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 elected officials 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/Index.html.

For the hearing impaired, Maryland Relay 711.

For more information on Maryland transportation, please visit us on the web 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 2012-2017 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 will be impacted by a wide array of multifaceted issues including: the growing concern over the nation's debt, Congressional inaction on transportation authorization, 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 strategic in how we propose to make investment decisions. 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). This year, like last, you will see some additional information on the Project Information Forms (PIF) for construction projects that respond to elements of this legislation.

KEY FACTORS AFFECTING PRIORITIZATION

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

• Our transportation system is increasingly challenged 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 and has continued to make progress with its continual daily efforts to make our roads as safe as possible. In 2010 the recorded injuries were 44,401 and 459 deaths on all roads.

• 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 still not passed a new long-term federal surface transportation bill, Maryland remains committed to being part of the national ongoing dialogue to ensure federal surface transportation funding continues uninterrupted. 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 reflects the priorities of the O'Malley-Brown Administration embodied in the goals of the Maryland Transportation Plan and is influenced by federal and state mandates related to transportation, the interests and concerns of local governments and the public. Guided by these considerations, MDOT has established 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.

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 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 air emissions, water quality 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.

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: Bicycle & Pedestrian Travel

Providing safe infrastructure so that people can choose to walk or bike to meet their daily needs results in fewer cars on the road, fewer emissions in the air, and a healthier Maryland. Supporting walking and bicycling is an essential element of Maryland's Smart Growth strategy, and MDOT is

committed to improving facilities for walking and biking across the statewide network. Several recent studies have highlighted the high economic return that bicycle and pedestrian projects can have by generating both jobs and tourism activity. MDOT is working hard to realize Governor O'Malley's commitment to make trails in Maryland second to none. This year MDOT supported the Governor's Office in launching "Cycle Maryland", a series of seven bicycle rides and a promotional campaign to encourage all types of

cycling throughout the state. With household budgets stressed, walking and bicycling are affordable travel options that are becoming even more critical to a high quality of life in Maryland.

MDOT includes accommodation for walking and bicycling in all of its projects, wherever possible, and has launched several programs specifically directing additional funding to walking and biking. This draft CTP includes almost $80 million for bicycle and pedestrian projects. This includes a program launched in 2011 that directs $13 million for pedestrian access to transit, sustainable options at key points in our communities, and a new bikeways program that will direct $6 million to projects that support bicycle transportation. The bikeways program will provide needed funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Access Plan. The bikeways program will fill missing links in the statewide trails and bikeways network by connecting and extending on-road and off-road bicycle facilities across the state and improving connections to transit, work, schools, shopping, and other destinations. It will leverage local and federal funding to create a pipeline for high priority bikeway projects that will create a safe, integrated network for this Smart, Green and Growing mode of travel.

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.

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. MDOT continues to improve its public transportation network to provide an alternative to single occupant vehicles. In 2011 MDOT will be staffing the Electric Vehicle Council, a legislatively created body that will develop, evaluate and recommend strategies to facilitate the successful integration of electric vehicles and electric vehicle infrastructure into Maryland's existing transportation infrastructure. MDOT is working with other state departments of transportation and environmental agencies across the Northeast to assess the possibility of installing electric vehicle recharging stations across the region. The State continues to build its hybrid-electric bus technology and hybrid and flex-fuel vehicle fleets. 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 has installed electric vehicle recharging stations for public use at several locations including MDOT headquarters, 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 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, local governments and the private and not-for-profit sectors. We are working closely with the Maryland Department of the Environment and our sister agencies to develop a draft Green House Gas Reduction Plan.

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 need to better coordinate planning and policy and is working to cultivate partnerships with neighboring states, freight stakeholders and nonprofits, and participate in freight studies with groups such as the I-95 Corridor Coalition.

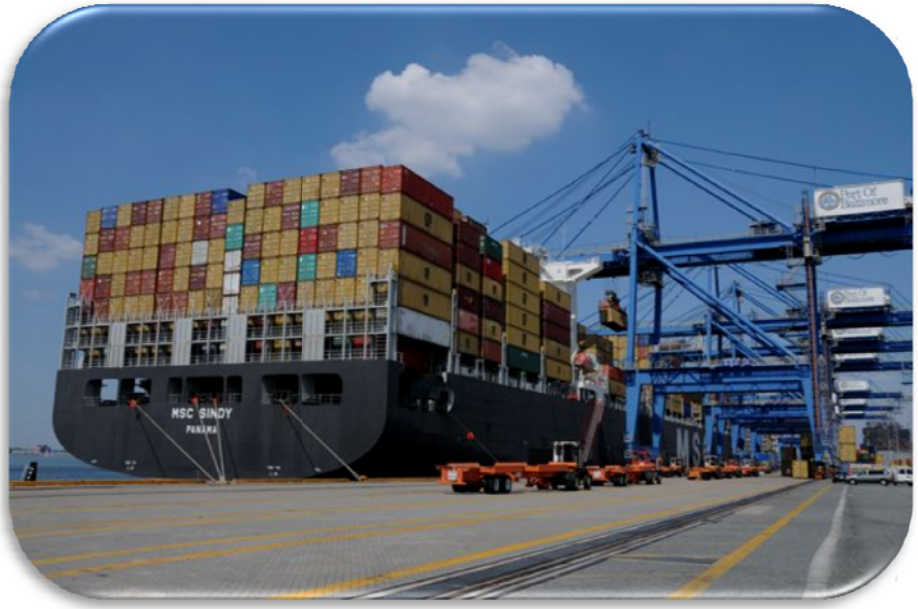


Photo by Bill McAllen Photography

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 Development and Economic Recovery

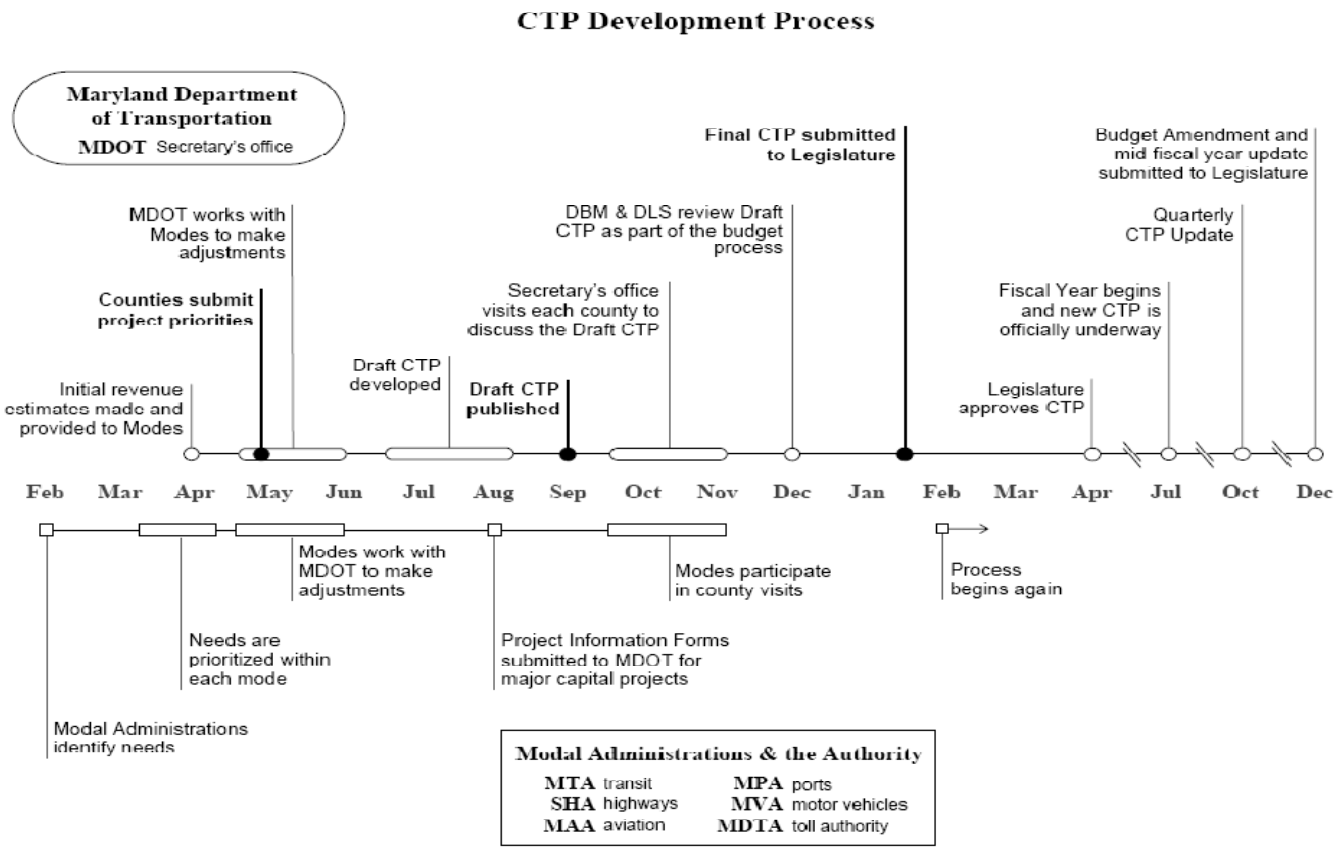
The nation's weak economy is continuing to create challenges across the Country, and while Maryland is better off than some other states, our struggles continue. Currently the Federal Highway and Transit programs are operating on a short-term extension. The Obama Administration has outlined a long-term authorization proposal within their FFY 2012 budget however they have no revenue options identified to fund the proposed increases. Congressional leaders continue to debate the future role, size and scope of federal spending but remain split over the scale of spending cuts, revenue increases and tax reforms. Unfortunately this inaction has led to further delays in passage of a new aviation authorization as well as a broader surface transportation authorization. The lack of these necessary authorizations complicates the state's ability to strengthen our capital program.

Maryland did receive numerous discretionary grants through ARRA that have benefited several projects in the short term. 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 about 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.

Chapter 725 Implementation

Chapter 725 in Maryland State Law (2010) required additional clarity and standards to define how the Department evaluates and selects proposed major capital projects for inclusion in the Construction Program of the Consolidated Transportation Program (CTP). Over the last year MDOT has refined its processes to address the requirements in the law. MDOT's evaluation has resulted in enhanced processes and procedures to clarify how projects are added into the CTP, including how state transportation projects requested in Priority Letters support local government land use plan goals. As part of this effort MDOT developed a diagram of the CTP process. You can see that the CTP takes nearly a full year to create, and this process and its milestones are outlined generally in the diagram below.



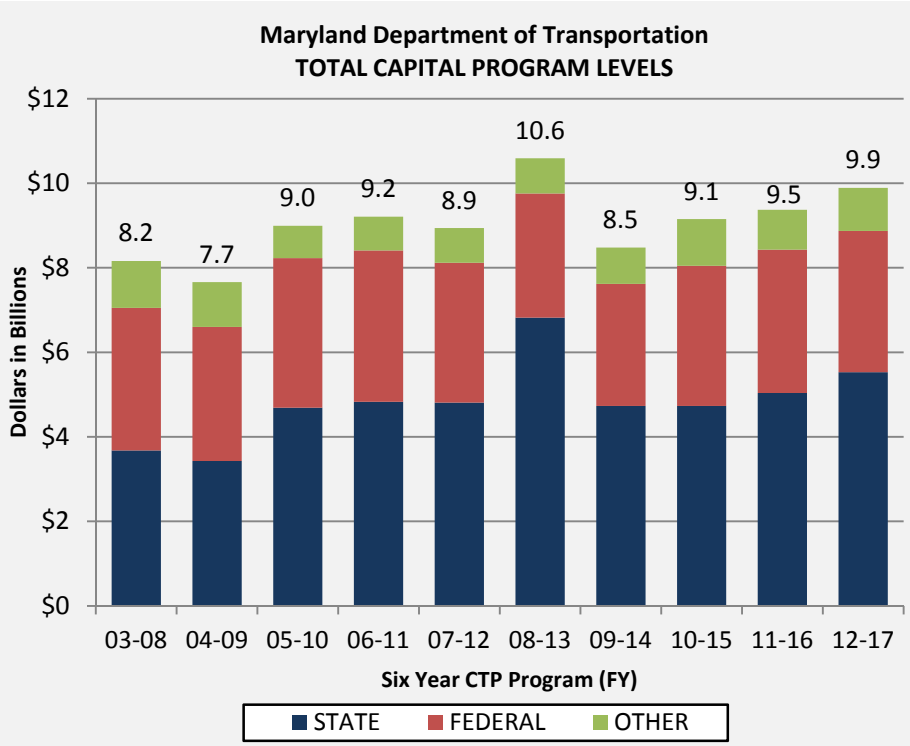
Specific changes include:

1. **Provide improved guidance to counties on the submission of priority letters.** MDOT will provide more explicit guidance to local jurisdictions on the timing and content of priority letters. This guidance will consist of the following:
   - Establishment of a preferred submission date for full consideration in the development of the draft CTP (i.e., priority letter submission by April 1 to enable consideration of county priorities by modal administrations as they identify projects);
   - Encourage multi-modal submissions to enable local governments to have a greater impact on all state transportation investment decisions. MDOT will encourage counties to provide input for all modal investments (this guidance will also highlight the competing demands for investment to help MDOT manage expectations about what it can reasonably deliver);
   - MDOT will provide guidance to the local governments regarding the official endorsement by local elected officials and local elected bodies.

2. **Provide guidance that will enable local jurisdictions to detail how their project supports the goals of the Maryland Transportation Plan and is consistent with county land use plans.** Both MDOT and local governments would benefit if county requests are aligned with Maryland's transportation vision, and if project requests provide MDOT with a stronger and more transparent rationale that explains the purpose of the request from the perspective of the local government.

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 uncertainty regarding the status of federal transportation legislation and funding levels is high, 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 of the efforts of the Administration and the General Assembly to institute 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.

Due to the remaining ARRA formula and discretionary funding and increased funding from the 2011 legislative session adjustments we have been able to maintain a $9.9 billion six-year capital program and continue funding many of our safety and system preservation projects.

Total projected revenues amount to $20.9 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: 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 $4 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 $4.4 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 vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Following the recent down cycle, vehicle sales have stabilized and titling tax revenues are starting to recover. 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 $3.4 billion. This forecast assumes revenues will increase an average of 3.0 percent every two-year cycle.

- Sales and Use Tax: MDOT began receiving a portion of the State's 6.0 percent general sales and use tax in fiscal year 2009. During the 2011 session of the Maryland General Assembly, legislation was enacted that eliminated MDOT's distribution effective fiscal year 2012.

- Corporate Income Tax: The transportation share of corporate income tax revenues is estimated to be $737 million. Legislation enacted during the 2011 session of the Maryland General Assembly altered the portion of the State's 8.25 percent corporate income tax that MDOT receives. MDOT's share will be 20.4 percent for fiscal year 2012, 8 percent for fiscal year 2013, 16.6 percent for fiscal years 2014-2016, and 14.6 percent for each fiscal year thereafter.

- Federal Aid: This source is projected to contribute $3.9 billion for operating and capital programs. This amount does not include $576 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only $513 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 $857 million from MTA; $261 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 $1.7 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 $357 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 31, 2012, 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). This level of funding is no longer guaranteed as Congress looks to cut back on federal spending.

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. Since FFY 2009, Congress added approximately $35 billion in general funds to the HTF in order to protect against projected shortfalls, but additional general fund transfers are increasingly unlikely. If Congress is unable to find the revenue to prevent a future 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.

The National Defense Authorization Act for Fiscal Year 2012 includes language to increase the availability of federal funding in support of BRAC-impacted transportation needs.

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 93 percent. Given fiscal concerns with the soundness of the Federal Highway Trust Fund, this CTP assumes an OA level of 80 percent for FFY 2012 through FFY 2017. This is much lower than the OA level received for FFY 2011 of 93 percent.

Transit

The majority of Maryland's federal transit funds are also distributed by formula. In the absence of new authorization legislation, we must assume the same funding levels authorized by SAFETEA-LU for FFY 2012. As such, FTA Urbanized Area capital assistance for Baltimore, MARC, D.C. area and Small Urban Systems is estimated at $82.2 million for FFY12. Rail modernization funding for Maryland is estimated at $38.4 million in FFY 2012.

Additional federal funding will be requested for the development of Maryland's New Starts projects: the Purple Line, the Red Line and the Corridor Cities Transitway. Both the Red Line and the Purple Line have recently been approved to enter Preliminary Engineering. Currently, our intent is to seek at least 50 percent of the cost of the Purple and Red lines from federal funding.

Washington Metropolitan Area Transit Authority — WMATA

WMATA receives federal formula funds (80 percent federal share) for bus and rail preservation activities. In 2010, Congress 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 authorized 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 2012 through 2017) as Maryland's initial matching contribution required by the federal legislation. To date, the federal government and the three jurisdictions have fulfilled their promise by providing the first two installments in FFY 2010 and FFY 2011.

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).

AIP funding will total $3.5 to $4.0 million per year for BWI during 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).

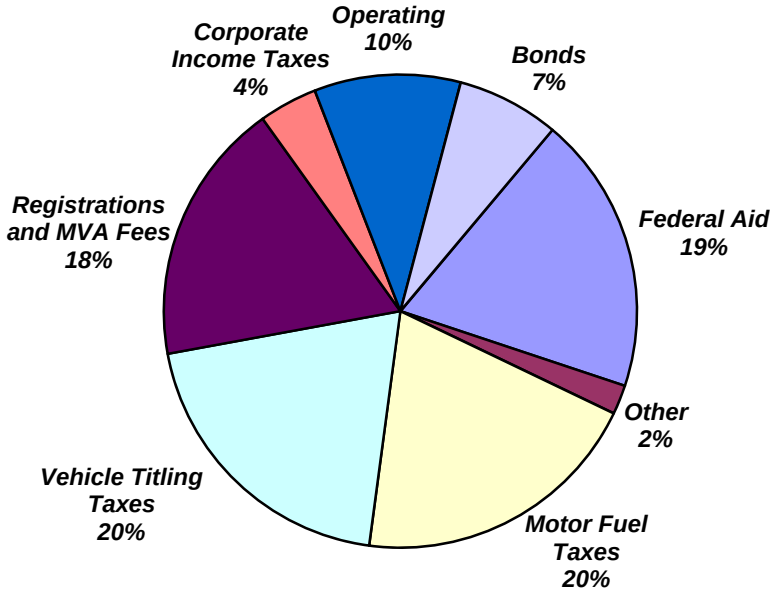
The Maryland Aviation Administration (MAA) anticipates receipt of additional discretionary AIP funding for BWI and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the Runway Safety Areas. Following an environmental assessment to determine the 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 the basic framework is complete and does not increase funds for aviation purposes. The MAA and MDOT support getting a reauthorization passed and signed into law to keep personnel working and maintain programs being funded by FAA. MAA and MDOT 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 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, 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.

Where The Money Comes From

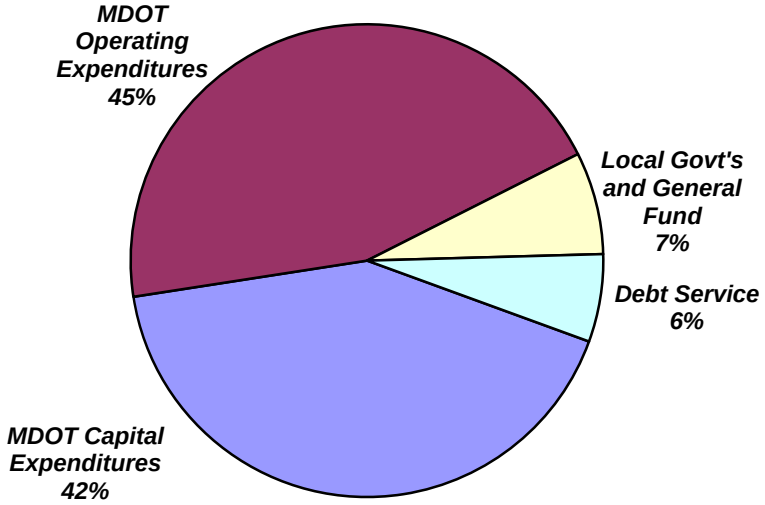


Total projected Trust Fund revenues amount to $20.9 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will continue to recover and continue along a moderate growth scenario for the next six years.

WHERE THE MONEY 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 is 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 2012-2017 CTP totals about $9.9 billion; $8.9 billion of which comes through the Trust Fund and $1.0 billion from "Other" fund sources.

Where The Money Goes



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.

Capital Expenditures

FY 2012 – 2017 CTP SUMMARY ($ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	172.6	60.0	-	232.6	2.4
MVA	107.7	0.8	-	108.6	1.1
MAA**	248.3	75.0	391.1	714.4	7.2
MPA	732.9	7.2	0.0	740.0	7.5
MTA	850.3	1,093.3	50.1	1,993.7	20.2
WMATA	891.7	0.0	575.9	1,467.6	14.8
SHA	2,524.6	2,108.7		4,633.4	46.8
TOTAL	5,528.2	3,344.9	1,017.1	9,890.2	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) 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

The performance measures were developed in a collaborative effort between the Secretary's Office, the modal administrations, the Maryland Transportation Authority and the AR-Advisory Committee. The Attainment Report documents how MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportations 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.

Total – This is the sum of any funding shown for Planning, Engineering, Right-of-Way and Construction.

Federal-Aid – This is the amount of the total that will utilize federal funding.

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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY ....2014....	....2015....	....2016....	....2017....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	82,586	58,686	4,600	3,400	4,000	3,900	4,000	4,000	23,900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	266,668	192,968	20,600	12,200	9,700	9,900	10,300	11,000	73,700	0
Total	349,254	251,654	25,200	15,600	13,700	13,800	14,300	15,000	97,600	0
Federal-Aid	346,490	258,650	22,680	14,040	12,330	12,420	12,870	13,500	87,840	0