

MARYLAND'S

CONSOLIDATED TRANSPORTATION PROGRAM

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

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

For further information about this document, please contact the Maryland Department of Transportation, Office of Planning and Capital Programming. Toll free: 1-888-713-1414 Locally: 410-865-1288. For the deaf, Maryland Relay 711.

For more information on Maryland transportation, visit us on the web: www.marylandtransportation.com

TABLE OF CONTENTS

Summary of the Consolidated Transportation Program	1
Significant Changes to the FY 2005-2010 CTP	A-1
FY 2005 Accomplishments	A-9
Operating and Capital Program Summary	A-18
Federal Aid Obligations	A-21
System Preservation Minor Projects Program Levels	A-25
Major Bridge Projects	A-29
Bicycle and Pedestrian Related Projects	A-33
General Aviation Grants	A-55
The Secretary's Office	TSO-1
Motor Vehicle Administration	MVA-1
Maryland Aviation Administration	MAA-1
Maryland Port Administration	MPA-1
Maryland Transit Administration	MTA-1
Washington Metropolitan Area Transit	WMAT-1
State Highway Administration	SHA-SW-1
Maryland Transportation Authority	MdTA-1
Glossary.....	GL-1

MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

Maryland's economic well-being and its citizens' quality of life is directly impacted by the transportation system that moves people and commerce. As Maryland's citizens travel our highways, fly out of Baltimore-Washington International Thurgood Marshall Airport, travel through the Fort McHenry tunnel or over the Chesapeake Bay on the William Preston Lane Jr. Bridge, ride an express bus, receive cargo through the Port of Baltimore, or renew their driver's license without having to visit a Motor Vehicle Administration office - Maryland's transportation system touches our lives every day.

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

Every year, the Maryland Department of Transportation (MDOT) releases the State Report on Transportation (SRT) - a vision of what the transportation system should be and a plan of how that vision will be achieved. The first part of this report, the Maryland Transportation Plan (MTP), sets goals and policies to guide transportation decision making over the next 20 years. The MTP is updated every three years to reflect changes in transportation policy priorities. The 2004 update established new directions - providing mobility and focusing on efficient operations, adding needed transportation facilities, emphasizing safety and security in construction and operation, and improving the Department's responsiveness to its customers.

The second section of the SRT is this document - the Consolidated Transportation Program (CTP). It describes ongoing and new capital programs to be implemented over the next six years, and how the Department will fund these programs to achieve its goals. Every year, the draft CTP is presented to local elected officials and citizens throughout Maryland for review and comment. It is then revised and submitted as part of the Governor's budget to the General Assembly in January, for approval.

As a companion piece to the SRT, MDOT publishes an Annual Attainment Report on Transportation System Performance. This report documents how

MDOT is achieving its goals and objectives based on a series of performance indicators. The performance indicators presented in the report are also intended to help MDOT and the citizens of Maryland better understand and assess the relationship of investments in transportation programs and projects with the services and quality they produce.

Recognizing the need to ensure adequate funding for transportation projects, Governor Ehrlich, with the approval of the Legislature, was able to add \$237 million per year in additional funding. Projects were added that touched every corner of the state. Funds were made available for transit including funds for the Baltimore Red Line, Corridor Cities Transitway and Bi-County Transitway. Additional funds were also provided to the Maryland Port Administration in an effort to meet the vast needs of the dredging program. Projects were added all across the state for the Community Safety and Enhancement Program. New projects and additional phases to existing projects were able to move forward such as MD 295 in Anne Arundel County, I-695 at US 40 in Baltimore County, MD 404 and MD 331 in Caroline County, MD 30 Hampstead Bypass in Carroll County, MD 5 Hughesville Bypass in Charles County, US 219 Oakland Bypass in Garrett County, MD 124 and MD 355 improvements in Montgomery County, Capital Beltway improvements in Prince George's County and MD 237 in St. Mary's County. These are only a few examples of the vast amount of improvements and additional phases that were added to the CTP in the past year.

This year, the focus of the CTP is on moving forward with the implementation of the vision laid out and funded in last year's CTP. With no significant new revenue sources available in this draft CTP, MDOT's focus is on rolling out the many new projects to which resources have been committed.

Maryland's Consolidated Transportation Program remains a unique, flexible funding tool, developed with considerable local input, and designed to address a multitude of system needs. By having all transportation systems funded under one trust fund, MDOT can direct resources to specific needs and seek multi-modal solutions, looking for the best mode or modes of transportation to address specific problems. In addition, the Annual Capital Program Tour provides a unique opportunity to gather public input from every jurisdiction in the State.

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

MDOT PRIORITIES: HOW THIS BUDGET AFFECTS YOUR COMMUNITY

System Maintenance and Efficiency

Keeping Maryland's transportation system safe and in good condition are top priorities of MDOT. In the face of growing travel demand, increasing construction and equipment costs, and limited resources, MDOT must make the most efficient use of the existing system. While there are needs for expanding capacity, preservation of the existing system is an ongoing necessity; roads must be re-paved, safety improvements made, aging bridges rehabilitated, and buses and trains repaired or replaced. To insure that the most productive use is being made of the taxpayers existing investments in the State's transportation system, assets need to be maintained and preserved appropriately to extend the useful life of existing facilities and equipment in a fiscally responsive manner. The Department seeks to maximize value and performance from existing resources by managing facilities to provide maximum customer service from the system before making new investments.

Safety and Security

Ensuring the safety and security of Maryland residents and others who travel on our roadways, through our airports and seaports, and on our buses and trains is of vital importance. The Department is committed to providing safe travel to all transportation system customers and to protecting the safety of the Department's workforce



and contractors. Safety considerations are integral to all MDOT design and operational activities. In addition, personal security is a fundamental expectation for all of Maryland's transportation system customers. Threats to the security of travelers and transportation assets are receiving heightened attention and the Department is committed to taking advantage of new technologies and cost effective counter measures to reduce transportation system vulnerabilities. Every mode has instituted improved safety measures and the Department continues to implement a vast number of heightened security measures throughout the transportation system.

Mobility

The core of MDOT's mission is mobility. This means getting people and goods to destinations and markets in a safe and efficient manner. The Department finds itself at a crossroads, facing key gaps and bottlenecks within the State's transportation systems that are known to cause delay and congestion. The CTP includes capital projects that provide critical new additions, and also enhance and preserve the



existing transportation system to accommodate travel and facilitate commerce. These projects focus on demonstrated customer needs to decrease delay and improve the safety and reliability of the State's transportation networks. They are Maryland's investment in our highway, transit, port and aviation facilities that assure a safe and efficient transportation system and improve economic competitiveness.

The transportation needs of individuals throughout our State are varied and require transportation options or programs that enable people to be mobile and to actively participate in all aspects of community living. The Maryland Department of Transportation is charged with building an integrated accessible transportation system that provides opportunities for the motorist, air traveler, pedestrian, bicyclist and the public transportation user. This transportation network supports community living, employment, education, health care and recreational opportunities for all.

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

System Productivity and Quality

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



Using toll financing for the project provides that users of the facility (and other toll highways) will pay a substantial portion of the cost of the new project. Using GARVEE bonds assures that most of the currently available federal highway funding can be used for other projects throughout Maryland, rather than to finance the cost of the ICC. Debt service payments on GARVEE bonds would come from a portion of the additional future federal funds Maryland received under reauthorization of the federal surface transportation program. Each year, a small portion of this federal funding would be used for payments on GARVEE bonds. This complex project requires a concept plan that allows for flexibility as the project progresses. Due to the early stage of this project, it is important to note that this funding scenario still is a concept plan and subject to ongoing review and modification.

Express Toll Lanes

Having some of the most congested urban highways in the country, Maryland is considering implementing Express Toll Lanes (ETLs) to manage traffic flows or traffic demand to improve the safety, mobility and efficiency of the State's highways. ETLs offer motorists and transit users the choice of a generally free-flowing traffic route and reliable travel times.

PRIORITY INITIATIVES

Intercounty Connector (ICC) Concept Plan

The Intercounty Connector (ICC), a new 17 to 18-mile facility connecting I-270 with I-95 and US 1, is one of the state's highest transportation priorities. A conceptual funding plan has been developed which is intended to assure that the ICC can be built while allowing the maximum funding for other much needed transportation projects elsewhere in Maryland. The ICC will be a toll highway, owned by the Maryland Transportation Authority. In addition to use in managing traffic demand and congestion, tolls are intended to help fund a significant portion of the ICC's capital, as well as operating cost. Accordingly, the concept-funding plan includes a mix of (a) Maryland Transportation Authority (MdTA) revenue bonds, backed by tolls on the ICC and other existing MdTA toll facilities; (b) GARVEE bonds, which are paid back by additional future federal highway funds; (c) "special federal funds" that will be specifically designated for the project in federal surface transportation authorization or appropriations bills, and (d) Maryland transportation trust fund sources.



ETLs provide opportunities for vehicles to maintain free-flow travel on designated lanes outside of general-purpose lanes. Persons traveling in the ETLs pay a fee for the use of the lane, and the level of usage in the lanes is regulated by the amount of the toll. This does not mean traditional toll roads with waits at tollbooths, as tolls would be collected 100 percent electronically via the use of electronic transponders at highway speeds. Toll rates would vary based on demand - either by time of day or based on actual traffic conditions - increasing when the lanes are relatively full and decreasing when the lanes have extra capacity. Due to the nature of ETLs, their application is suited for limited access highways such as interstates and parkways. Some of the potential benefits of ETLs include:

- Offering commuters a new viable travel choice and alternative to spending valuable time stuck in traffic.
- Travel time-savings and travel time reliability for all area motorists. Access for buses to free-flowing lanes - thus offering similar travel time-savings, travel time reliability, and enhanced operating efficiency for transit.
- The ability to manage demand and use of the lanes to keep traffic flowing smoothly and maintain the alternative over time, even as overall demand increases.
- The ability to generate revenue directly from users to help pay for construction, maintenance, and operation of the lanes.
- Improved traffic conditions and safety - by reducing traffic congestion and congestion - related accidents.
- Community and environmental benefits, including the potential for reduced impacts of highway expansion as well as possible air quality improvements resulting from lowered vehicle emissions on the less congested highway lanes.

ETLs could offer Maryland's drivers and transit users a choice of relatively congestion-free travel whenever they need it most. An integrated system of ETLs could help ease the impact of traffic congestion on Marylanders' lives and do so decades sooner than traditional approaches would allow. The Department is developing a vision for an integrated system of ETLs. A statewide integrated system of ETLs would provide an opportunity to promote a seamless and connected network of express bus transit routes. In addition to instituting more reliable and predictable transit service around the State, it would provide a bus transitway at no direct cost to area transit operators or users. Carpoolers and single occupant vehicles would also benefit greatly from a statewide system of ETLs, by gaining a choice for continuous,

relatively free-flow travel throughout the State's most congested highways. Several highways, such as I-270, I-95, and I-495 already have active planning studies underway for ETLs. Further, the Maryland Transportation Authority has recently completed the planning study of I-95, Section 100, from I-895 north of Baltimore to north of MD 43. Design is underway and construction of this first ETL facility in Maryland is planned to begin in the Spring of 2006.

Transit Studies

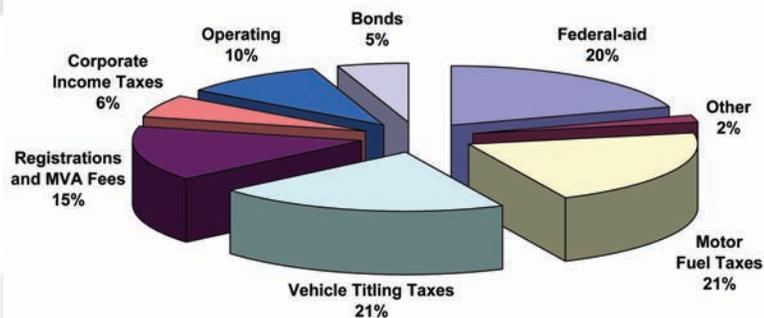
The Department continues its commitment to expanding cost effective transportation alternatives available to Marylanders as MTA advances work on transit system expansions in the Washington and Baltimore regions. The Department is working to increase its competitiveness in the federal "New Starts" funding application process. For instance, projects such as the Baltimore Red Line, Corridor Cities Transitway, and Bi-County Transitway are being positioned for success by broadening traditional transit planning studies to demonstrate how these projects support community goals, local redevelopment efforts and regional development needs, as well as ways to enhance the cost effectiveness of a transit system through increased ridership potential. An integral component of these efforts is Transit Oriented Development or TOD. MDOT and MTA are incorporating TOD thinking and land use planning opportunities fully into the planning process as decisions on alignment, station locations, and station layouts are being developed. At the same time the Department is also focusing its attention on making the existing transit system stronger by undertaking TOD studies with local stakeholders. Several efforts have been completed (such as West Hyattsville Metro Station area plan) or are underway, such as the State Center Metro TOD Strategy in Baltimore. These activities will create nodes of activity and environments to encourage more transit use.



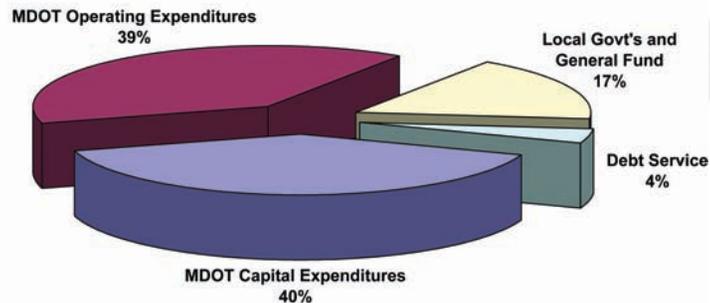
WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund (TTF). This fund is separate from the State's General Fund, which pays for most other State government programs. Essentially, our customers pay user fees for transportation infrastructure and services, through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of State revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Thurgood Marshall Airport. In addition, federal aid comprises a large portion of transportation revenues. These funds must be authorized by a congressional act. The U. S. Congress recently enacted a long-term federal surface transportation system funding program. A detailed discussion of this process is presented in a later section of this summary. Total projected Trust Fund revenues amount to \$18.1 billion for the six-year period covered by this CTP. These amounts are based on the assumption the economy will continue along a moderate growth scenario for the next six years. (For more on revenue projections and economic assumptions, see pages 7 through 10.)

Transportation Revenues



Transportation Expenditures



WHERE THE MONEY GOES...

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

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

This FY 2006-2011 CTP totals about \$9.2 billion; \$8.4 billion of which comes through the Trust Fund and \$0.8 billion from "Other" fund sources.

CAPITAL EXPENDITURES

FY 2006-2011 CTP SUMMARY
(\$ MILLIONS)

	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	85.5	12.5	-	98.0	1.1
MVA	177.9	-	-	177.9	1.9
MAA**	297.7	175.4	248.4	721.5	7.8
MPA	572.7	9.9	27.5	610.1	6.6
MTA	637.6	790.9	15.0	1,443.5	15.7
WMATA***	491.4	98.4	511.9	1,101.7	12.0
SHA	2,570.2	2,494.2	-	5,064.4	54.9
TOTAL	4,833.0	3,581.3	802.8	9,217.1	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.

*** Federal funds for Addison Road now go directly to WMATA and are now included in "Other Fund" Total.

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

SHAPING MARYLAND'S TRANSPORTATION SYSTEM

The Public Role

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

The Maryland Transportation Plan reflects the concerns of our customers - the Maryland public - who use the transportation system on a daily basis. The recent plan was created with inclusive public participation and input through such processes as telephone surveys, leadership interviews, workshops, and consultation tour meetings. The public also comments on the draft plan before the Governor adopts the final version.

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

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

For information on projects, call the MDOT's Office of Planning and Capital Programming, which assembles the SRT, at 410-865-1275; For the deaf, Maryland Relay 711. For more information on MDOT and links to each of the modal administrations, visit <http://www.marylandtransportation.com>.

The MDOT Role

The Maryland Transportation Plan (MTP) serves as the Department's guiding policy document. The current Plan, which was adopted in 2004, is updated every three years. Every year, the Secretary of MDOT works with the Department's modal administrators to determine which projects to add to the CTP or to advance. MDOT looks at the need for individual projects based on such things as MDOT's MTP goals and objectives, level of service, safety, maintenance issues, how the projects may encourage economic development, availability of funding (including federal funds), and the input received from the public and local officials. The Governor and Secretary take this input into account when making the final decision of which projects will be funded.

The Federal Role

Transportation planning and programming in Maryland also is influenced by a number of Federal initiatives including TEA-21, the recently enacted SAFETEA-LU and the Clean Air Act Amendments of 1990.

The Federal Transportation Equity Act for the 21st Century (TEA-21) authorized Federal highway and transit programs for fiscal years 1998 through 2003. TEA-21 expired on October 1, 2003 and Congress passed a series of twelve short-term extensions to avoid shutting down the federal programs. On August 10, 2005, President Bush signed the current authorization - the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal highway and transit program through federal fiscal year 2009, and expires on September 30, 2009. The comprehensive new Act will renew certain highway and transit programs, revise or restructure several existing programs and also provide new initiatives to meet the challenges of safe and efficient transportation. With a new authorization, on a national basis, guaranteed Federal spending set at a total of \$286.4 billion over six years (2004-2009), a 38 percent increase over TEA-21.

In 1990, the Federal government passed sweeping revisions to the Clean Air Act designed to better address air pollution. In particular, the Clean Air Act of 1990 established tighter pollution standards for emissions from automobiles and trucks. Non-attainment area classifications were established and ranked according to severity of the area's air pollution problem. These non-attainment categories trigger varying requirements the area must comply with in order to meet federal standards. MDOT continues to work to ensure that the State's transportation program for Maryland will be consistent with Federal Clean Air Act requirements and that, as a consequence, Federal transportation funding for State projects will continue uninterrupted.

HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation is divided into agencies responsible for different modes of travel. These are referred to as the Department's modal agencies or modes. Projects in the CTP are listed under the mode responsible for them. Within the State Highway Administration section of this document, projects are listed by jurisdiction.

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

Funding Phases

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

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

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

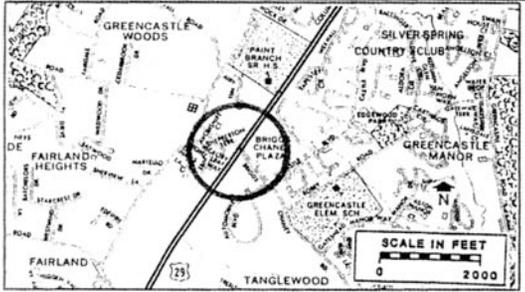
Construction - This last stage includes the costs of actually building the designed facility. Construction does not begin until a project receives necessary environmental permits, the State meets air quality requirements, and contracts are bid.

A project listed in a PIF may not be a specific facility. It also could include corridor studies, which look at multi-modal solutions to transportation needs. One example is the I-270 / US 15 multi-modal corridor study, which is evaluating highway and transit improvements in Montgomery and Frederick counties. The CTP also contains lists of minor projects, which are smaller in scope and less costly such as resurfacing roads, safety improvements, sidewalks and bicycle trails.

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

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

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 7 PRIMARY CONS



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new interchange at Briggs Chaney Road as appropriate.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in congestion. An interchange at this location will address failing levels of economic development.

SMART GROWTH STATUS:

Project Not Location Specific or Location Not Determined
 Project Within PFA Project Outside PFA; Subject to Exception Approved by BPWMI
 Grandfathered

ASSOCIATED IMPROVEMENTS:
 East/West Intersection Improvement Program (Construction Program)
 East/West Link Improvements (D&E Program)
 US 29, Interchanges (Construction and D&E Programs)
 MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering underway. Right-of-way to begin during t

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	---
PE	490	700	622	70	0	NHS
RW	0	78	2496	2866	981	NHS
CO	0	0	0	4098	14281	NHS

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL ESTIMATED EXPEND COST (\$000)		CURRENT YEAR BUDGET YEAR		FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	THRU 2000	2001	2001	2002	2003	2004	2005	2006			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,709	20	700	1,000	889	100	0	0	0	2,689	0
Right-of-way	8,258	0	0	100	3,200	3,700	1,258	0	0	8,258	0
Construction	27,881	0	0	0	0	5,254	9,015	9,294	23,563	4,318	0
Total	38,848	20	700	1,100	4,089	9,054	10,273	9,294	34,510	4,318	0
Federal-Aid	30,084	14	490	778	3,116	7,054	8,013	7,249	26,702	3,368	0

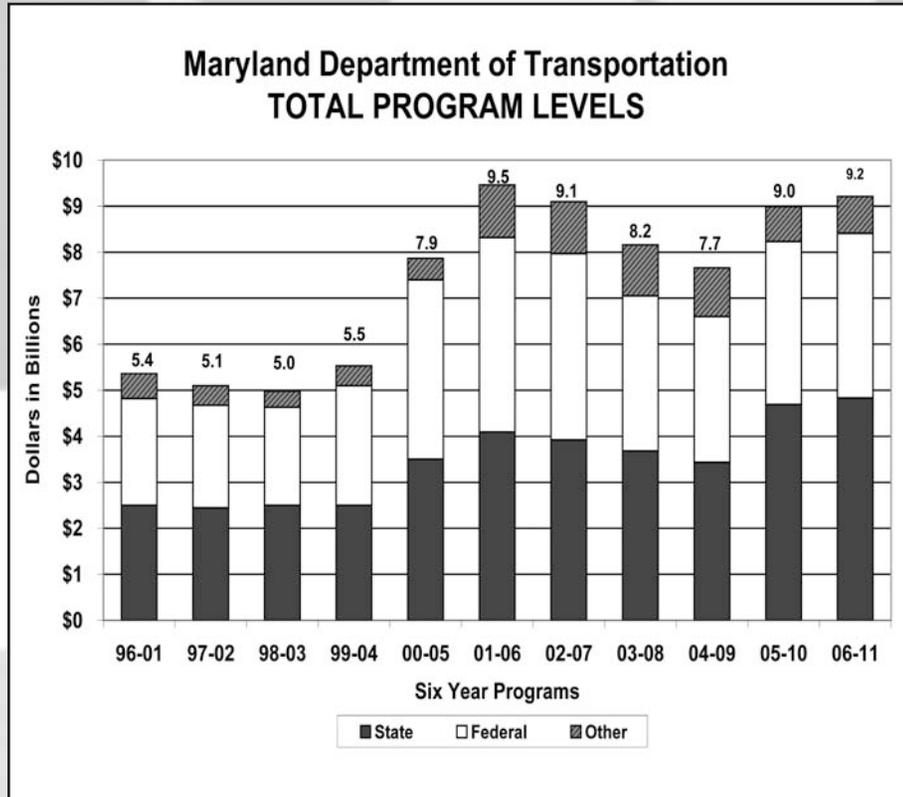
FUNCTION:
 STATE - Principal Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Primary
DAILY TRAFFIC: (USAGE IMPACT)
 CURRENT (1999) - 57,300
 PROJECTED (2020) - 92,900
OPERATING COST IMPACT: ↑

STIP REFERENCE # 152048 12/01/2000

A PROJECT INFORMATION FORM

PROGRAM HIGHLIGHTS

The FY 2006-2011 CTP totals about \$9.2 billion. About 39 percent of this capital program will be supported by federal funds, predominately for highway and transit projects.



Economic Trends and Assumptions

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

The long-term (6-year) trend in bond interest rates is projected to fluctuate within a range from 4.1 percent to 5.2 percent during the program period with inflation between 2.2 to 3.6 percent annually.

The nation began an economic recovery in FY 2004. It is now believed to be entering a period of sustained growth. As it moves through this period, the economy is projected to continue to have "business cycles" with:

- No major external events,
- No major changes in the law or operating responsibilities of the Department, and
- The historical relationship between national economic activity and the level of Department tax revenues continuing through the forecast period.

Gasoline prices will continue to be monitored for any impacts on revenue and material cost.

Auto sales had been increasing consistently due to the combination of good economic conditions, customer incentives, and increased consumer confidence. For FY 2006 and beyond, sales are expected to moderate and follow their normal cyclical pattern throughout the forecast period.

REVENUE PROJECTIONS

Total projected revenues amount to \$18.1 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds. The projection does not assume any future State tax or fee increases. Pertinent details are as follows:

- **Opening Balance:** It is the goal of the Department to maintain a \$100 million fund balance over the program period to accommodate the Department's working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$3.2 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 5 percent of the fair market value of motor vehicles is applied to new and used car sales and vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$2.6 billion. This forecast assumes the combination of reduced growth in registered vehicles and a change to a heavier vehicle mix will increase the revenues an average of 2.5 percent every two-year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$894 million. The Department receives a portion (24 percent) of the 7 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 \$512 million received directly by Washington Metropolitan Area Transit Authority. The majority of federal aid is capital; only \$420 million is for operating assistance. Since federal aid supports nearly half of the capital program; a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.3 billion, with \$684 million from MTA; \$578 million from MPA; and \$1.0 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees. These projections are forecast to include additional revenues from the garage and terminal expansion.
- **Bond Proceeds:** It is projected that \$1.2 billion of bonds will be sold in the six-year period. The level of bonds, which could be issued, is dependent on the net revenues of the Department. This level of bonds is affordable within the financial parameters used by the Department.
- **Other Sources:** The remaining sources are projected to provide \$112 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

Federal Aid Assumptions

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes highway, transit, rail and safety programs through Federal Fiscal Year 2009. Nationwide, the legislation provides \$286.5 billion in spending over six years. In the remaining five years covered by the bill, (FY 2005-2009), the bill authorizes \$244.2 billion in new funding plus \$42.3 billion in obligations that actually took place in FY 2004.

The reauthorization bill, in setting the overall structure and funding level for federal highway and transit programs, is critical to Maryland's transportation program. Under the previous authorization legislation, TEA-21, (FY98 - FY03) Maryland received (annually) approximately \$440 million for highway programs (\$410 million was formula generated and \$30 million was discretionary); plus \$100 million for transit formula programs, including WMATA/MD (subtotal - \$540 million per year received by MDOT). Under SAFETEA-LU (FY05 - FY09) Maryland is estimated to receive (Annually): \$583 million for highways (a 31% increase over TEA-21); and \$140 million for transit formula programs (including MD/WMATA); a 48% increase. This is a subtotal of at least \$720 million per year received by MDOT (an increase of \$180 million per year).

It is important to note that not all of the funding authorized in HR 3 (FY05 - FY09) is necessarily "new money" for Maryland. Our Consolidated Transportation Program (CTP) has already allocated federal funds to projects in the program, based on conservative assumptions for future funding. The majority of funds authorized in the reauthorization bill will be used for projects already committed in our capital program and unfunded system preservation 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 a given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under ISTEA, which authorized funds from FFY 1992 through FFY 1997, OA ranged from 80.5 percent to 105.3 percent. During TEA-21 (FFY 1998 - FFY 2003), OA averaged 92 percent. The CTP assumes the level of OA from SAFETEA-LU at 87 percent.

Transit

Between fifty and seventy percent of Maryland's federal transit funds are distributed by formula, depending on the amount of discretionary earmarks for Maryland buses, bus facilities and new start projects. The FFY 2005 FTA Urbanized Area capital assistance for Baltimore, MARC, D.C area and Small Urban Systems is \$55.2 million. An annual estimated amount of \$69.8 million is assumed for FFY 2006.

Rail modernization funding for Maryland increased from \$27.3 million in FFY 2005 to \$32.0 million in FFY 2006.

SAFETEA-LU authorized \$41 million to complete the Baltimore-Central Light Rail Double Tracking project and \$75 million to complete the Washington DC/MD - Largo Metrorail Extension. SAFETEA-LU also authorized \$105 million for the Baltimore Red Line/Green Line Transit project. Additional New Start projects authorized in SAFETEA-LU include the Corridor Cities Transitway, the Bi-County Transitway and the Silver Spring Transit Center. Once authorized and approved, New Start transit projects also require an earmark in the annual appropriations act in order to obtain additional discretionary federal funding.

New Starts earmarks for Maryland in the FFY 2006 Appropriations bill include \$12.4 million for Baltimore Central Light Rail Double Track and \$2 million for the Baltimore Red Line/Green Line transit project.

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.

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

Aviation

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

The MAA anticipates receipt of additional discretionary AIP funding for BWI and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the Runway Safety Areas. After the environmental assessment determines the viable options, these improvements are projected to be complete by 2011. If discretionary funds are not forthcoming as assumed, the schedule of impacted projects will be adjusted accordingly.

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2005-2010 CTP

Significant project changes consist of additions to, or deletions from, the Construction Program or the Development and Evaluation Program; changes in the construction start year; significant cost increases or decreases, and changes in the scope of a project.

In total, \$314.3 million worth of projects have been added to the CTP. Of that amount twelve projects at a cost of \$270.0 million were added to the Construction Program. Seventeen projects at a cost of \$35.2 million were added to the Development and Evaluation Program (D&E). In addition, one project was moved from the D&E Program to the Construction Program at a cost of \$9.1 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Motor Vehicle Administration	
Accounts Receivable System and Flag Fee Processing	2.0
Maryland Aviation Administration	
Concourse D/E Baggage Screening System and Baggage Claim Expansion at BWI	36.7
Airfield Pavement Improvement Program at BWI	67.1
Maryland Port Administration	
Fruit Slip Fill - South Locust Point Marine Terminal	3.9
South Locust Point Paper Shed	27.2
Seagirt Marine Terminal Deep Berth 4 Dredging	35.0
Maryland Transit Administration	
Takoma/Langley Park Transit Center	12.3

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration	
MD 936, Upper George's Creek Road; Replace Bridge 1010 over Neff Run (Allegany)	1.9
MD 36, Lower George's Creek Road; Replace Bridges 1101 over Elklick Run and 1201 over George's Creek (Allegany)	6.2
MD 201, Kenilworth Avenue; Bridges over Amtrak, MD 965, and Beaver Dam Branch (Prince George's)	23.3
Maryland Transportation Authority	
Thomas J. Hatem Memorial Bridge US 40 - Deck Replacement	32.2
I-95 John F. Kennedy Memorial Highway, Fort McHenry Tunnel and Baltimore Harbor Tunnel Thruway - Higher Speed Toll Plaza Modifications	22.2

Total	270.0

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Motor Vehicle Administration		
Real ID Act Implementation	PE	3.5
Maryland Aviation Administration		
Runway Safety Area Improvements at BWI	PP	0.7
Airport Administrative Office Building at BWI	PE	4.0
Midfield Complex - Airport Operations and Fixed Based Operator Facility at Martin Airport	PE	0.2
Midfield Complex - Second Aircraft Hangar at MTN	PE	0.2
Northwest Quadrant Airfield Perimeter Roadway at BWI	PP	0.1
Maryland Transit Administration		
MARC Odenton Station Parking Garage	PP	0.6
State Highway Administration		
US 220, McMullen Highway; Replace Bridge 1060 over the Potomac River (Allegany)	PE	2.0
MD 175, Annapolis Road; MD 295 to MD 170 (Anne Arundel)	PP	2.5
US 301, Waldorf Area Project; Waldorf Area Project (Prince George's, Charles)	PP	4.8
MD 210, Indian Head Highway; Interchange at Kirby Hill / Livingston Rd (Prince George's)	PE	6.4
MD 197, Collington Road; MD 450 to Kenhill Drive (Prince George's)	PP	0.7
MD 822, University of Maryland Eastern Shore Access Road; Construct roundabouts at MD 675 and College Backbone Road (Somerset)	PE	0.3
Maryland Transportation Authority		
I-95 John F. Kennedy Memorial Highway - E-Z Pass Study		2.9

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

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Transportation Authority		
Bay Bridge US 50/301- E-Z Pass Lane Extension Study		0.3
I-95, I-895 and MD 695 Harbor Crossings - Traffic Management Study		1.0
Harry W. Nice Bridge - Study		5.0
		<hr/>
	Total	35.2

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

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

State Highway Administration

MD 2/4, Lusby Connector; Lusby Connector (Calvert)

9.1

Total

9.1

PROJECTS REMOVED FROM THE D&E PROGRAM

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

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Port Administration		
C&D Canal Deepening	PE	Project on hold.
State Highway Administration		
MD 145, Paper Mill Road; MD 45 at Shawan Road to Hunters Run Drive (Baltimore)	PP	Unable to reach agreement on moving project forward
US 40, Pulaski Highway; Intersection/Interchange improvements at MD 213 (Cecil)	PE	Reduced need and increased property impacts
US 301, Blue Star Memorial Highway; Interchange at MD 313 (Kent)	PP	Interim improvements improved safety conditions
MD 363, Deal Island Road; Upgrade existing roadway from Halls Curve to St. Stephen (Somerset)	PP	Safety needs addressed by maintenance operations

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2005-2010 CTP, for the following six major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Aviation Administration		
Interim Airport Layout Plan Environmental Assessment at BWI	Planning delay result of late contract start.	FY 2005 to FY 2007
Maryland Port Administration		
Niche Cargo Shed 6B	Construction delayed from FY 06 to FY 07 due to operational issues.	FY 2006 to FY 2007
Wallenius Wilhelmsen Improvements - Phase II	Construction delayed from FY 2006 to FY 2007 to meet tenant's anticipated future needs	FY 2006 to FY 2007
Maryland Transit Administration		
Halethorpe MARC Station Improvements	Construction delayed from FY 2006 to FY 2007 due to railroad's review and approval of Phase II	FY 2006 to FY 2007
State Highway Administration		
MD 732, Guilford Road; Replace Bridge 13029 over CSX Railroad (Anne Arundel, Howard)	Delay in acquisition of needed Right-of-Way	FY 2005 to FY 2006
MD 7B, Philadelphia Road; Replace bridge over Mill Creek (Cecil)	Rescoping project based on public comment	FY 2005 to FY 2006

COST & SCOPE CHANGES

In total, ninety-eight major construction projects experienced significant changes in project cost or scope, for a net increase of \$312.0 million. Seventy-two projects increased in cost by a total of \$329.3 million, while twenty projects experienced decreases totaling \$76.4 million. The scope of five projects changed, which caused a net increase totalling \$62.6 million, while one project experienced a reduction in scope totalling \$2.6 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).

FY 2005 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed ten major projects in FY 2005, at a total cost of \$216.8 million. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Port Administration	
North American Paper Hub	25.9
State Highway Administration	
MD 32, Patuxent Freeway; Interchanges at Canine and Samford Roads. (Anne Arundel)	26.4
MD 174, Quarterfield Road; Replace existing 2 lane bridge over I-97 (Anne Arundel)	12.3
I-695, Baltimore Beltway; Improvements at the MD 26/Washington Ave. intersection and I-695 ramp to WB MD 26 (Baltimore)	6.0
MD 404, Shore Highway; Upgrade existing MD 404 from south of Legion Road to south of Double Hills Road. (Caroline)	10.1
I-70, Baltimore National Pike; Interchange improvements at MD 85 ext/ MD 355 & intersection improvements at Adventist Drive / New Design Road. (Frederick)	19.9
MD 165, Baldwin Mill Road; Replace Bridge 12045 and 12046 over West Branch (Harford)	2.1
MD 216 Relocated, Scaggsville Road; Construct a 6 lane highway on new location to replace existing MD 216 from west of I-95 to US 29 . (Howard)	29.7
MD 235, Three Notch Road; Widen MD 235 from MD 246 to MD 4 (St. Mary's)	75.7
I-70, Dwight D. Eisenhower Highway; Widen bridge 21092 over Great Tonoloway Creek (Washington)	8.7
Total	216.8

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Rehabilitation and resurfacing of eighty-six (86) segments of highway	81.0
Rehabilitation or replacement of four (4) bridges	5.9
Safety and Geometric Improvements at thirty-one (31) locations	14.1
Sixty-seven (67) projects including community safety and enhancement projects, streetscape and minor reconstruction, noise barriers, C.H.A.R.T., environmental preservation, commuter action improvements, sidewalks, enhancements, traffic management and intersection capacity improvements	38.6
Seventy-one (71) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and Secretary's Office	91.2
Total	<hr/> 230.8

AWARDS

The Department awarded 29 projects in FY 2005 at a total cost of \$411.3 million. These awards are listed below.

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MVA Construct White Oak Branch Office	3.6
MAA BWI - Hourly Garage Renovation	2.2
MAA BWI - Baggage Claim & Concourse Lighting & Ceiling Upgrades	4.3
MAA BWI - Apron Reconstruction	17.5
MAA BWI - Replace Heat/Vent Units, Water Heater Generators & Controls	1.6
MAA Runway 15R Triturator Building & Power Gate A Improvements	4.1
MAA BWI/MTN - Comprehensive Paving	2.9
MAA BWI/MTN - Comprehensive Interior Modifications	3.0
MPA Utility Relocation and Building Demolition	2.8
MPA North Locust Point - Demolition of Grain Pier	3.0
MPA Comprehensive Paving	6.6
MTA MARC - Platform Replacement Laurel Station	.7
MTA Ancillary Repairs - Systems Signals	1.5
MTA Systems Engineering Ancillary Repairs & Maintenance	1.8
SHA MD 47 - Bridge #1042 over North Branch (Allegany)	2.1
SHA I-695 - Interchange at US 40 (Baltimore)	5.5
SHA MD 260 - Bridge #4022 over MD 260 (Calvert)	2.2
SHA MD 404 - Double Hills Road to East of MD 16 (Caroline)	16.9
SHA MD 194 - Bridge #6035 over Big Pipe Creek (Carroll)	3.0
SHA I-70 - Interchange at MD 85 and MD 475 Extended (Frederick)	104.8
SHA US 15 - Ramp Improvements at MD 26 (Frederick)	1.7

AWARDS (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
SHA MD 874C - Bridge #10043 over Ben's Creek (Frederick)	1.5
SHA US 40 - MD 152 to MD 24 Overpass	10.3
SHA I-95 - Inner Loop and Ramps at Woodrow Wilson Bridge (Prince George's)	76.3
SHA MD 210 - Bridge and Oxon Hill Road Separation (Prince George's)	45.6
SHA MD 450 - Bridge #16017 over CSX Railroad (Prince George's)	6.3
SHA MD 90 - Bridges #23020 & #23021 over St. Martins River and Assawoman Bay (Worcester)	7.1
SHA US 113 - Market Street to MD 365 Public Landing Road (Worcester)	19.5
	<hr/>
Total	358.4

**DEPARTMENT OF TRANSPORTATION
FY 2007 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program		General Fund Appropriation	General	0
Major Projects	166.1	Facilities and Capital Equipment	J01A0103	17.2
System Preservation Minor Projects	13.2	WSTC Capital Grants	J01A0105	0
Development and Evaluation Program	0	WMATA Capital Grants	J01A0105	90.0
<u>Capital Salaries, Wages and Other Support Costs</u>	1.9	Major IT Development	J01A0108	0.7
		Other Funds	Other	73.3
TSO TOTAL	181.2			181.2

STATE HIGHWAY ADMINISTRATION

Construction Program		General Fund Appropriation	General	0
Major Projects	430.9	State System Construction and Equipment	J02B0101	1,016.0
System Preservation Minor Projects	507.9	County and Municipality Capital Program	J02B0103	4.5
<u>Development and Evaluation Program</u>	87.3	Major IT Development	J02B0108	5.6
SHA TOTAL	1,026.1			1,026.1

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	20.7
Major Projects	4.3	Major IT Development	J04E0008	6.3
System Preservation Minor Projects	19.8			
Development and Evaluation Program	2.0			
<u>Capital Salaries, Wages and Other Support Costs</u>	0.9			
MVA TOTAL	<u>27.0</u>			<u>27.0</u>

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	235.9
Major Projects	141.4	Major IT Development	J05H0108	14.7
System Preservation Minor Projects	93.5	Other Funds	Other	7.0
Development and Evaluation Program	16.5			
<u>Capital Salaries, Wages and Other Support Costs</u>	6.2			
MTA TOTAL	<u>257.6</u>			<u>257.6</u>

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	115.0
Major Projects	92.1	Other	Other	11.6
System Preservation Minor Projects	17.6			
Development and Evaluation Program	12.4			
<u>Capital Salaries, Wages and Other Support Costs</u>	4.5			
MPA TOTAL	<u>126.6</u>			<u>126.6</u>

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	86.1
Major Projects	38.4	Major IT Projects	J06I0008	0.2
System Preservation Minor Projects	76.5	Other Funds	Other	42.1
Development and Evaluation Program	7.4			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>6.1</u>			
MAA TOTAL	128.4			128.4

DEPARTMENT TOTAL

Construction Program				
Major Projects	873.2			
System Preservation Minor Projects	728.5			
Development and Evaluation Program	125.6			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>19.6</u>			
GRAND TOTAL	1,746.9			1,746.9

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2007 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
(\$ MILLIONS)

<u>ADMINISTRATION AND PROGRAM</u>	<u>OPERATIONS</u>	<u>STATE CAPITAL</u>	<u>OTHER CAPITAL</u>	<u>REVENUES</u>	<u>DEBT SERVICE</u>	<u>TOTAL</u>
<u>The Secretary's Office (J01A01)</u>						
The Secretary's Office	23.9	-	-	-	-	23.9
Operating Grants-in-Aid	13.5	-	-	-	-	13.5
Facilities and Capital Equipment	-	17.2	-	-	-	17.2
WMATA Operating Grants	174.5	-	-	-	-	174.5
WMATA Capital Grants	-	90.0	73.3	-	-	163.3
Information Technology Services	34.6	-	-	-	-	34.6
<u>Major IT Developments</u>	-	0.7	-	-	-	0.7
Subtotal	246.5	107.9	73.3	-	-	427.7
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	-	-	-	-	123.6	123.6
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	1,016.0	-	-	-	1,016.0
State System Maintenance	183.6	-	-	-	-	183.6
County & Municipality Capital Program	-	4.5	-	54.6	-	59.1
Highway Safety Operating Program	14.5	-	-	-	-	14.5
County & Municipality Program	-	-	-	584.9	-	584.9
<u>Major IT Developments</u>	-	5.6	-	-	-	5.6
Subtotal	198.1	1,026.1	-	639.5	-	1,863.7

Maryland Port Administration (J03D00)

Port Operations	97.7	-	-	-	-	97.7
<u>Port Facilities and Capital Equipment</u>	-	115.1	11.6	-	-	126.7
Subtotal	97.7	115.1	11.6	-	-	224.4

Motor Vehicle Administration (J04E00)

Motor Vehicle Operations	139.6	-	-	-	-	139.6
Facilities and Capital Equipment	-	20.7	-	-	-	20.7
<u>Major IT Developments</u>	-	6.3	-	-	-	6.3
Subtotal	139.6	27.0	-	-	-	166.6

Maryland Transit Administration (J05H00)

Transit Administration	43.4	-	-	-	-	43.4
Bus Operations	206.2	-	-	-	-	206.2
Rail Operations (Includes MARC)	143.8	-	-	-	-	143.8
Capital Equipment (Includes MARC)	-	235.9	7.1	-	-	243.0
Statewide Programs Operations	76.3	-	-	-	-	76.3
<u>Major IT Developments</u>	-	14.7	-	-	-	14.7
Subtotal	469.7	250.6	7.1	-	-	727.4

Maryland Aviation Administration (J06I00)

Airport Operations	171.0	-	-	-	-	171.0
Facilities and Capital Equipment	-	86.1	42.1	-	-	128.2
<u>Major IT Developments</u>	-	0.2	-	-	-	0.2
Subtotal	171.0	86.3	42.1	-	-	299.4

DEPARTMENT TOTAL	1,322.6	1,613.0	134.1	639.5	123.6	3,832.8
-------------------------	---------	---------	-------	-------	-------	---------

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

	CURRENT YEAR <u>2006</u>	BUDGET YEAR <u>2007</u>	Planning Years				SIX - YEAR TOTAL
			<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	67.3	72.0	74.0	75.0	77.0	79.0	444.3
WMATA Grants (WMAT) ^A	167.8	174.5	201.0	219.0	239.0	261.0	1,262.3
Motor Vehicle Administration	132.0	139.6	145.0	150.0	154.0	159.0	879.6
Maryland Aviation Administration	160.9	171.0	178.0	185.0	190.0	195.0	1,079.9
Maryland Port Administration	96.6	97.7	102.0	105.0	107.0	109.0	617.3
Maryland Transit Administration	440.2	469.7	490.0	508.0	527.0	545.0	2,979.9
State Highway Administration ^B	185.6	198.1	228.0	234.0	241.0	248.0	1,334.7
TOTAL OPERATING	1,250.4	1,322.6	1,418.0	1,476.0	1,535.0	1,596.0	8,598.0
Special Funds	1,176.0	1,245.8	1,388.0	1,446.0	1,505.0	1,566.0	8,326.8
Federal Funds	74.4	76.8	30.0	30.0	30.0	30.0	271.2
Reimbursable Funds	-	-	-	-	-	-	-
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^A	40.4	17.9	11.4	9.8	9.5	9.0	98.0
WMATA Grants (WMAT) ^{ADE}	157.8	163.3	196.4	192.2	203.8	188.2	1,101.7
Motor Vehicle Administration	18.3	27.0	34.6	32.1	32.3	33.6	177.9
Maryland Aviation Administration ^E	187.8	128.4	137.3	110.8	79.7	77.5	721.5
Maryland Port Administration	96.6	126.6	143.1	71.8	70.9	101.1	610.1
Maryland Transit Administration ^E	401.1	257.6	180.3	221.6	251.2	131.7	1,443.5
State Highway Administration ^C	1,061.7	1,026.1	941.2	774.4	669.4	591.6	5,064.4
TOTAL CAPITAL	1,963.7	1,746.9	1,644.3	1,412.7	1,316.8	1,132.7	9,217.1
Special Funds	956.7	892.6	833.7	729.4	735.9	684.8	4,833.1
Federal Funds	848.9	720.3	661.5	551.3	454.8	344.5	3,581.3
Other Funds ^G	158.1	134.0	149.1	132.0	126.1	103.4	802.7

	CURRENT YEAR <u>2006</u>	BUDGET YEAR <u>2007</u>	Planning Years				SIX - YEAR TOTAL
			<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipality Program ^B	505.0	584.9	594.1	603.5	611.2	620.2	3,518.9
County and Municipality Capital ^C	39.7	54.6	-	-	-	-	94.3
TOTAL DISTRIBUTION OF SHARED REVENUES	544.7	639.5	594.1	603.5	611.2	620.2	3,613.2
Special Funds	505.0	584.9	594.1	603.5	611.2	620.2	3,518.9
Federal Funds	39.7	54.6	-	-	-	-	94.3
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements ^F	144.1	123.6	134.0	149.0	160.0	173.0	883.7
Special Funds	144.1	123.6	134.0	149.0	160.0	173.0	883.7
<u>DEPARTMENT TOTAL</u>	<u>3,902.9</u>	<u>3,832.6</u>	<u>3,790.4</u>	<u>3,641.2</u>	<u>3,623.0</u>	<u>3,521.9</u>	<u>22,312.0</u>
Special Funds	2,781.8	2,846.9	2,949.8	2,927.9	3,012.1	3,044.0	17,562.5
Federal Funds	963.0	851.7	691.5	581.3	484.8	374.5	3,946.8
Other Funds	158.1	134.0	149.1	132.0	126.1	103.4	802.7
Reimbursable Funds	-	-	-	-	-	-	-

^A - WMATA capital and operating grants in The Secretary's Office budget are shown separately for informational purposes.

^B - The County and Municipality Funds (Highway User Revenues) in the State Highway Administration's budget are show separately for information purposes.

^C - County and Municipality transfer fund from the Federal government are not included in FY 2008 - FY 2011

^D - Capital program WMATA Grants line includes Federal funds received by WMATA directly

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

^F - Debt Service for County Bonds is not included in FY 2008 - FY 2011

^G - Funds not received through the Trust Fund. Includes some funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPs), County participation, and federal funds received by WMATA directly

THIS PAGE LEFT INTENTIONALLY BLANK

SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2006-FY 2011 CTP/STP:

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010 - 11</u>	
Surface Transportation Program (STP)	103.7	36.8	65.7	56.0	204.3	466.5
National Highway System (NHS)	116.2	191.2	192.2	231.1	376.9	1,107.6
Interstate Maintenance (IM)	60.9	66.8	57.5	41.8	100.0	327.0
Bridge (BR)	50.6	72.8	60.8	57.2	124.7	366.1
Congestion Mitigation/Air Quality Enhancements	84.1	78.9	70.8	58.1	131.7	423.6
Appalachia Development (APD)	40.8	12.3	12.3	12.3	24.6	102.3
Statewide Planning & Research (SPR)	3.0	1.0	1.0	1.0	2.0	8.0
Earmarked Projects	17.7	15.7	15.7	15.7	31.5	96.3
Woodrow Wilson Bridge	66.7	52.0	37.5	45.3	0.6	202.1
Urbanized Area Formula	35.0	-	-	-	-	35.0
New Starts, Fixed Guideway, Modernization & Bus	30.5	30.5	30.5	30.5	61.0	183.0
Elderly and Persons With Disabilities	43.0	30.3	30.3	30.3	60.7	194.6
Rural Area Formula	1.9	1.9	1.9	1.9	3.8	11.4
Preventative Maintenance	1.7	1.7	1.7	1.7	0.3	7.1
TOTALS	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>	<u>175.0</u>
	690.8	626.9	612.9	617.9	1,157.1	3,705.6

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

<u>Systems Preservation Categories</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010 - 11</u>	<u>Total</u>
<u>Agency Wide Improvements</u>						
Urbanized Area Formula	5.0	6.0	3.5	1.8	2.7	19.0
<u>Bus System Improvements</u>						
Bus & Bus Facilities	-	-	-	-	-	-
Urbanized Area Formula	5.2	1.8	5.4	4.1	10.1	26.6
<u>Metrorail Improvements</u>						
Fixed Guideway	0.5	0.8	-	-	0.8	2.1
Urbanized Area Formula	-	-	0.5	1.5	4.3	6.3
<u>Central Corridor Light Rail Improvements</u>						
Fixed Guideway	1.3	0.2	-	-	1.4	2.9
Urbanized Area Formula	1.6	1.2	1.0	1.3	1.1	6.2
<u>Marc System Improvements</u>						
Fixed Guideway	1.9	2.7	0.6	0.6	1.2	7.0
Urbanized Area Formula	3.0	4.2	0.1	0.6	2.5	10.4
TOTAL	18.5	16.9	11.1	9.9	24.1	80.5

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

STATE HIGHWAY ADMINISTRATION
FEDERAL FUNDING BY YEAR OF OBLIGATION FOR SYSTEM PRESERVATION MINOR PROJECTS
BY FEDERAL FISCAL YEAR (\$ MILLIONS)

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2006 - FY 2011 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2006	2007	2008	2009	2010 - 11	
<u>Environmental Projects</u>						
National Highway System	2.0	2.0	2.0	2.0	2.0	10.0
Surface Transportation Program	3.0	3.0	3.0	3.0	6.0	18.0
Enhancement	41.0	13.0	13.0	13.0	26.0	106.0
<u>Safety and Spot Improvement</u>						
National Highway System	2.0	2.0	2.0	2.0	10.0	18.0
Surface Transportation Program	20.0	25.0	25.0	20.0	50.0	140.0
Interstate Maintenance	2.0	2.0	2.0	2.0	10.0	18.0
High Priority Project Funding	-	1.0	-	-	-	1.0
<u>Resurfacing and Rehabilitation</u>						
National Highway System	25.0	25.0	28.0	20.0	65.0	163.0
Surface Transportation Program	43.0	45.0	48.0	45.0	110.0	291.0
Interstate Maintenance	25.0	25.0	27.0	21.0	50.0	148.0
<u>Bridge Replacement and Rehabilitation</u>						
Bridge Replacement and Rehabilitation	38.0	38.0	38.0	38.0	80.0	232.0
Surface Transportation Program	2.0	2.0	2.0	2.0	6.0	14.0
Interstate Maintenance	5.0	5.0	5.0	5.0	20.0	40.0
National Highway System	2.0	2.0	2.0	2.0	6.0	14.0
<u>Urban Reconstruction/Revitalization</u>						
National Highway System	2.0	2.0	2.0	2.0	12.0	20.0
Surface Transportation Program	6.0	6.0	6.0	6.0	18.0	42.0
Appalachian Development (APD)	1.0	1.0	1.0	1.0	2.0	6.0
<u>Congestion Management</u>						
Surface Transportation Program	25.0	25.0	25.0	25.0	60.0	160.0
Congestion Mitigation/Air Quality	18.0	13.0	13.0	13.0	35.0	92.0
TOTALS	262.0	237.0	244.0	222.0	568.0	1,533.0

THIS PAGE LEFT INTENTIONALLY BLANK

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

The following listing estimates system preservation program levels for FY 2006 through FY 2011. Anticipated projects for FY 2006 and FY 2007 within these totals are listed in the project detail section of this document.

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2008	2009	2010	2011	
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>TOTAL</u>
<u>The Secretary's Office</u>							
Minor Projects	29.5	13.2	7.6	6.0	5.6	5.0	66.9
<u>Motor Vehicle Administration</u>							
Building Improvements	10.0	19.8	26.8	27.0	26.2	25.4	135.2
<u>Maryland Aviation Administration</u>							
Airport Technology	3.1	6.4	6.6	2.5	0.7	-	19.3
Airside Development	24.6	26.9	32.8	23.6	3.4	4.7	116.0
Annual	1.1	3.1	1.8	-	-	-	6.0
BWI	7.3	3.9	24.3	24.8	25.7	26.4	112.4
Equipment	9.9	0.2	3.8	3.9	4.0	4.2	26.0
Information Technology CTIPP	8.4	1.5	0.4	-	-	-	10.3
Landside Development	10.1	5.7	0.1	-	-	-	15.9
Martin State	2.5	8.4	9.2	8.7	8.4	8.4	45.6
Regional Aviation	3.2	2.3	2.3	2.3	2.1	2.1	14.3
Security	1.4	4.1	5.2	14.0	17.3	16.5	58.5
Terminal Development	<u>9.0</u>	<u>14.0</u>	<u>5.4</u>	<u>0.2</u>	<u>-</u>	<u>-</u>	<u>28.6</u>
TOTAL	80.6	76.5	91.9	80.0	61.6	62.3	452.9
<u>Maryland Port Administration</u>							
All Terminals	2.1	2.5	10.4	6.0	5.7	6.7	33.4

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2008	2009	2010	2011	
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>TOTAL</u>
<u>Marvland Port Administration</u>							
Dundalk Marine Terminal	7.4	5.2	2.0	2.3	1.7	1.7	20.3
Environmental	4.3	3.6	3.3	3.5	2.6	2.6	19.9
Facilities and Equipment	0.8	0.2	0.2	1.1	1.1	1.1	4.5
Masonville Auto Terminal	6.2	0.3	-	0.4	0.5	1.1	8.5
North Locust Point	1.5	0.1	-	1.2	1.2	1.3	5.3
Open-Ended Consulting	6.1	2.1	5.0	4.9	4.0	4.0	26.1
Port-Wide	0.4	0.5	0.5	0.5	0.5	0.6	3.0
Seagirt Marine Terminal	1.1	2.1	0.5	-	-	1.1	4.8
South Locust Point	0.2	0.8	-	1.0	1.0	1.2	4.2
World Trade Center	<u>1.5</u>	<u>0.2</u>	<u>0.2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1.9</u>
TOTAL	31.6	17.6	22.1	20.9	18.3	21.4	131.9
<u>Marvland Transit Administration</u>							
Agencywide	34.6	35.4	17.3	13.7	10.8	8.0	119.8
Bus	14.5	12.1	9.0	7.3	4.9	14.8	62.6
Freight	3.4	1.2	1.2	1.2	0.7	0.7	8.4
Light Rail	18.2	10.1	2.5	1.9	1.6	3.2	37.5
MARC	23.2	24.6	2.9	2.2	2.1	5.9	60.9
Metro	13.0	6.5	6.1	3.1	3.2	3.3	35.2
Technology	<u>5.0</u>	<u>3.5</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>8.5</u>
TOTAL	111.9	93.4	39.0	29.4	23.3	35.9	332.9
<u>State Highway Administration</u>							
Safety, Congestion Relief, Highway and Bridge	428.2	400.3	414.9	424.7	423.6	437.1	2,528.8
Capital Facilities	31.9	51.8	30.1	13.1	15.1	15.6	157.6
Highway Planning and Research	21.2	23.7	23.6	25.9	26.3	27.5	148.2
State Aid in Lieu of Federal	10.5	10.5	10.5	10.5	10.5	10.5	63.0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR					
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	
<u>State Highway Administration</u>							
Community Safety and Enhancements	19.1	27.0	35.8	21.0	24.4	24.3	151.6
Noise Barriers	11.5	8.9	4.8	6.7	3.2	2.2	37.3
Enhancement Program	10.3	7.8	8.4	8.6	8.6	9.0	52.7
Access Controls	0.2	3.3	2.2	2.1	2.2	2.1	12.1
Truck Weight	5.8	4.9	4.0	4.2	3.8	4.1	26.8
Information Technology	<u>1.3</u>	<u>5.6</u>	<u>8.2</u>	<u>6.3</u>	<u>5.3</u>	<u>5.3</u>	<u>32.0</u>
TOTAL	540.0	543.8	542.5	523.1	523.0	537.7	3,210.1
CTP SYSTEM							
PRESERVATION PROJECTS	803.6	764.3	729.9	686.4	658.0	687.7	4,329.9

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	
<u>Maryland Transportation Authority</u>							
Baltimore Harbor Tunnel	8.4	24.6	11.1	4.4	9.9	9.9	68.3
Francis Scott Key Bridge	17.3	13.1	6.7	0.3	0.3	0.3	38.0
Bay Bridge	2.1	2.4	7.9	0.9	0.3	0.3	13.9
Thomas J. Hatem Memorial Bridge	0.2	0.3	0.2	0.2	0.2	0.2	1.3
Harry W. Nice Memorial Bridge	0.4	2.6	2.6	0.3	0.1	0.1	6.1
John F. Kennedy Memorial Highway	14.0	7.6	0.5	0.5	0.5	0.5	23.6
Fort McHenry Tunnel	4.4	5.0	2.1	0.4	0.3	0.3	12.5
Multiple Area Projects (Equipment & Insurance)	<u>62.0</u>	<u>78.5</u>	<u>77.5</u>	<u>75.0</u>	<u>68.4</u>	<u>68.2</u>	<u>429.6</u>
TOTAL MARYLAND TRANSPORTATION AUTHORITY	108.8	134.1	108.6	82.0	80.0	79.8	593.3

MAJOR BRIDGE PROJECTS

The following is a list of major bridge reconstruction, rehabilitation and replacement projects. New highway bridges that are part of a highway project are not included. Detailed information for each can be found on the Major Pif's as referenced.

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Allegheny County</u>		
<u>Construction Program</u>		
1.	MD 36, George's Creek Road -- Secondary	Replace Bridge 1013 over George's Creek
2.	MD 36, Lower George's Creek Road -- Secondary	Replace Bridges 1101 over Elklick Run and 1201 over George's Creek
3.	MD 47, Barrelville Road -- Secondary	Replace Bridge 1042 over North Branch
4.	MD 936, Upper George's Creek Road -- Secondary	Replace Bridge 1010 over Neff Run
<u>Development and Evaluation Program</u>		
6.	US 220, McMullen Highway -- Primary	Replace Bridge 1060 over the Potomac River
<u>Anne Arundel County</u>		
<u>Construction Program</u>		
4.	MD 70, Rowe Boulevard -- Secondary	Bridges over Weems and College creeks.
5.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad
<u>Baltimore County</u>		
<u>Construction Program</u>		
1.	I-83, Harrisburg Expressway -- Interstate	Replace bridges over NCR Trail and Little Falls
3.	I-695, Baltimore Beltway -- Interstate	Widen and reconstruct the I-695 bridges over MD 25A, Joppa Road & Thorton Road deck.
<u>Calvert County</u>		
<u>Construction Program</u>		
3.	MD 260, Chesapeake Beach Road -- Secondary	Replace bridge 4022 over MD 260

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Caroline County</u>		
	<u>Construction Program</u>	
2.	MD 331, Dover Road -- Secondary	Replace bridge over Choptank River
<u>Carroll County</u>		
	<u>Construction Program</u>	
2.	MD 140, Baltimore Boulevard -- Primary	Widening and reconstruction of the bridges over MD 97 North and MD 27
3.	MD 194, Francis Scott Key Highway -- Secondary	Replace bridge over Big Pipe Creek
<u>Cecil County</u>		
	<u>Construction Program</u>	
1.	MD 7B, Philadelphia Road -- Secondary	Replace bridge over Mill Creek
<u>Dorchester County</u>		
	<u>Construction Program</u>	
1.	MD 16, Taylors Island Road -- Secondary	Replace Bridge 9003 over Parsons Creek
<u>Frederick County</u>		
	<u>Construction Program</u>	
3.	MD 17, Wolfsville Road -- Secondary	Replace Bridges 10068, 10069 and 10071 over Middle Creek
5.	MD 874C, Old New London Road -- Secondary	Replace Bridge 10043 over Ben's Branch
<u>Harford County</u>		
	<u>Construction Program</u>	
1.	MD 165, Baldwin Mill Road -- Secondary	Replace Bridge 12045 and 12046 over West Branch

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Howard County</u>		
	<u>Construction Program</u>	
3.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad
<u>Prince George's County</u>		
	<u>Construction Program</u>	
1.	I-95/I-495 Woodrow Wilson Bridge Improvement -- Interstate	Joint project with VDOT, DCDPW and FHWA to develop a replacement facility
6.	MD 201, Kenilworth Avenue -- Primary	Bridges over Amtrak, MD 965, and Beaver Dam Branch
12.	MD 450, Annapolis Road -- Secondary	Replace bridge over CSX
<u>Queen Anne's County</u>		
	<u>Construction Program</u>	
1.	MD 19, Robert Station Road and MD 405, Price Station Road -- Secondary	MD19 & MD 405 over Beaverdam Ditch and German Branch
<u>Talbot County</u>		
	<u>Construction Program</u>	
1.	MD 331, Dover Road -- Secondary	Replace bridge over Choptank River
<u>Washington County</u>		
	<u>Construction Program</u>	
1.	MD 34, Shepherdstown Pike -- Secondary	Replace Bridge 21002 over the Potomac River
<u>Worcester County</u>		
	<u>Construction Program</u>	
1.	MD 90, Ocean City Expressway -- Primary	MD 90 bridges over Assawoman Bay and St. Martins River

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#

PROGRAM/PROJECT

DESCRIPTION

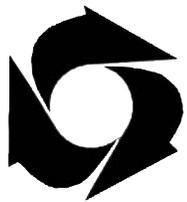
Worcester County

Development and Evaluation Program

3.

US 50, Ocean Gateway -- Primary

US 50 bridge over Sinepuxent Bay



Bicycle & Pedestrian Projects

BICYCLE AND PEDESTRIAN RELATED PROJECTS

STATE HIGHWAY ADMINISTRATION

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

Retrofit Sidewalk Program

	Cost (\$)
<i>Calvert County</i>	
MD 2 - Solomon's Museum ramp	46,000
<i>Prince George's County</i>	
US 1 - Charles Armentrout to Crittenden Street	27,000
MD 193 - Cherrywood Lane to Cunningham Drive	65,000
MD 208 - 37th Place to 36th Avenue	95,000
<i>Washington County</i>	
MD 144 WB - Methodist Street to Virginia Ave. in Hancock	15,000
US 40 - Manor Drive to Eastern Blvd. in Hagerstown	35,000
<i>Wicomico County</i>	
US 13 Bus. - Bateman Street to Milford Street	200,000
Total Retrofit Sidewalk Program	483,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements

Allegany County

US 40 ALT - MD 658 to Long Drive	5,491,000
US 220 - Lee Street to MD 636	2,647,000

Anne Arundel County

MD 170 - 10th Street to MD 648	5,491,000
MD 256 - streetscape/roundabout at MD 258	1,651,000
MD 648 - Dorsey Blvd. to MD 10 & MD 3Bus from 8th. Ave. to Aquahart Rd.	800,000

Baltimore County

US 1 - through Overlea	200,000
MD 7 - US 40 to I-695	14,045,000
MD 45 - Baltimore City Line to Stevenson Lane	5,720,000
MD 139 - Baltimore City Line to Bellona Ave.	500,000
MD 144 - Bishops Lane to the Baltimore City Line	600,000
MD 147 - Baltimore City Line to Joppa Road	10,148,000
MD 150 - Bridge 3096 over Middle River	218,000
MD 150 - MD 700 to MD 587 & MD 587 from MD 150 to Strawberry Point Rd.	500,000
MD 151 - I-695 to Wise Avenue	2,332,000

Calvert County

MD 261 - First Street to Old Bayside Road	4,234,000
MD 760/765 - streetscape in Lusby	500,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements (Cont.)

Carroll County

MD 30 - CSX Railroad to Northwoods Trail	700,000
MD 31 - MD 31 to MD 75	2,249,000
MD 140 - in Taneytown	10,300,000

Cecil County

MD 273 in Rising Sun	3,191,000
----------------------	-----------

Dorchester County

MD 16 - Church Creek Streetscape	300,000
MD 16/14 - East New Market	7,908,000

Frederick County

MD 144 FB - New Market	4,276,000
MD 180 - US 340 to Old Holter Road	500,000

Garrett County

US 219 - MD 135 to Corporate Limits of Oakland	200,000
MD 825B - MD 826A to Deer Park Ave.	500,000

Harford County

MD 755 - MD 24 to Willoughby Beach Road	3,432,000
MD 924 - MD 22 to Maulsby Street	4,715,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements (Cont.)

Montgomery County

MD 195 - Garland Avenue to MD 193	4,048,000
MD 547 - Kenilworth Ave. to Weymouth St. (Phase 1)	4,441,000
MD 650/193 - Langley Park/Takoma Park	7,000,000

Prince George's County

US 1 - Talbot Ave. to Howard Co. Line in Laurel	3,082,000
US 1 - Gorman Ave. to Howard County Line	2,451,000
MD 202 - US 50 to MD 450	6,903,000
MD 212 - Roby Ave. to Odell Road	172,000
MD 650/193 - Langley Park/Takoma Park	7,000,000

Queen Anne's County

MD 19/19 A - in Church Hill	2,213,000
-----------------------------	-----------

St. Mary's County

MD 5 BUS - in Leonardtown	3,771,000
MD 246 - Saratoga Drive to MD 235	300,000

Talbot County

MD 333 - Strand Street to Caroline Street in Oxford	3,987,000
---	-----------

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements (Cont.)

Washington County

MD 62/804 B - Little Antietam Road to MD 64	550,000
---	---------

Worcester County

US 113 Bus. - Coulbourne Drive to Morris Street	200,000
---	---------

Total Community Safety and Enhancements	139,466,000
--	--------------------

Streetscapes and Minor Reconstruction

Anne Arundel County

Bladen Street - College Creek Park to College Ave.	486,000
--	---------

Total Streetscapes and Minor Reconstruction	63,180
--	---------------

Transportation Enhancements Program

Allegheny County

Allegheny Highlands Trail - Section 1	9.35 miles	1,257,000
---------------------------------------	------------	-----------

Allegheny Highlands Trail - Section 2 & 3	5.83 miles	2,015,000
---	------------	-----------

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Anne Arundel County

Jonas Green Trail		500,000
North Cypress Branch Stream Restoration		650,000
Stony Run Fish Passage		711,000
Stormwater management along US 50		412,000
Enhancement of Storm water Management Facilities		1,363,000
London Town Visitor's Center & Museum		2,647,000

Baltimore City

Jones Falls Trail (Phase III)	2.75 miles	800,000
Jones Falls Trail (Phase IV)	2.40 miles	2,000,000
Baltimore Promenade - Union Wharf		1,708,000
Mount Royal Station Renovation		896,000
B&O Railroad Musuem Passenger Car Shop		1,000,000

Baltimore County

Chase Wavely Farm		343,000
North Point Battlefield		1,500,000
Roller Property		153,000
Gunpowder Falls Stream Stabilization		475,000
MD 139 tributary to Towson Run Stabilization		452,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Calvert County

Chesapeake Beach Railroad Trail 1,630,000

Carroll County

Wakefield Valley Community Trail 385,000

Carroll County Airpark Watershed Assessment & Restoration 67,000

Cecil County

Port Deposit Jetty & Marina Park 1,199,000

Gilpin Falls Covered Bridge 261,000

Frederick County

Civil War Sites Easements 393,000

Archeology 169,000

115th Infantry Regiment Memorial Highway Sign 21,000

East Street Landscaping 570,000

Tuscarora Creek Stream Stabilization 290,000

Emmitsburg Welcome Center 2,445,000

Garrett County

Kitzmiller Company Store 172,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Harford County

Ma and Pa Heritage Trail Extension	776,000
------------------------------------	---------

Howard County

Centennial Access Pathway	250,000
Dorsey Run Fish Passage	650,000
Storm Water Management Facilities	203,000

Montgomery County

Rock Creek Hiker-Biker Trail Bridge	2,368,000
Forest Glen Pedestrian Bridge	2,878,000
North Bethesda Trail	474,000
Rockville I-270/MD 28 Bridges and Trail	3,124,000
Rockville Millennium Trail - Phase III	678,000
Gaithersburg Rolling Stock Restoration	430,000
Rock Creek Watershed Restoration (stream restoration)	1,020,000
Rock Creek Watershed Restoration (storm water management)	425,000
National Capital Trolley Museum Display Facility	250,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Prince George's County

North Gate Park at the Paint Branch	830,000
Prince George's County Gateway Signs	307,000
College Park Trolley Trail	90,000
Functional Enhancement of Storm water Management Facilities	1,318,000
Annapocstia East Restoration	2,500,000

Queen Anne's County

MD 8 Corridor Hiker/Biker Trail	477,000
---------------------------------	---------

Washington County

Antietam Battlefield	1,656,000
US 40 Bridge over Licking Creek	200,000
I-70 Thermal Impact Reduction in Beaver Creek Watershed	437,000

Wicomico County

Northeast Collector Road Bikepath (Phase II)	225,000
--	---------

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Statewide

Maryland Roadside Historic Markers Website	182,000
National Road National Register Nomination	56,000
Environmental Stewardship Initiatives	785,000
Smart Moves	550,000
GIS and Predictive Modeling for Cultural Resources	52,000
Storm water Management Visual & Environmental Enhancements	609,000
Watershed Revitalization Partnership	4,692,000
Civil War Driving Tour - Antietam	690,000
Civil War Driving Tour - Gettysburg	531,000
Keep America Beautiful III	322,000

Total Transportation Enhancements Program **56,519,000**

Retrofit Bicycle Program

Statewide Projects including the designation of bicycle routes 2,500,000

Total Bicycle Program **2,500,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>Primary/Secondary Program</u>	Distance	Cost (\$)
<u><i>Allegheny County</i></u>		
MD 36 - Bridge over George's Creek shoulders	0.1 miles	15,000
MD 36 - Bridges over Elklick Run & George's Creek shoulders	0.1 miles	15,000
MD 47 - Bridge over North Branch shoulders	0.2 miles	30,000
MD 936 - Bridge over Neff Run shoulders	0.1 miles	15,000
sidewalk	0.1 miles	13,728
<u><i>Anne Arundel County</i></u>		
MD 50/MD 2/MD 450 interchange parallel trail	0.5 miles	57,500
MD 70 - over Weems and College Creek sidewalk	1.0 miles	137,280

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Anne Arundel County (Cont.)

MD 732 - Bridge over CSX railroad

sidewalk	0.5 miles	68,640
shoulder	0.5 miles	75,000

MD 175 - MD 295 to MD 170

sidewalk	5.2 miles	713,856
shoulder	5.2 miles	780,000

Baltimore County

I-695/MD 45 interchange

wide curb lane	0.1 miles	15,000
sidewalk	0.1 miles	13,728

MD 43 extended

wide curb lane	3.6 miles	540,000
parallel trail	3.6 miles	414,000

MD 45 - Cavan Rd. to Ridgley Rd.

wide curb lane	1.0 miles	150,000
sidewalk	1.0 miles	137,280

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Calvert County

MD 2/4 - at MD 231

wide curb lanes	0.5 miles	75,000
-----------------	-----------	--------

sidewalk	0.5 miles	68,640
----------	-----------	--------

MD 260 Bridge at Mt. Harmony Road

shoulders	0.5 miles	75,000
-----------	-----------	--------

Caroline County

MD 404 - Double Hills Road to MD 16

shoulders	1.0 miles	150,000
-----------	-----------	---------

MD 331 - Dover Bridge over the Choptank River

shoulders	0.3 miles	45,000
-----------	-----------	--------

Carroll County

MD 30 Relocated, Hampstead Bypass

shoulders	5.8 miles	876,000
-----------	-----------	---------

MD 140 - Bridges over MD 27 and MD 97

wide curb	0.5 miles	75,000
-----------	-----------	--------

sidewalks	0.5 miles	68,640
-----------	-----------	--------

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Carroll County (Cont.)

MD 194 - bridge over Big Pipe Creek shoulders	0.1 miles	15,000
--	-----------	--------

Cecil County

MD 7B - bridge over Mill Creek shoulders	0.1 miles	15,000
sidewalks	0.1 miles	13,728

Charles County

MD 5 Relocated at Hughesville shoulders	3.2 miles	480,000
--	-----------	---------

Dorchester County

MD 16 - Bridge over Parsons Creek shoulders	0.1 miles	15,000
--	-----------	--------

Frederick County

I-70/MD 475/MD 85 wide curb lanes	0.5 miles	75,000
sidewalks	0.5 miles	68,640

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Frederick County (Cont.)

MD 17 - Bridges over Middle Creek shoulders	0.1 miles	15,000
MD 874C - bridge over Ben's Creek shoulders	0.1 miles	15,000

Garrett County

US 219 Relocated at Oakland wide curb lanes	2.4 miles	360,000
shoulders	2.4 miles	360,000
sidewalks	2.4 miles	329,472

Harford County

MD 165 - Bridge over West Branch shoulders	0.2 miles	30,000
US 40 - MD 152 and 24 overpass shoulders	1.9 miles	285,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Howard County

MD 216 - I-95 to US 29

wide curb lanes	2.8 miles	420,000
sidewalks	2.8 miles	384,384

MD 732 - bridge over CSX

sidewalks	0.2 miles	27,456
shoulders	0.2 miles	30,000

Montgomery County

US 29/Randolph Road interchange

wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280
parallel trail	1.0 miles	115,000

US 29/Briggs Chaney Road interchange

wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280
parallel trail	1.0 miles	115,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Montgomery County (Cont.)

US 29/MD 198/Blackburn Road interchange

wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280
parallel trail	1.0 miles	115,000

MD 115 - MD 28 to MD 124

wide curb lanes	5.8 miles	870,000
sidewalks	5.8 miles	796,224

MD 124 - Airpark Road to Fieldcrest Road

wide curb lanes	1.4 miles	210,000
sidewalks	1.4 miles	192,192

MD 355 - Randolph Rd./Montrose Parkway

wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280
parallel trail	1.0 miles	115,000

East-West Intersection Improvements

sidewalks	2.0 miles	274,560
-----------	-----------	---------

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Prince George's County

I-95/I-495/Woodrow Wilson Bridge
parallel pedestrian bridge

56,000,000

I-95/495 - Branch Ave. Metro

parallel trail
sidewalks

0.5 miles
0.5 miles

57,500
68,640

I-295/I-495/MD 414 interchange

wide curb lanes
sidewalks

0.2 miles
0.2 miles

30,000
27,456

MD 4 - Suitland Parkway interchange

parallel trail

0.5 miles

57,500

MD 212 - US 1 to I-95

wide curb lanes
sidewalks

2.0 miles
2.0 miles

300,000
274,560

MD 450 - Whitefield Chapel Road to Seabrook Road

wide curb lanes
sidewalks

1.0 miles
1.0 miles

142,500
130,416

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Prince George's County (Cont.)

MD 450 - MD 193 to Stoneybrook Drive

wide curb lanes	5.8 miles	870,000
sidewalks	5.8 miles	796,224
parallel trail	5.8 miles	667,000

MD 450 - CSX bridge over MD 450

wide curb lanes	0.1 miles	15,000
sidewalks	0.1 miles	13,728

MD 450 - Bridge over CSX

shoulders	0.2 miles	30,000
East/West intersection improvements		
sidewalks	2.0 miles	274,560

Queen Anne's County

MD 19 - Bridge over Beaverdam Ditch

shoulders	0.1 miles	15,000
-----------	-----------	--------

St. Mary's County

MD 237 from Pegg Road to MD 235

wide curb lanes	2.7 miles	406,500
sidewalks	2.7 miles	372,029

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Washington County

MD 34 - bridge over Potomac River

sidewalks	0.5 miles	68,640
shoulders	0.5 miles	75,000

Worcester County

US 113 - Phase 1

shoulders	4.0 miles	600,000
-----------	-----------	---------

US 50 - Bridge over Sinepuxent Bay

wide curb lanes	0.1 miles	15,000
shoulders	0.1 miles	15,000
sidewalks	0.1 miles	13,728

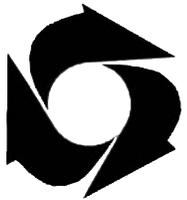
wide curb lanes	34.5 miles	sub-total	5,169,000
shoulders	26.9 miles	sub-total	4,139,640
sidewalks	41.9 miles	sub-total	5,897,549
parallel trails	14.4 miles	sub-total	1,656,000
WWB		sub-total	56,000,000

	TOTAL		72,862,189
--	--------------	--	-------------------

BICYCLE AND PEDESTRIAN RELATED PROJECTS

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

retrofit sidewalk program	483,000
community enhancement and safety streetscapes and minor reconstruction	139,466,000
transportation enhancements program	63,180
retrofit bicycle program	56,519,000
primary/secondary program	2,500,000
TOTAL	72,862,189
	271,893,369



Regional Aviation Grants

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2006

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

MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	<u>GRANT AMOUNT (000's)</u>			<u>Total</u>
		<u>Federal</u>	<u>State</u>	<u>Local/Owner</u>	
Anne Arundel County	Tipton Airport	1,363	36	36	1,435
Carroll County	Carroll County Regional	1,290	34	34	1,358
	Clearview	0	256	28	285
Cecil County	Cecil County	0	357	40	397
Dorchester County	Cambridge-Dorchester	1,123	30	30	1,182
Frederick County	Frederick Municipal Airport	7,461	196	196	7,854
Garrett County	Garrett County	5,906	155	155	6,217
Harford County	Harford County	0	37	4	41
	College Park	122	3	3	128
	Freeway	0	281	31	312
	Potomac	0	69	8	77
Queen Anne's County	Bay Bridge	5,938	156	156	6,250

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2006 (Cont'd)

<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (000's)			Total
		Federal	State	Local/Owner	
Talbot County	Easton Airport	2,850	75	75	3,000
Washington County	Hagerstown Regional Airport	8,575	226	226	9,026
Wicomico County	Salisbury - Ocean City - Wicomico	9,660	254	254	10,168
Worcester County	Ocean City	95	3	3	100



Glossary

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Chesapeake Highway Advisories Routing Traffic – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.