



Maryland Department of Transportation

CONSOLIDATED TRANSPORTATION PROGRAM

2011 State Report on Transportation • FY 2011-2016

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation, its modal agencies – the Maryland Aviation Administration (MAA), Maryland Port Administration (MPA), Motor Vehicle Administration (MVA), State Highway Administration (SHA) and the Maryland Transit Administration (MTA) and related authorities within the Department, including, the Maryland Transportation Authority (MdTA), and Washington Metropolitan Area Transit Authority (WMATA). In this document, you will find a Project Information Form (PIF) for every major project in the state – which includes project details, financial information and construction status as well as a list of minor capital projects. The Maryland Department of Transportation (MDOT) works together with residents, local jurisdictions and local and State delegations to include projects in the CTP that preserve investments, enhance transportation services and improve accessibility throughout the State. In order to help Maryland's citizens review this document, the CTP includes a summary of the Department's financing and budgeting process and instructions for reading Project Information Forms (PIFs).

For further information about this document, please contact the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document also is available online at <http://www.mdot.maryland.gov/Planning>.

For the hearing impaired, Maryland Relay 711.

For more information on Maryland transportation, please visit us on the web at www.mdot.maryland.gov

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM



The Maryland Department of Transportation (MDOT) is pleased to present the State's six-year capital investment program for transportation, the Final FY 2011-2016 Consolidated Transportation Program (CTP). Our transportation system provides Maryland many great benefits, and continued investment is necessary to sustain, enhance and strengthen our quality of life. The CTP is the comprehensive listing of transportation investments to be made by the State of Maryland. This year's CTP is, once again, affected by a complex set of issues, including: the national economic downturn, weak revenues supporting the Transportation Trust Fund, the Base Realignment and Closure (BRAC) process and related growth and environmental issues such as water quality and climate change. These issues require MDOT to be more strategic in how we make decisions regarding future investments. By focusing on our investments as part of the broader sustainability agenda of the Governor's Smart, Green and Growing initiative, MDOT can: address safety and system preservation needs, improve our environment, enhance accessibility and encourage healthier lifestyles while providing more effective, longer-lasting solutions.

Each year, MDOT publishes the State Report on Transportation (SRT). The SRT contains three important documents: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP) and the annual Attainment Report (AR) on Transportation System Performance. To address Maryland's transportation issues and priorities, MDOT

must undertake new approaches: to planning and design, to construction, to operation and to maintenance of our transportation network.

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

In 2010, the Maryland General Assembly passed a bill intended to enhance transparency and accountability in the evaluation and selection of proposed major capital projects for the Consolidated Transportation Program (CTP). The resulting Maryland State Law, Chapter 725, requires MDOT and other proposing entities clarify the relationship between their prioritized projects and the overarching state goals for transportation as articulated in the MTP. In addition, full consideration of related goals and policies must be considered in the selection criteria.

This year, you will see some additional information on the Project Information Forms (PIF) for construction projects that respond to elements of this legislation. You also will see some additional information below on the criteria we considered for each of the projects in the Construction Program.

KEY FACTORS AFFECTING PRIORITIZATION

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

- Our transportation system is increasingly inefficient due to traffic congestion and dispersed land-use patterns. Over the next 20 years, Maryland's 6.2 million acres of land will be home to 547,000 households, 762,000 jobs and more than 6.6 million people. Maryland's growing population will increase demands on our land, water and air as well as our transportation infrastructure. Developed land consumes about 1.3 million acres of Maryland. Although it took 300 years to develop the first 650,000 acres in our State, it took a mere 30 years to develop the second 650,000 acres.
- Maryland relies heavily upon fees generated from fuel consumption and vehicle purchases to finance its transportation system. The fuel based non-renewable resources will become increasingly scarce in the future. Approximately one-quarter of Maryland's overall energy usage goes toward transportation. Maryland residents

consume more than 448 gallons of gasoline per capita each year, higher than both California (414) and New York (293), but lower than the U.S. average (464).

- Unsafe driving and highway conditions result in death, injury, disability and financial hardship to Maryland citizens. From 1996 to 2005, more than 6,000 people died on Maryland roads and highways and more than 600,000 were injured at a cost of more than \$4.5 billion annually. MDOT's State Highway Administration (SHA) set a goal to reduce annual motor vehicle injuries to fewer than 50,000 by 2010. The state reached this goal in 2008 when it recorded 48,143 injuries and 592 deaths on all roads in Maryland. Maryland is making progress on its continual daily efforts to make our roads as safe as possible.
- Until 2008, Vehicle Miles Traveled (VMT) had increased every year since World War II. Drivers in Maryland traveled 57 billion vehicle miles in 2006. This figure represents a 40% increase in VMT from 1990, outpacing growth in both population (17%) and new lane miles (8%) during the same time period. Such a significant increase in driving strains Maryland's transportation system, its economy and its environment. MDOT is focused on moving people, not just vehicles throughout Maryland by providing a transportation system that accommodates all users, including: vehicles, transit riders, freight shippers, bicyclists and pedestrians.
- MDOT places a high priority on allocating funds toward safety and system preservation. The MTP and the CTP both reflect significant investments in operational improvements to the transportation system, bridge program, highway and runway resurfacing, rail car overhauls and replacements, bus replacements and facility upkeep. SHA is focused on reducing the number of structurally deficient bridges in the state and on maintaining a strong highway system that ensures safe travel for all Maryland motorists.
- The Environmental Protection Agency has established a "pollution budget" for the Chesapeake Bay and its tributary rivers, that will regulate the amount of certain pollutants that can be discharged to the waters of the Bay states. Paved urban areas, including highways and other transportation facilities, represent a significant source of those pollutants. MDOT will play a significant role in the Bay restoration effort by treating stormwater runoff from both new infrastructure and from facilities built before the regulation of stormwater.
- Marylanders are growing older. By 2030, the percentage of the population over age 65 is expected to grow to nearly 20% from just 7.6% in 1970.

- With Maryland's population increasing and the average household size decreasing, we will need more homes to house us. Improvements to transportation infrastructure and differences in housing costs and consumer demand means that residential development and employment are becoming increasingly dispersed.
- As people become more mobile and the demand for goods movement grows, congestion is increasing.
- By 2026, the number of licensed drivers is expected to increase in Maryland by more than 23% and the number of registered vehicles is expected to increase by 40%.



ESTABLISHING TRANSPORTATION PRIORITIES

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

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

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

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

Transportation planning and programming in Maryland is shaped by an array of Federal laws, regulations and policies, including the Safe, Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) of 2005 – commonly known as the federal transportation bill – and the Clean Air Act Amendments of 1990. In 2009, Congress acted to prevent a Highway Trust Fund shortfall through temporary legislation. Although Congress has not yet passed a new long-term federal transportation bill, Maryland remains committed to being part of the national ongoing dialogue to ensure federal transportation funding continues uninterrupted. Under the 1990 Clean Air Act amendments, the federal government mandates strict pollution standards to monitor emissions and requires emissions reductions in areas that are not in compliance with the standards.

Transportation priorities in Maryland's major metropolitan areas also are shaped by six federally-established Metropolitan Planning Organizations (MPOs) that coordinate transportation investments and develop regional plans. The State's six MPOs include the Baltimore Regional Transportation Board (BRTB), Cumberland MPO, Hagerstown-Eastern

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

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



UNDERSTANDING OUR PRIORITIES

This year's CTP is influenced by a variety of issues, ideas and realities, including: the goals of the Maryland Transportation Plan, federal and state mandates related to transportation, interests and concerns of local governments and the public and the vision of the O'Malley-Brown Administration. Guided by these considerations, MDOT has worked to establish a clear set of priorities that represent a core focus of the State's transportation program.

While MDOT places a strong emphasis on these priorities, our economic challenges continue to limit resources and to require the Department to make tough decisions about how to invest public dollars in the most efficient and cost-effective way. Given the current issues and constraints, MDOT views the following as our transportation priorities:

Priority: System Preservation & Safety

MDOT continues to place a high priority on allocating funds toward system preservation and safety. The MTP and the CTP both reflect significant investments in the bridge program, road and runway resurfacing, rail car overhauls and replacements, bus replacements and facility upkeep. A key area of focus is the condition of bridges across Maryland. The State Highway Administration continues to make significant progress in reducing the number of structurally deficient bridges on the state's highway system to ensure safe travel for Maryland motorists and other system users.



Priority: Transit Improvements

Maryland citizens, businesses and visitors need a dependable and affordable means to get to and from work, school or other activities each day. A good public transit network will help working families keep more money in the bank by providing them less expensive transportation options. A good public transit system will help address global climate

change and will serve as a focus for the State's Smart, Green and Growing initiatives. When people choose to ride public transportation, it translates into fewer cars on the road, fewer emissions in the air and a healthier environment. That is why the O'Malley/Brown Administration is committed to doubling transit ridership by 2020. The State of Maryland also provides funding for transit in rural areas, small cities and metropolitan regions. For longer commutes, MDOT provides MARC Train and Commuter Bus services to downtown Baltimore and Washington, D.C.

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

Governor O'Malley selected locally preferred alternatives for both the Red Line and the Purple Line, and this final CTP includes \$90 million in additional State funding for the preliminary engineering and final design phases for both projects. This new funding is a demonstration of the State's commitment to provide the matching funds for future federal New Starts funds. The Baltimore Red Line is a 14.5-mile, east-west light rail line that will connect Woodlawn to the west and the Johns Hopkins Bayview Medical Center to the east. The Red Line links the existing Baltimore Light Rail system, MARC stations, the Baltimore Metro subway and local bus routes to create a comprehensive regional transit network that is unprecedented in the Baltimore region. It will provide the region's first cross-town rail route and tie the City and suburbs together serving existing residential neighborhoods and employment centers. It also will support emerging new development at locations such as Harbor East, Canton Crossing and Uplands. The presence of the Red Line has the potential to spur revitalization efforts at Security Square Mall, Edmondson Village, Highlandtown, Greektown and around the West Baltimore MARC station. By linking with the MARC system, the Red Line will improve access to Washington, D.C. and to growing BRAC-related job opportunities at Fort Meade and Aberdeen.

The Purple Line is a light rail line serving a 16-mile east-west corridor between New Carrollton in Prince George's County and Bethesda in Montgomery County. On the eastern end, it will operate along the Montgomery County Master Plan's Georgetown Branch alignment, where innovative design techniques will be used to allow the hiker-biker trail and the Purple Line to coexist in a community-friendly-manner. The Purple Line will directly serve local communities and provide an important link to other transit services, particularly both branches of the Metrorail Red Line as well as the Green and Orange lines; MARC's Brunswick, Camden and Penn lines and local bus services.

Priority: Smart, Green and Growing

The O'Malley/Brown Administration has given new energy and focus to Maryland's Smart Growth legacy by launching the Smart, Green and Growing initiative and by supporting the Sustainable Communities Act, passed by the Maryland General Assembly in 2010. These statewide initiatives provide a framework for addressing transportation challenges and for coordinating with other stakeholders toward smarter and more sustainable patterns of future growth. This renewed focus has enabled MDOT to promote new measures and mechanisms: to encourage rideshare, telework and other commuter options; to establish a broader sustainability agenda to address emissions and other environmental impacts; and to coordinate with other agencies and partners to more strategically leverage investment. The Smart, Green and Growing Initiative also has: encouraged the preservation of resource lands, the revitalization of existing communities and the promotion of compact, mixed-use development near existing and planned transit stations.

State law also requires MDOT to work closely with other State agencies to evaluate projects in terms of their compliance with the Smart Growth and Neighborhood Conservation acts. MDOT uses the State Report on Transportation process to help define and achieve smart growth goals. As part of its smart growth responsibilities, MDOT is strengthening the links between land use and transportation planning, through the strategic management of infrastructure investments.

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

Priority: Transit-Oriented Development (TOD)

Transit-oriented development (TOD) is a key component of our efforts to ensure efficient use of our transportation system to promote sustainable, smart growth development for the State. A development that is "transit-oriented" is typically comprised of a mixture of land uses generally configured and oriented to maximize visibility and access to the transit station. TOD projects design street networks and parking to ensure the safety and comfort of pedestrians and bicyclists, while ensuring efficient traffic flow to automobiles, buses and



carpoolers. TOD will help ensure that Maryland residents achieve maximum benefit for their investment in transit and related transportation infrastructure. By contributing to transit ridership, TOD can reduce highway congestion, greenhouse gas emissions and sprawl.

MDOT works with State, local and private partners to support TOD through: pre-development planning, policy and program support; joint development partnerships, infrastructure investments and other project support. The Department has an active program of TOD planning and joint-development projects, spanning multiple jurisdictions and station types. MDOT also works with other agencies and local jurisdictions to help identify additional TOD opportunities and to promote principles of TOD through transit-supportive, land-use policies.

In 2010, the O'Malley/Brown Administration took further action to promote TOD as part of its Smart, Green, and Growing initiative by officially designating 14 transit stations as Transit-Oriented Developments. As announced in June 2010, these station areas are to be developed as integral elements of the state's overarching transportation agenda. They also will benefit from legislation which makes it easier for both state and local agencies to coordinate and advance their respective TOD agendas. For example, these designated TOD sites will be eligible to take advantage of 2009 legislation that grants many local governments greater flexibility to use existing tax increment financing (TIF) and special taxing district powers to finance these projects.

Under the 2010 Sustainable Communities Act, these 14 designated TODs are considered Sustainable Communities, and will, thereby, gain more ready access to other state programs. This designation also ensures general oversight by an expanded Smart Growth Sub-Cabinet.

Priority: Natural Environment

MDOT recognizes the need to work within a framework of ecological boundaries. As our climate changes, those boundaries will continue to change. Our commitment to Environmental Stewardship is one aspect of a larger commitment to a more sustainable future. That future will require our transportation system to be resilient and our strategies for the protection of our natural, cultural and community resources to be forward-looking and adaptive.

By coordinating land-use, transportation and resource planning with partners in other agencies and local governments, MDOT will ensure the investments we make will meet multiple needs for the citizens of Maryland.

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

Using the State's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT agencies can minimize negative impacts and use project mitigation to support



the State's broader conservation goals. Retrofitting older parts of the transportation network with the latest stormwater management technology moves the State closer to meeting our water quality targets.

SHA goes above and beyond required mitigation in its efforts to restore the Chesapeake Bay and to improve air quality. In addition to participating in the Governor's "One Million Trees" planting initiative, SHA recently has more than doubled the number of wetlands created through environmental stewardship, restored miles of streams, planted natural vegetation and wildflowers along roadsides, and become nationally known for using goats to mow to reduce emissions and protect small wildlife. The planting initiatives support Bay restoration by improving water quality and increasing Maryland's forest cover, thereby aiding in carbon sequestration.

Priority: Climate Change, Air Quality & Energy

MDOT is working to address Climate Change issues, reduce air emissions and manage energy consumption related to the transportation industry. As an active member of both the State's Climate Change Commission and its Energy Outlook Task Force, MDOT continues to improve its public transportation network to provide an alternative to single occupant vehicles. The State is also demonstrating its dedication to reducing the transportation sector's emissions by employing: electric-based transit modes, hybrid-electric bus technology and hybrid and flex-fuel vehicles. With the passage of the Clean Car legislation in 2007, the State has adopted the cleaner California car standards beginning with the 2011 model year. MDOT also is working with other state departments of transportation and environmental agencies to assess the possibility of installing electric vehicle recharging stations across the northeastern United States. MDOT will be installing electric vehicle recharging stations for public use at several locations including BWI Marshall Airport and a park and ride lot near I-95 north of Baltimore City. By paving the way for broader usage of cleaner vehicles, these efforts will help us reduce greenhouse gas emissions (GHG) and contribute to our long-term efforts to fight climate change. MDOT uses a variety of Travel Demand Management (TDM) strategies to support alternatives to driving alone and to limit emissions from the transportation sector. TDM efforts can also help reduce congestion, lower commuting costs, and improve air quality. Some of these efforts are: carpooling, car sharing, transit, teleworking, and variable pricing infrastructure.

MDOT is implementing these strategies in cooperation with our partners in the metropolitan planning organizations, the Maryland Department of the Environment and local governments. We are evaluating further implementation strategies to reduce GHG emissions in accordance with the goals of the Climate Change Commission's GHG Emission Reduction Report.

Priority: BRAC

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

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



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

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

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

Priority: Freight

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

To meet these needs, MDOT is taking an aggressive approach to implementing multimodal freight solutions in Maryland and the greater multi-state region. MDOT recognizes the multimodal and shared infrastructure nature of freight and passenger facilities. In order to better coordinate planning and policy, MDOT revised its Office of Freight Logistics to the newly named Office of Freight and Multimodalism (OFM) to combine freight and passenger focus under one division. This office, along with other MDOT offices and modal administrations,

is cultivating partnerships with neighboring states, freight stakeholders and nonprofits, and is participating in freight studies with groups such as the I-95 Corridor Coalition.

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

Priority: Economic Recovery and Stabilization

The National economic downturn is continuing to cause concerns across the Country. While Maryland is better off than some other states, it struggles with difficult economic challenges. In response to the economic crisis facing our nation, Congress passed and on February 17, 2009 President Barack Obama signed into law the American Recovery and Reinvestment Act (ARRA). The intent of the law is to preserve and support jobs; to provide tax cuts for working families in Maryland and throughout our nation; and to invest in America's public education system, and in roads, bridges, tunnels, and the green technologies of tomorrow.



As part of ARRA, Maryland is receiving \$4 billion. Of this total amount, \$638 million is directed toward formula funding for transportation in Maryland. Highways is receiving \$414 million – \$317 million for state highway projects and \$97 million for local roadway projects. Transit is receiving \$224 million – \$108 million for MTA projects, \$44 million for local transit system projects and \$72 million for WMATA improvements in Maryland. The WMATA system directly receives a total of \$201 million for projects throughout the Washington, D.C. region.

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

In order to create the greatest economic benefit, to keep Marylanders working and to continue to improve the State's transportation network, MDOT is working to spend federal money as quickly as possible while preserving its capital program.

CRITERIA

Chapter 725 in Maryland State Law, which was adopted in 2010, creates new standards for how the Department evaluates proposed major capital projects for the Construction Program of the Consolidated Transportation Program (CTP). This new law is intended to provide additional transparency and accountability by providing more information about the Department's process for evaluating projects and by clarifying the role of the statewide transportation goals in this process. Under State Law, MDOT's evaluations are to be based on project purpose, need, and manner in which the project addresses state transportation goals and supports local government land use plan goals. Major capital projects include a 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. MDOT used the following

set of goals, outlined in the State's adopted Transportation Plan to evaluate and to examine projects for their inclusion in the Construction Program.

1. Quality of Service:

- a. How will a project address Quality of Service? This can include reduction in travel time or delay, or increase in travel time reliability for non-motorized travelers, private vehicle users, transit users and/or freight/commercial users.

2. Safety & Security:

- a. How will a project reduce collision and injury rates for non-motorized travelers, private vehicle users, transit users and/or freight/commercial users?
- b. How will a project provide additional security against terrorist or unlawful activity losses for private vehicles users or freight transportation?
- c. How will a project enhance the capability of the transportation system to handle emergency events?

3. System Preservation & Performance:

- a. What are the current physical conditions of a transportation link, and how critical is it to the integrity of the transportation network?
- b. How will a project reduce congestion or increase person throughput (person moving per hour by all modes)? Will a project reduce (public) costs of operation or maintenance based on more optimal location?
- c. Why is a project considered to be the most cost effective and sustainable long-term solution?

4. Environmental Stewardship:

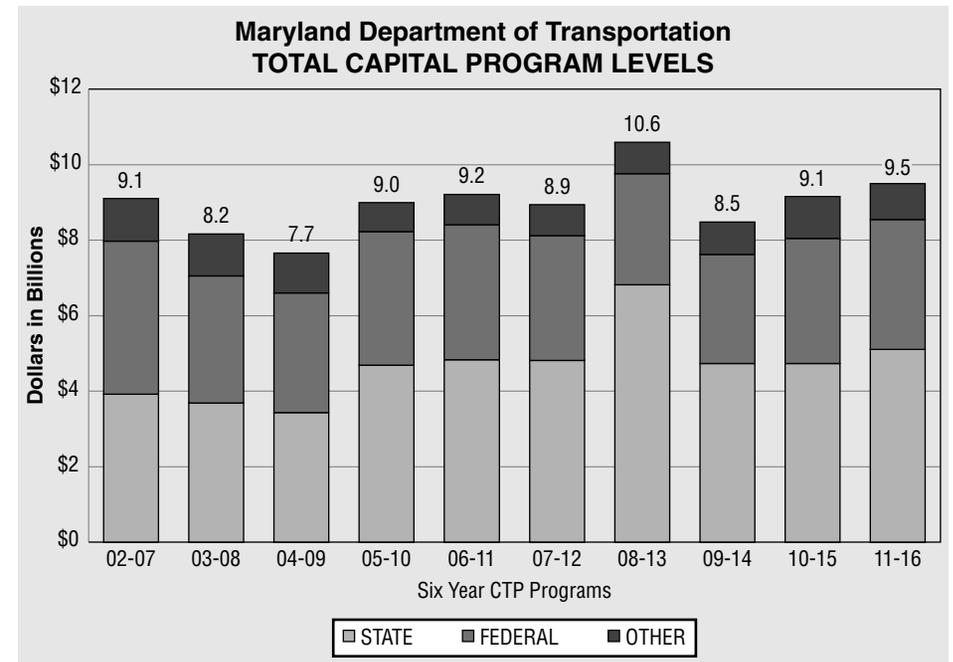
- a. How does a project encourage Smart Growth development (higher density, mixed use, transit oriented, pedestrian friendly)?
- b. How does a project support redevelopment/reinvestment in existing communities or brownfield areas, making use of existing infrastructure?
- c. To what extent will a project protect rural, agricultural, or other sensitive/protected lands and/or natural or cultural resources?
- d. What might be the medium to long term impact of a project on land use, trip lengths, vehicle miles traveled (VMT) and emissions (sustainability)?

5. Connectivity for Daily Life:

- a. Why is a project critical to the movement of freight and goods?
- b. How might a project improve connectivity between modes?
- c. How might a project increase access to jobs and services within the community?

FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, the Secretary and MDOT must account for both State and local economic growth, projections of state transportation revenue and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. Being heavily influenced by State and national economic performance, the Trust Fund has experienced a number of funding challenges in recent years that have deeply impacted the Department's decision-making process. While there remains some uncertainty regarding the status of federal transportation legislation, Maryland continues to work with the federal government and to rely on it as an important source of funding. MDOT is committed to working with available resources



and investing in a most cost-effective, responsible manner that will constantly improve our transportation system while respecting our state's fiscal challenges.

STATE REVENUE PROJECTIONS

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

Thanks to Governor O'Malley's efforts and to the ARRA formula and discretionary funding, we have been able to maintain a \$9.5 billion six-year capital program and continue funding many of our safety and system preservation projects. Nevertheless, MDOT has reduced its revenue projections in response to the economic downturn. Outside of the ARRA funded projects, only the Red and Purple transit lines had funds increased in this year's CTP.

Total projected revenues amount to \$20.0 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal



funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted in prior sessions.

Pertinent details are as follows:

- **Opening Balance:** MDOT's goal is to maintain a \$100 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$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 \$3.6 billion. The titling tax of 6.0 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Although vehicle sales have been in a down cycle, it is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **In calendar year 2009 U.S. light vehicle sales hit a 27-year low.** Forecasts for 2010 sales are calling for an increase of 11-12% over the 2009 level. After declining in the past three fiscal years, titling tax revenues appear to be stabilizing and starting to recover.
- **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 \$808 million. MDOT receives a portion (20.4 percent) of the 8.25 percent corporate income tax.

- **Federal Aid:** This source is projected to contribute \$4.0 billion for operating and capital programs. This amount does not include \$610 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only \$530 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.4 billion, with \$833 million from MTA; \$273 million from MPA; and \$1.3 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other Port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$1.6 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 \$340 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.



FEDERAL AID ASSUMPTIONS

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act authorized highway, transit, rail and safety programs through Federal Fiscal Year (FFY) 2009. SAFETEA-LU provided \$286.5 billion nationally over six years and has been extended by Congress from September 30, 2009, until March 4, 2011, while it debates the policies and financing mechanisms to be contained in the next act. Since FFY 2004, Maryland has received approximately \$585 million annually for highways and \$140 million annually for transit formula programs (including WMATA's allocation for Maryland service).

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

Continued delays in the enactment of the next surface transportation authorization bill and the uncertainty over the long-term solvency of the federal Highway Trust Fund (HTF) have constrained MDOT's ability to adequately plan for future investments throughout the State. Although Congress recently added \$19.5 billion in general funds to the HTF in order to protect against a projected shortfall in FFY 2010, forecasts indicate that the HTF will not be able to sustain existing levels of funding; thus another infusion of funds may be required to keep the HTF solvent in FFY 2011. 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 action 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 Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under SAFETEA-LU, OA has ranged from 84 percent to 93 percent. Given fiscal concerns with the soundness of the Federal Highway Trust Fund, this CTP assumes an OA level of 93 percent for FFY 2010, an OA level of 85 percent for FFY 2011 and 80 percent for the remaining years.

Transit

Between 50 and 70 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. In the absence of new authorization legislation, we must assume the same funding levels authorized by SAFETEA-LU for FFY 2011. As such, FTA Urbanized Area capital assistance for Baltimore, MARC, D.C. area and Small Urban Systems is estimated at \$81.5 million for FFY11. Rail modernization funding for Maryland is estimated at \$36.8 million in FFY 2011.

SAFETEA-LU 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 (CCT), the Purple Line and the Silver Spring Transit Center. MDOT has applied for the authorization of four New Starts projects in the next authorization – Baltimore Red Line; Baltimore Green Line; Purple Line; and the CCT. If these projects are authorized and approved, New Start transit projects will require an earmark in the annual appropriations act in order to obtain discretionary federal funding. Maryland received an earmark of \$3.0 million each for the Red Line and the Purple Line in New Starts funds in FFY 2010.

Congress earmarked \$1.25 million in bus discretionary funds for Southern Maryland commuter bus facilities in FFY 2010.

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 was completed in FY 2009.

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 10 years. These federal funds need to be equally matched by Maryland, Virginia and the District of Columbia. MDOT has been fully supportive of the effort to secure additional financial resources for the Nation's transit system. To this end, this CTP includes a total of \$300 million (\$50 million each year in federal fiscal years 2011 through 2016) as Maryland's initial matching contribution required by the federal legislation. As required by the Act, all three jurisdictions passed identical amendments to the WMATA Compact; these amendments were ratified by Congress; and the President signed the amendments into law on August 19, 2009.

Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), provides federal entitlement and discretionary funding for airport projects. It is assumed that entitlement funding is calculated using enplanement and cargo-based formulas for the Baltimore Washington Thurgood Marshall International Airport (BWI).

Airport funding will total \$3.5 to \$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 Maryland Aviation Administration (MAA) anticipates receipt of additional discretionary AIP funding for BWI and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the Runway Safety Areas. Following an environmental assessment to determine the viable options, these improvements must be completed by 2015. If anticipated discretionary funds are not forthcoming, the schedule of impacted projects will be adjusted accordingly.

Congress is currently working on the reauthorization of FAA programs, 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.

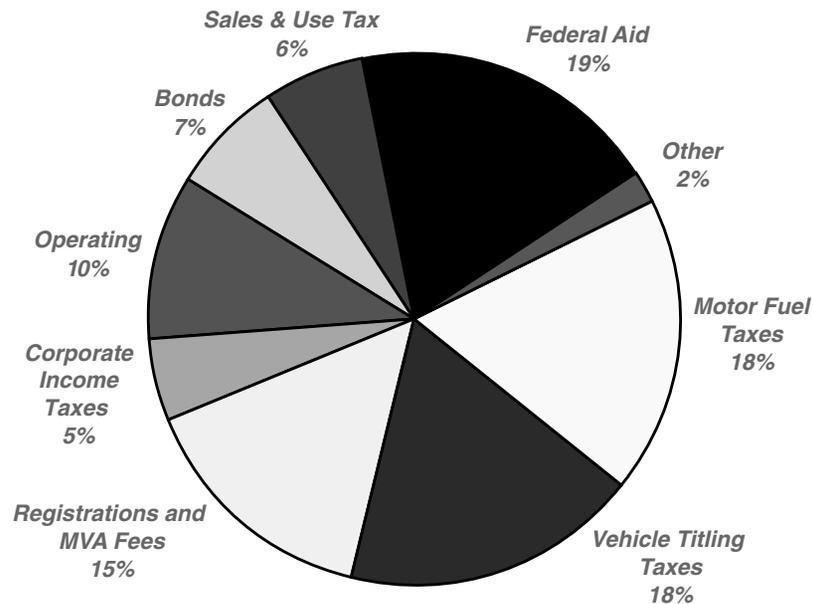


WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, that are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, sales and use taxes and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and the BWI Thurgood Marshall Airport. In addition to collecting revenue within the state, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress last enacted long-term federal surface transportation authorizing legislation in August 2005. The current act expired on September 30, 2009, but has been extended by Congress to allow for continued investment in transportation infrastructure.

Total projected Trust Fund revenues amount to \$20.0 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will continue to recover and continue along a moderate growth scenario for the next six years.

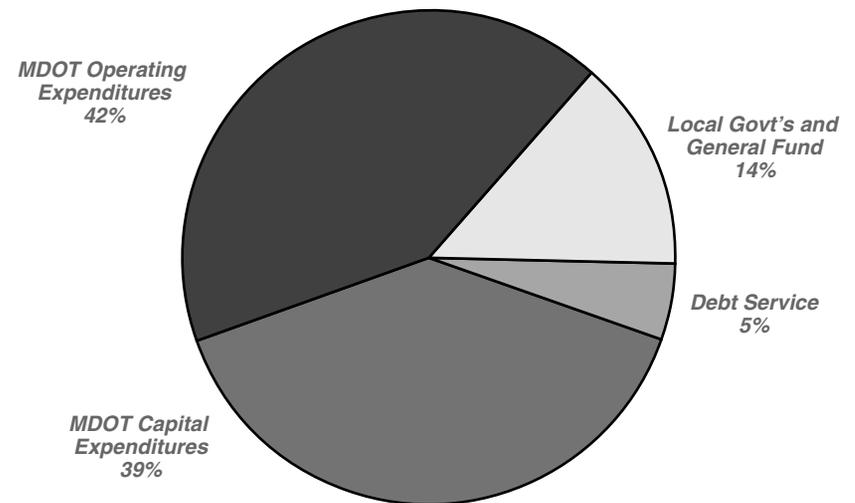
Where The Money Comes From



WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service and capital projects. A portion of these funds are directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes toward funding capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects. This FY 2011-2016 CTP totals about \$9.5 billion; \$8.5 billion of which comes through the Trust Fund and \$1.0 billion from "Other" fund sources.

Where The Money Goes



Capital Expenditures

FY 2011-2016 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER *	TOTAL	PERCENT OF TOTAL
TSO	161.3	60.1	—	221.4	2.3
MVA	107.9	0.8	—	108.7	1.1
MAA**	243.0	85.9	301.7	630.6	6.6
MPA	626.7	6.2	0.0	632.9	6.7
MTA	745.1	1,284.2	49.0	2,078.3	21.9
WMATA	834.9	0.0	610.0	1,444.9	15.3
SHA	2,300.8	2,068.2		4,369.0	46.1
TOTAL	5,019.7	3,505.4	960.7	9,485.8	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

EVALUATING OUR PERFORMANCE

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop an Annual Attainment Report (AR) on Transportation System Performance. The main objectives of the AR are:

- to report on progress toward achieving the goals and objectives in the Maryland Transportation Plan and the CTP;
- to establish performance indicators that quantify achievement of these objectives; and
- to set long-term and intermediate-term performance targets.

In 2010, the Maryland General Assembly, through Chapter 725, added a new requirement that the performance indicators acknowledge the difference between urban and rural transportation needs. The legislation also requires the Governor to establish an Attainment Report Advisory Committee (AR-AC).

The 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 Attainment Report documents how MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.



HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation (MDOT) is organized into agencies responsible for different modes of travel. These are referred to as MDOT’s modal agencies, or modes. Projects in the Consolidated Transportation Program (CTP) are listed under the mode responsible for the project’s delivery.

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, its compliance status with smart growth and a brief explanation of how it fits with the goals of the Maryland Transportation Plan. It also shows any significant change in the project since the previous year’s CTP, as well as the funding for the project over the six-year cycle. The information in each PIF is meant to provide a general description of the project along with some specifics such as alignments, status of environmental permitting, or alternatives under study.

Funding Phases

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

Engineering – Engineering projects involved detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase these projects are candidates for future addition to the Construction Program.

Right-of-Way – This funding is to provide the necessary land for the project or to protect corridors for future projects.

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

PIFs can include specific facilities and corridor studies that examine multimodal solutions to transportation needs. One example is the I-270/US 15 multimodal corridor study, which is evaluating highway and transit improvements in Montgomery and Frederick counties. The CTP also contains information on minor projects. These projects are smaller in scope and less costly. They also can include road resurfacing, safety improvements and sidewalk and bicycle trail construction.

Following this introduction is an explanation of some of the significant changes from last year’s CTP. This section lists major projects added to the CTP or projects that have

advanced to a new stage of development. It also lists changes in construction schedules and projects removed from the CTP.

The CTP also includes information regarding the economic trends and assumptions and future revenue projects that inform the capital programming process.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				2013.....2014.....2015.....2016.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	75,786	51,186	4,700	4,600	3,400	4,000	3,900	4,000	24,600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	256,768	192,968	12,300	12,100	9,000	10,000	10,000	10,400	63,800	0
Total	332,554	244,154	17,000	16,700	12,400	14,000	13,900	14,400	88,400	0
Federal-Aid	322,910	243,350	15,300	15,030	11,160	12,600	12,510	12,960	79,560	0

