobiles from the road and using electricity and hybrid technology to reduce emissions from its own vehicles. Also, the SHA works to protect and restore wetlands and streams that are impacted by construction projects.

Priority Initiative: Smart Growth

The State's Smart Growth initiative calls on State agencies to help protect Maryland's farmland and open space and revitalize existing communities. MDOT's role in implementing Smart Growth requires strengthening links and coordination between land use and transportation planning, and managing our infrastructure investments to ensure that they can meet the intended need. This entails paying particular attention to highway access management, congestion management, and corridor planning, as well as targeting investment toward enhanced transit access, bicycle and pedestrian amenities, and promoting transit-oriented development. MDOT works closely with other State agencies to evaluate projects in terms of their compliance with the Smart Growth legislation, and uses the CTP process to help achieve Smart Growth goals.

Priority Initiative: Transit Oriented Development (TOD)

Transit Oriented Development is a key strategy to achieve sustainable, Smart Growth

development, as well as reduce highway congestion, greenhouse gas emissions and sprawl. TOD generally includes a mix of uses built in a compact form that is oriented to the transit station, streets designed to be safe and pleasant for pedestrians, buildings oriented to the streets and open spaces, and balanced parking to support commercial land uses while increasing transit ridership. The federal and State governments have invested billions of dollars in fixed rail infrastructure in Maryland, which has not fully been leveraged. Rail transit supports sustainable development patterns – dense, walkable, mixed-use development – yet thousands of acres of land within one half mile of Maryland's transit stations remain undeveloped or underdeveloped.

In the 2008 session, the Maryland General Assembly approved legislation proposed by the Governor that defines TOD as a transportation purpose and allows the Secretary and local governments to designate "TOD projects" within a ½ mile radius around transit stations. The enacted legislation is intended to encourage mixed and higher density/intensity land uses surrounding transit stations to induce greater transit ridership. MDOT's work to encourage and amplify local governments efforts to exercise their land use authority to achieve TOD is in the interest of both the State and local governments.

MDOT works with local and private partners to support TOD, through pre-development planning, joint development partnerships, infrastructure investments, coordination with public agencies and other project support. In Montgomery County, MDOT is working with the local partners to reconfigure the Silver Spring Metro Station area as a multi-modal transit center. The facility will be a major transit hub serving the Silver Spring Central Business District and the surrounding region, and will also support proposed air rights development over the Transit Center that would include a hotel and up to two residential buildings. In the heart of mid-town Baltimore City, MDOT continues to work with local partners to facilitate the redevelopment of the 25 acre State Center complex. This office campus will be transformed into a revitalized, mixed-use development that takes full advantage of the Metro and Light Rail stations and significant bus service on site and become a local and regional intermodal destination. In addition, the Department is working with Anne Arundel and Howard Counties on the development of the Odenton and Savage TOD's to assist with the BRAC effort, with Baltimore County on the development of the Owings Mills TOD as well as working with other jurisdictions to identify other TOD opportunities around the State.

MDOT is also working with the Maryland Department of Business and Economic Development (DBED) to attract jobs and commercial anchors to TOD projects. MDOT recognizes that not only is TOD an opportunity to support local economic development and community goals, but it can also serve as a financial tool for important transit investments. To that end, MDOT fully supports local participation in the TOD process.

MDOT is also working with the Washington Metropolitan Area Transit Authority (WMATA) to promote TOD at Maryland's Metro Stations in the Washington suburbs. Working through the Governor's appointees to the WMATA Board of Directors, MDOT supported reforms of WMATA's joint development program guidelines and is focusing WMATA planning efforts in Maryland to support TOD.



Priority Initiative: Natural Environment

Transportation is not a standalone system. The transportation network exists within an ever-changing landscape of human activities and a dynamic natural environment. Responsible, sustainable management of the State's infrastructure only occurs when we recognize that ongoing interaction. New priorities and changing circumstances continue to challenge MDOT to improve on old methods and find new strategies for safeguarding our natural, community, and historic resources.

Through partnerships with natural resource and regulatory agencies, MDOT and the modal administrations are piloting ways to improve both system planning to avoid impacts on the most sensitive resources and project planning that sites mitigation in the most ecologically valuable location. SHA remains a leader in the Green Highways Partnership, a proactive approach to improving the environmental performance of highways and their integration into watersheds through coordination with local governments and the private sector.

The MDOT agencies continue to develop Environmental Management Systems to better integrate environmental concerns into the day-to-day management of our facilities and operations.

Maryland also remains a national leader in the use of the Transportation Enhancement Program (TEP) funds to protect and restore watersheds affected by highway runoff.

Now, in addition to funding stormwater mitigation and adding to our system of bicycle and pedestrian trails, for the first time, Maryland TEP funding will be used to create eco-passages. Roads present a barrier to the movement and dispersal of wildlife, fragmenting their habitat and reducing Maryland's diversity of species. These eco-passages will enable box turtles and other small wildlife to safely cross roads.

Priority Initiative: Climate Change and Air Quality

MDOT is working to address Climate Change issues and reduce air emissions related to the transportation industry. As an active participant in the Governor's Climate Change Commission, MDOT has formed teams to address many of the Commission's Action Plan recommendations.

Specifically, MDOT offers Marylanders high quality public transportation and as an option to travel by single occupancy vehicles. MDOT is also demonstrating its dedication to reducing the transportation sector's emissions by employing electric based transit modes and introducing hybrid-electric bus technology. With passage of the Clean Car legislation in 2007 the State has adopted the cleaner California car standards beginning with the 2011 model year. These cleaner vehicles will reduce green house gas (GHG) and ozone forming emissions and fuel usage.

MDOT provides a variety of Travel Demand Management (TDM) strategies to support the use of alternatives to the traditional single-occupant vehicle through a variety of programs and incentives that reduce the growth in Vehicle Miles Traveled (VMT) and congestion. TDM helps to reduce single-occupancy vehicle usage and VMT and generally translates into lower emissions. Other TDM benefits include reduced congestion, lower parking demand, energy savings, lower commuting costs, and cleaner air. These strategies include such things as carpooling, car sharing, transit, park-and-ride facilities, teleworking, and flexible work hours. Implementation of these strategies is accomplished in cooperation with the Metropolitan Planning Organizations, the Maryland Department of the Environment and local governments. Further implementation strategies will be evaluated once the Maryland Climate Change report is evaluated and priorities are determined.

In response to the requirements and direction provided by the Clean Air Act Amendments (CAAA) of 1990, MDOT has placed increased emphasis to meet the new National Ambient Air Quality Standards (NAAQS). The Act and its periodically updated emission reduction mandates, specify requirements for Ozone, Particulate Matter and Carbon monoxide (CO) to help ensure progress toward attainment is made in Maryland.

In accordance with federal requirements, each of the transportation projects in air quality nonattainment areas is assessed for its impact on the environment. In cases

where there is an actual or potential adverse effect, air quality mitigation practices are included as part of the project. In addition, all major capacity enhancing transportation projects are evaluated on a regional level in coordination and partnership with the Maryland Department of the Environment and/or the appropriate Metropolitan Planning Organization to make certain that the mobile source emissions (existing and proposed facilities) do not exceed a level that would adversely affect air quality.

To this extent, the MDOT has funded programs and strategies to reduce mobile emissions. These improvements have been both technological and behavioral in nature. Some of the more noteworthy examples of technological emission reduction efforts include the following:

- Continued development of an incident management system (CHART) to notify the public of areas of congestion/accidents to reduce delay and vehicular idling;
- Electrification of several previously diesel powered gantry cranes at the Port of Baltimore;
- Replacement of our MTA bus fleet with clean diesel, CNG and, most recently, hybrid buses;
- An electronic start-up program to reduce overall bus startup idling based emissions;
- Development of a CNG taxicab replacement program in the Washington region.

In regard to “behavioral” strategies, MDOT and its modal agencies have implemented or supported activities to change people’s travel behavior. Behavior programs have included:

- Establishment of a ridesharing program under the direction of the MTA and the MPO’s to provide rideshare matching;
- Establishment of Park and Ride Lots along the State’s highways and transit facilities to make it more convenient to utilize carpooling and High Occupancy Vehicle (HOV) travel options;
- Help establish a Guaranteed Ride Home (GRH) program in the Washington Metropolitan region in the event an HOV rider has an unexpected emergency and needs to get home;

These are but a few examples of the multifaceted efforts MDOT and its modal agencies are making in an effort to reduce mobile source emissions in Maryland.

MTP GOAL: Connectivity for Daily Life

Every day, Marylanders wake up and go to work, go to school, and run their errands. Every day, the goods and products that people need to live and businesses need to thrive are distributed over a vast freight network that fuels the State’s economy. Providing **Connectivity for Daily Life** is an MTP goal because an easy to use, reliable, efficient, accessible, and fully integrated transport network for everyone’s use is a high priority and important responsibility for MDOT and is reflected in specific investments throughout this FY 2009-2014 CTP.

To efficiently move people, MDOT has invested in a seamless transport network that gives our users a choice of how to go about their daily life: whether it is catching a bus, boarding the Light Rail, Metro or MARC train, boarding a plane at BWI or one of the regional airports, or driving down a well-built and maintained highway. MDOT is committed to providing a wide variety of commuting options and to providing travel options for people enjoying their leisure time.

Maryland’s transportation network serves as the backbone of the State’s economy and provides a means by which goods and products can flow over a integrated system, whether it arrives from the Port of Baltimore, travels inside of a freight truck by highway, or travels within Maryland via rail. The efficient and reliable movement of goods will ensure businesses continue to thrive and make Maryland more competitive, domestically and internationally.

As both the population and economy of Maryland continue to grow, the demand that will be placed on the existing transportation infrastructure will steadily increase and capacity will eventually be insufficient. By planning ahead and proactively working to meet the needs of tomorrow’s businesses, commuters, and citizens, MDOT will continue to develop a transport network able to serve and accommodate future needs.

Priority Initiative: BRAC

Congress approved Base Realignment and Closure (BRAC) recommendations in the fall of 2005. These decisions, which affect realignment of military bases nationwide, are required to be in place by September 2011. Maryland is one of a few states benefiting by gaining additional military and civilian positions. An estimated 40,000 to 60,000 direct, indirect and induced jobs are coming to Maryland over the next ten years as a result of BRAC. Fort George G. Meade (FGGM), Aberdeen Proving Ground (APG), and the National Naval Medical Center (NNMC) at Bethesda will be gaining most of these positions. Other installations, including Fort Detrick and Andrews Air Force Base, are also expected to have significant increases in personnel resulting from BRAC and non-BRAC related growth.

For the planning – and now the implementation – of Maryland’s response to BRAC, MDOT has been coordinating with local governments, as well as regional, State and

federal partners, including the BRAC-impacted military installations. MDOT has been assisting local governments in considering BRAC-related transportation projects in the context of their overall needs. Outreach efforts also continue with communities and stakeholder groups throughout the State. MDOT's work is also done in concert with the State of Maryland's Subcabinet on BRAC, chaired by the Lt. Governor. MDOT prepared a section of the State of Maryland's BRAC Action Plan for the Subcabinet, outlining policies, projects and legislation needed for Maryland to respond to BRAC.

To address the challenges of time and funding, MDOT relies on a "high/low" investment strategy to fund and deliver BRAC-related transportation projects. Under the "high/low" strategy, lower-cost improvements that can be implemented quickly (low strategy) have been targeted for potential completion prior to 2011, while higher-cost, major higher-capacity projects will be implemented over time. Short-term BRAC projects include the evaluation of direct transit services and the State Highway Administration's BRAC Intersection Program at the most heavily impacted intersections near FGGM, APG, and Bethesda NNMC. Long-term BRAC projects that are part of MDOT's "high" strategy include several major highway projects such as the MD 175 and MD 198 Project Planning Studies at FGGM, as well as improvements to the MARC commuter rail system.

The transportation section of the State BRAC Action Plan (see <http://www.gov.state.md.us/brac/index.asp>) contains more detailed information about MDOT's response to BRAC.

For more information on the Department's BRAC Activities, please visit the BRAC section of the CTP, on page A-41.

Priority Initiative: Freight Studies

In addition to the safe and efficient movement of people from, to, and through the State of Maryland, MDOT is also focused on the safe and efficient transportation of freight. Studies from the United States Department of Transportation estimate that freight tonnage will grow between 70-80% by 2025 for the mid-Atlantic and northeast corridors. Freight tonnage is expected to increase along similar trend lines for Maryland, as the State is located at the geographic epicenter of the I-95 Corridor. While freight is expected to grow, the current flow of freight throughout the State is impeded by chokepoints and aging infrastructure that are significant for both the geographic region and the Corridor. Such challenges must be addressed to allow for the cost-effective and safe movement of goods by waterborne, rail and motor carrier providers. To meet these needs, MDOT is taking an aggressive approach to implementing freight solutions in Maryland and the greater multi-state region. Major issues to be addressed include:

- Identifying and prioritizing freight infrastructure projects for investment through the development of a State Freight Plan;



- Increasing the Port of Baltimore's competitiveness by adding operational and infrastructure efficiencies at the Port and to/from the Port.
- Identifying rail infrastructure and operation synergies that can mutually benefit freight and passenger services including rehabilitation or replacement of the Civil War-era rail tunnels.
- Identifying trucking needs, including overnight parking and staging solutions, for more efficient and safe freight movement throughout the State;
- Improving working relationships with private-sector freight providers;
- Increasing consideration of freight needs in local and statewide planning and improving outreach to local communities and economic development organizations.

MDOT is engaged in short and long-term studies to evaluate strategies with various partners to find solutions to address freight growth. Our partnership efforts involve coordination with:

- US DOT – to help design creative financing solutions to the major truck and rail chokepoints impacting the entire region;
- I-95 Corridor Coalition – to evaluate and recommend solutions to truck and rail capacity chokepoints and identify opportunities in the emerging marine highways or short sea shipping sector;
- Federal Railroad Administration – to study alternative rail freight and passenger tunnel routes through Baltimore and seek funding through new freight and passenger rail grant programs;

- Federal Highway Administration – to monitor travel times and delays in freight significant corridors; and,
- Industry Stakeholders – to advise and guide on freight planning and initiatives, as well as to develop solutions for impediments to efficient logistics the State.

MDOT will continue its leadership role in order to quantify and define statewide and multiple State corridor freight needs. When these studies are completed, key projects will be identified for consideration as future candidates for federal and state funding.

MTP GOAL: Quality of Service

MDOT takes pride in being open to the feedback our customers provide and taking steps to address issues as well as providing a high level of customer service and this is why **Quality of Service** is a goal in the MTP. Some steps that have already been taken include streamlining transactions at the MVA, clearing accidents on the highway system through CHART (Coordinated Highway Action Response Team), and providing a high-quality experience at BWI and regional airports.

The citizens of Maryland expect to be able to use the transportation network across the State whenever and wherever needed. MDOT constantly works to maintain reliable and predictable travel times for people or goods. Some examples include operating and expanding the CHART program, improving on-time performance on transit, or providing real-time information to riders and drivers. This is vital as people go about their business since the economy relies on the smooth flow of goods and services.

Placing our citizens first is always a priority in the ongoing work to improve our quality of customer service and to maintain a reliable transportation network across Maryland.

Annual Attainment Report

The Legislature in 2000 passed a bill requiring MDOT to develop an Annual Attainment Report (AR) on Transportation System Performance. The main objectives of the AR are:

- To report on progress toward achieving the goals and objectives in the MTP and CTP;
- To do this by establishing performance measures; and
- To set long-term and intermediate-term performance targets.

The legislation also requires the Governor to establish an Attainment Report Advisory Committee (AR-AC). The role of the AR-AC is:

- To advise MDOT on the selection of performance measures and data;
- To review selected performance measures and data;
- To evaluate the clarity of the measures and targets;

- To identify gaps; and
- To recommend strategies to increase the effectiveness of the AR.

The AR identifies indicators and tracks transportation system performance. It also documents how MDOT is achieving its goals and objectives based on a series of performance indicators. The performance indicators presented in the report are also intended to help MDOT and the citizens of Maryland assess the improvements that are being made and the resulting performance benchmarks based on the amount of investment. The AR performance measures were developed in a collaborative effort between the Secretary's Office, the modal administrations, the Maryland Transportation Authority and the AR-AC. The AR-AC met four times during the process to develop a set of performance measure recommendations used by the MDOT Secretary to finalize the new performance measures. The MTP and AR were completed the end of December in order to be submitted to the 2009 Legislature by the third week of January as part of the SRT.

SHAPING MARYLAND'S TRANSPORTATION SYSTEM

The Public Role

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

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

Additionally, the public has many other opportunities to review and comment on specific projects, such as during the many public meetings during planning, environmental review and design 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.

The MDOT Role

The MTP serves as MDOT's guiding policy document. The current Plan is an update of the 2004 MTP. MDOT updated the MTP with the assistance of the AR-AC. Every year, the Secretary of MDOT works with the Department's modal administrators and the Authority to

determine which projects to add to the CTP or to advance in project development through additional funding. MDOT looks at the need for individual projects based on such things as MDOT's MTP goals and objectives, level of service, safety, maintenance issues, how the projects may encourage economic development, availability of funding (including federal funds), and the input received from the public and local officials. The Governor and Secretary take this input into account when making the final decision of which projects will be funded.

The Federal Role

Transportation planning and programming in Maryland is influenced by Federal laws including SAFETEA-LU and the Clean Air Act Amendments of 1990. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) authorized the Federal highway and transit programs through federal Fiscal Year 2009, and will expire on September 30, 2009. This authorization guaranteed Federal spending of \$286.4 billion nationwide over six years (2004-2009), a 38 percent increase over the previous authorization period. Congress is expected to begin consideration of a new authorization bill in 2009. The next federal authorization legislation represents an opportunity for the creation of new programs and possible new revenue sources. This latter point is critical as the Highway Trust Fund is expected to experience a significant shortfall in the coming years, potentially beginning in 2009. MDOT is committed to being a part of this discussion to ensure that federal transportation funding for the State will continue uninterrupted.

In 1990, the Federal government passed sweeping revisions to the Clean Air Act designed to better address air pollution. In particular, the Clean Air Act of 1990 established tighter pollu-

tion standards for emissions from automobiles and trucks. Nonattainment area classifications were established and ranked according to severity of the area's air pollution problem. These nonattainment categories trigger varying requirements the area must comply with in order to meet federal standards. MDOT continues to work to ensure that the State's transportation program for Maryland will be consistent with Federal Clean Air Act requirements.

Federal highway and transit statutes require, as a condition for spending Federal highway or transit funds in urbanized areas, the designation of Metropolitan Planning Organizations (MPOs). MPOs are responsible for planning, programming, and coordinating Federal highway and transit investments. The MPO decision-makers include local elected officials, state DOTs, and Federal Highway Administration (FHWA)/Federal Transit Administration (FTA). Maryland's metropolitan areas are divided into the following six MPOs, with some boundaries extending into neighboring states including Pennsylvania, Delaware, Virginia, and West Virginia:

- Baltimore Regional Transportation Board (BRTB);
- Cumberland MPO;
- Hagerstown-Eastern Panhandle MPO (HEPMPO);
- National Capital Region Transportation Planning Board (TPB);
- Salisbury/Wicomico Area MPO; and
- Wilmington Metropolitan Planning and Coordinating Council (WILMAPCO).

HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation (MDOT) is divided into agencies responsible for different modes of travel. These are referred to as MDOT's modal agencies or modes. Projects in the CTP are listed under the mode responsible for them.

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, and its compliance status with Smart Growth. It also shows any significant change in the project since the last budget approved CTP. A chart shows funds budgeted over the six-year cycle. This is general information and is not intended to provide specifics such as alignments, status of environmental permitting, or alternatives under study.

Funding Phases

Planning - Once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project and to establish the scope and location of proposed transportation facilities as well as obtain environmental approvals.

Engineering - The next phase for funding is the engineering phase. These projects undergo additional environmental studies, preliminary and final 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 multimodal solutions to transportation needs. One example is the I-270/US 15 multimodal corridor study, which is evaluating highway and transit improvements in Montgomery and Frederick counties. The CTP also contains information on minor projects, 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.

The Secretary's Office -- Line 1 **CONSTRUCTION PROGRAM**



PROJECT: Transportation Enhancement Program

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

SMART GROWTH STATUS:
 Project Not Location Specific or Location Not Determined
 Project Within PFA Project Outside PFA; Subject to Exception
 Grandfathered Exception Approved by SPW/MDOT

ASSOCIATED IMPROVEMENTS:
 Enhancement activities must be directly related to transportation.

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increased \$8.3 million due to the addition of FY 2012.

| POTENTIAL FUNDING SOURCE | | <input checked="" type="checkbox"/> SPECIAL | | <input checked="" type="checkbox"/> FEDERAL | | <input type="checkbox"/> GENERAL | | <input type="checkbox"/> OTHER | | |
|--------------------------|------------------------|---|-------------------|---|-------|----------------------------------|-------|--------------------------------|----------------|---------------------|
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2006 | CURRENT YEAR 2007 | BUDGET YEAR 2008 | 2009 | 2010 | 2011 | 2012 | 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 | 179,216 | 127,716 | 8,000 | 8,400 | 8,500 | 8,400 | 8,300 | 9,300 | 51,500 | 0 |
| Total | 179,216 | 127,716 | 8,000 | 8,400 | 8,500 | 8,400 | 8,300 | 9,300 | 51,500 | 0 |
| Federal-Aid | 136,816 | 99,016 | 5,000 | 6,400 | 5,500 | 5,600 | 5,300 | 7,300 | 35,800 | 0 |

* 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 State Highway Program, and are shown here for informational purposes.