



Maryland Department of Transportation

CONSOLIDATED TRANSPORTATION PROGRAM

2008 State Report on Transportation • FY 2008–2013

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

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

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

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

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM



The Maryland Department of Transportation is pleased to present the State's six-year capital investment program for transportation, the Consolidated Transportation Program (CTP). The CTP provides investment in the transportation system for all modes of transportation across the State, whether it is the road you drive on, the plane you fly in, the goods you use that arrive via rail or ship, the light rail you take to the ballgame or the license you need to drive your vehicle.

Transportation influences Maryland's economy, environment, communities and our quality of life. Maintaining this transportation system in a condition that is safe and efficient requires constant investment and attention. The Maryland Department of Transportation is one of the State's largest agencies, with just over 9,000 employees and an annual operating and capital budget of \$3.8 billion.

The transportation priorities guiding the CTP have resulted from a process stipulated by State law requiring the Secretary of Transportation to visit with, and present the draft CTP to elected officials from each county and the City of Baltimore; a process known as the Secretary's annual Capital Program Tour. Secretary Porcari has also reinstated a long-standing process of collaboration that expands upon this communication process with the local jurisdictions. To begin this process, MDOT officials initiated a series of meetings in April through May 2007, and continued with a second series of transportation meetings

throughout the past fall. These meetings, in anticipation of the actual Capital Program Tour meetings were necessitated by several factors. First, recognition that growing costs associated with preserving the State's transportation investments had severely limited funds for transportation system expansion. Second, growth was necessitating the need to expand system capacity in every mode of transportation in the State whether water, air or land based. Finally, the revenues, which fund the State Transportation Trust Fund (TTF), would continue to grow at a lesser pace than transportation operating and capital expenses.

These meetings between MDOT and local officials demonstrated local and State agreement in several important policy areas. These policy areas include such initiatives as transportation improvements related to the U.S. Department of Defense's Base Realignment and Closure (BRAC) process, continued promotion and Transit-Oriented Development (TOD) through partnerships with community groups, private development teams, and local governments, and focusing our resources in existing communities. This final initiative has growing importance for Maryland as the State aims to promote and implement Smart Growth principals. For transportation, this policy focus implies tighter coordination between land use and transportation decision-making, and addressing where and how growth is accommodated through congestion management, corridor-level planning, commercial area revitalization, and the provision of community enhancements such as pedestrian and bicycle facilities in existing communities.

This year's economic situation presented the State with significant funding challenges. 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, 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. In addition, most of the Transportation Trust Fund (TTF) sources of revenue are not inflation sensitive. With a growing operating program, the rising cost of materials and the need to maintain the existing system, the TTF faces economic challenges.

In addition to the economic challenges faced by the TTF, there has been the challenge of dealing with a structural deficit in general funds. To deal with the structural budget deficit in general funds and begin to chip-away at the backlog of transportation needs, Governor O'Malley convened a special legislative session of the Maryland General Assembly starting on October 29, 2007. The Governor submitted a plan to address transportation, which called for an infusion of \$400 million of new revenue per year. After three weeks of debates and modifications, the Legislature passed and the Governor signed a plan that will generate \$450 million per year for transportation programs as well as other revenue for the general fund.

The new revenue is to be provided primarily from a one percent increase (5% to 6%) in the State sales tax rate. For the first time, the Transportation Trust Fund will receive a portion of the State sales tax, amounting to \$320 million annually. In addition, the titling tax, which is essentially the 'sales tax' on the purchase of a new or used vehicle, was increased one percent. A portion of this increase was offset by a change in State law, which will allow the taxable purchase price to be reduced by the value of a 'trade-in' vehicle. The combination of the increase and allowance for trade-in is estimated to raise \$100 million annually. The remaining \$30 million is due to the elimination of some statutorily required revenue transfers to other funds and an adjustment to the Highway User Revenue distribution formula.

The new revenue will be used to rebuild Maryland for the future. Much needed system preservation projects in all modes will receive the first \$250 million per year. The remaining funds will be used for new highway and transit expansion and enhancement projects; as well as, increases in transit operating services. The new projects will be detailed later in this publication.

Every year, the Maryland Department of Transportation 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 the report, the Maryland Transportation

Plan (MTP), sets a vision with goals and policies to guide transportation decision making over the next 20 years. The MTP is updated every five years to reflect changes in transportation policy priorities. MDOT is updating this Maryland Transportation Plan with your assistance (including an online survey at www.mdot.state.md.us/Planning) over the next year, publishing the update in January, 2009. The Consolidated Transportation Program (CTP) is the second section of the SRT. It describes how MDOT will achieve its goals, listing projects to be funded over a six-year period.

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 assess the improvements that are being made and the resulting performance benchmarks based on the amount of investment.

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

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 responsible manner. Of the new revenue realized from the Governor's recent plan, the Department will be dedicating the first \$250 million annually to modal system preservation projects. The Department will continue to seek 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. A number of which are being funded with the latest revenue increase.

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, promote health and recreation and facilitate commerce, as well as to maintain your quality of life. These projects focus on demonstrated customer needs to decrease delay; improve the safety, reliability, and efficiency of the State's transportation networks; and improve economic competitiveness.

The transportation needs 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 transit 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 to meet customer expectations and needs. The application of cost-effective design alternatives, the use 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 light rail transit), and key system expansion projects 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 costs and minimize schedule time is essential to effectively deliver improvements for users of the transportation system and to the State's taxpayers. The Department will implement projects in a minimum time period through streamlined approaches and improved relationships with other State, federal and local agencies. Throughout all projects and activities, MDOT is committed to protecting Maryland's human and natural environment. MDOT will contain costs with a businesslike 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.

PRIORITY INITIATIVES

Freight Studies

In addition to the efficient movement of people from, to, and through the State of Maryland, MDOT is also focused on the efficient transportation of freight. United States Department of Transportation studies estimate that freight tonnage will grow between 70-80% by 2025 for the mid-Atlantic and northeast corridors. Freight tonnage is expected to increase along similar trend lines for Maryland, as the State is located at the geographic epicenter of the I-95 Corridor. This places a premium on the State's need to ensure cost-effective and safe passenger, motor carrier and rail transportation travel for local and corridor freight carriers. Unfortunately, the billions in costs to upgrade and replace critical transportation infrastructure within Maryland far exceeds the State's available financial resources. Based on the projected increase in freight tonnage in Maryland over the next twenty years, MDOT is taking an aggressive approach to meet the freight transportation needs of its citizens. Issues to be addressed include:

- Congestion in the Baltimore-Washington Corridor and throughout the metropolitan regions continues to increase;
- Critical passenger (Amtrak) and rail freight (CSX) tunnels are over 100 years old and need to be upgraded or replaced;
- Norfolk Southern Railroad (NS) is limited to operating only during night-time hours on Amtrak's Northeast Corridor (NEC) from Baltimore to Wilmington, and on the Delmarva peninsula;
- The Helen Delich Bentley Port of Baltimore and domestic interests must have the ability to attract Intermodal freight business which relies on 20' 6" (double stack) Intermodal rail business; and
- Identifying rail infrastructure synergies that can mutually benefit freight (CSX/NS) and passenger (Amtrak/MARC) rail services.

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

- US DOT - to help design creative financing solutions to the major truck and rail chokepoints impacting the entire region;
- I-95 Corridor Coalition - to evaluate truck and rail capacity chokepoints;
- Federal Rail Administration - to study alternative rail freight and passenger tunnel routes through Baltimore; and

- Federal Highway Administration - to monitor travel times and delays in freight significant corridors (Freight Performance Measurement initiative).

A multi-state freight corridor solution will cost billions of dollars and will take years to complete. Funding mechanisms are under study, but are not yet in place. Creative private-public shared funding involving all stakeholders and beneficiaries, including the State, will be necessary for those partners who will realize the benefits of improvements. The Department will continue its leadership role in order to quantify and define statewide and multiple State corridor freight needs. When completed, key projects will be identified for consideration as future candidates for "Freight Projects of Regional and National Significance". This designation could ensure Maryland's position to compete for additional federal funding required for our freight transportation needs.

BRAC

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

In concert with the Lieutenant Governor's BRAC Sub-Cabinet, MDOT continues to work with State partners, including the Department of Business and Economic Development and the Maryland Department of Planning, to face the challenge of accommodating this growth in a way that is efficient and effective over the long term. Outreach efforts continue with local and military communities throughout the State. MDOT is moving ahead in building consensus among all partners, including the State's federal delegation in Washington to pursue strategies pertaining to the prioritization and funding of transportation projects. With that consensus, MDOT will identify both long-term projects that will accommodate and encourage future growth, as well as short-term pressing projects. These lower priced projects are quicker to implement and can help bridge immediate local and neighborhood needs during the BRAC transition. MDOT continues to draw on its previous experience from the Patuxent River Naval Air Station growth during the previous BRAC. A comprehensive, integrated response that connects land use and transportation will remain critical in ensuring orderly growth. Insofar as BRAC does not bring new and different sources of funding with it, it will be necessary to work within our existing financial capabilities and address the most impor-

tant needs. As a result of the Governor's recent plan and increased revenues, as well as new federal appropriations the Department has added nearly \$450 million of additional improvements related to BRAC. A majority of these improvements are related to enhanced and expanded MARC service. In addition, this CTP contains many projects supporting BRAC changes at the various military installations. As the impacts of BRAC related growth continue to be realized, MDOT will be working with its local partners to identify changing priorities and also exploring creative new funding mechanisms that can bolster our traditional Transportation Trust Fund sources. The transportation section of the BRAC Action Plan contains more detailed information about MDOT's response to BRAC.

The Environment

Balancing the need for mobility against the protection of the natural environment is a challenge in any transportation system, MDOT continues to be at the forefront of environmental stewardship in the planning and construction of transportation facilities. SHA is an active participant in the Green Highways Partnership, a proactive approach to improving the environmental performance of highways and their integration into watersheds through coordination with local governments and the private sector. Adopting a watershed approach to the management of storm-water and the siting of restoration projects has allowed us to work with nature to minimize impacts and maximize ecological benefits. By developing enhanced training in the Critical Area process and sediment and erosion control, MDOT ensures that transportation construction is carried out in manner that safeguards the larger environment.

As the next step in integrating environmental concerns into our way of doing business, MDOT and its agencies are now developing Environmental Management Systems (EMS) to better incorporate concerns into the day-to-day management of our facilities and operations. An EMS helps to maintain the link between planning and implementation that leads to more effective stewardship. As one example, SHA has created a GIS database of the more than 15,000 stormwater management facilities associated with the State highway system. This database allows SHA to better evaluate the effectiveness of those facilities, make decisions regarding future facilities and to better protect our waterways in hazardous situations.

Maryland is also a national leader in the use of the Transportation Enhancement Program (TEP) funds to protect and restore watersheds affected by highway runoff. By using the TEP funds for storm water mitigation, MDOT has become a leader in watershed improvements and wetlands creation.

In addition, TEP funds have greatly assisted in the creation of an extensive system of bicycle and pedestrian trails, which have improved the quality of the State's environment, while providing alternative transportation options and recreational opportunities. MDOT is now focusing on a long-term plan to close the "missing links" in Maryland's trail network in coor-

dination with communities, local governments and the Department of Natural Resources.

The Department is also actively participating in the Climate Change Commission, Bay Cabinet and Green Building Council, and is leading by example with a U.S. Green Building Council Leadership in Energy and Environmental Design (LEED™) Gold rated headquarters building, located within walking distance to transit and near the Baltimore-Washington Thurgood Marshall International (BWI) Airport.

Air Quality

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

In accordance with federal requirements, each of the transportation projects in air quality non-attainment areas is assessed for its impact on the environment. In cases where there is an actual or potential adverse effect, air quality mitigation practices are included as part of the project. In addition, all major capacity enhancing transportation projects are evaluated on a regional level in coordination and partnership with the Maryland Department of the Environment (MDE) and/or the appropriate Metropolitan Planning Organization (MPO) to make certain that the mobile source emissions (existing and proposed facilities) do not exceed a level (budget) that would adversely affect air quality.

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

- Continued development of an incident management system to notify the public of areas of congestion/accidents to reduce delay and vehicular idling;
- Electrification of several previously diesel powered gantry cranes at the Port of Baltimore;
- Purchase of Compressed Natural Gas (CNG) and Hybrid vehicles;
- Replacement of our MTA bus fleet with CNG and, most recently, hybrid buses;
- Pilot testing an electronic start-up program to reduce overall bus startup idling based emissions;
- CNG service buses at the BWI-Marshall Airport;

- Providing matching funds to assist the Maryland Energy Administration (MEA) and MDE to secure mobile source related federal emission reduction grants.
- Development of a CNG taxicab replacement program in the Washington region.
- Retrofitting of bus engines for WMATA and MTA to reduce emissions.

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

- Establishment of an MTA based program that reduces the cost of a monthly pass for college students;
- Establishment of a ridesharing program under the direction of the MTA and the MPO’s to provide rideshare matching;
- Establishment of Park and Ride Lots along the State’s highways and transit facilities to make it more convenient to utilize carpooling and High Occupancy Vehicle (HOV) travel options;
- Help establish a Guaranteed Ride Home (GRH) program in the Washington Metropolitan region in the event an HOV rider has an unexpected emergency and needs to get home;
- Employer Outreach support to make employers and employees aware of alternatives to driving alone.

These are but a few examples of the multi-faceted efforts the Department and its modal agencies are making in an effort to reduce mobile source emissions in Maryland. With the additional emphasis placed on mitigation of Green House Gases in response to the Governor’s Climate Change Executive Order, MDOT will continue to work with agencies on multi-state, state, regional and local levels to support CO2 and Green House Gas (GHG) emission reductions through reasonable, realistic strategies that are beneficial to the welfare of the citizenry of the state.

Transit-Oriented Development (TOD)

In order to maximize the benefits of transit access and promote Smart Growth, MDOT is partnering with local agencies to identify and implement land use regulations that support transit and pedestrian friendly development in proximity to major transit facilities. By promoting relatively dense, mixed-use, and walkable communities near transit stations, MDOT contributes to a broader effort to maximize our existing transportation infrastructure, to enhance transit ridership, to promote efficiency in land use, and to preserve the State’s rural and environmental resources. Where opportunities exist, the State is working with private

partners to further promote these mixed-use, transit focused and pedestrian-friendly developments. In Montgomery County, MDOT is working with the local partners to reconfigure the Silver Spring Metro Station area as a multi-modal transit center. The facility will be a major transit hub serving the Silver Spring Central Business District and the surrounding region, and will also support proposed air rights development over the Transit Center that would include a hotel and up to two residential buildings. In the heart of mid-town in Baltimore City, MDOT continues to work with local partners to facilitate the redevelopment of the 25-acre State Center complex. This office campus will be transformed into a revitalized, mixed-use development that takes full advantage of the Metro and Light Rail stations and significant bus service on site and become a local and regional intermodal destination. In addition, the Department is working with Anne Arundel and Howard Counties on the development of Odenton and Savage TOD’s to assist with the BRAC effort. The Department recognizes that not only is TOD an opportunity to support local economic development and community goals, but it can also serve as a financial tool for important transit investments. To that end, MDOT fully supports local participation in the TOD process.

Smart Growth

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

WHERE THE MONEY COMES FROM...

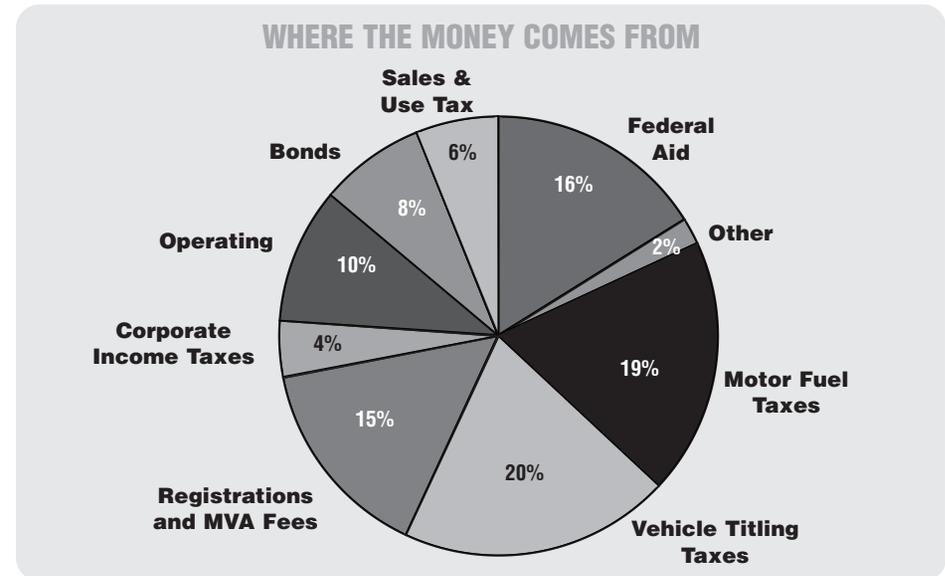
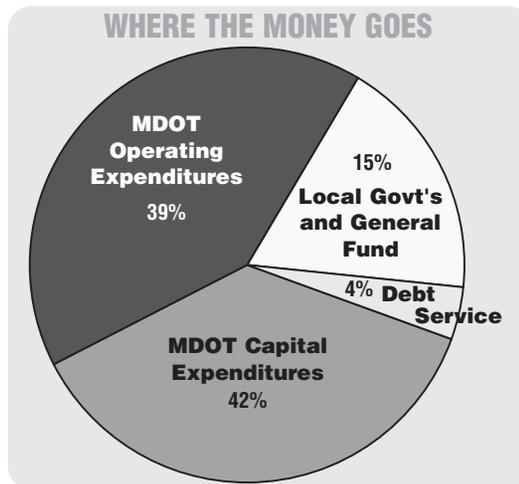
Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund (TTF). This fund is separate from the State's General Fund, which pays for most other State government programs. Essentially, our customers pay user fees for transportation infrastructure and services, through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, sales and use taxes, and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of State revenue. Operating revenues include transit fares and usage fees generated at the Helen Delich Bentley 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 United States Congress enacted a long-term federal surface transportation funding program, which will expire September 30, 2009. A detailed discussion of the Federal reauthorization process is presented in a later section of this summary. Total projected Trust Fund revenues amount to \$20.8 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 10 through 12.)

WHERE THE MONEY GOES...

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

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

This FY 2008-2013 CTP totals about \$10.6 billion; \$9.8 billion of which comes through the Trust Fund and \$0.8 billion from "Other" fund sources.



CAPITAL EXPENDITURES
FY 2008-2013 CTP SUMMARY
(\$ MILLIONS)

	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	118.1	9.7	-	127.8	1.2
MVA	212.3	-	-	212.3	2.0
MAA **	306.3	36.3	242.8	585.4	5.5
MPA	622.3	4.2	8.8	635.3	6.0
MTA	1,475.1	827.5	30.5	2,333.1	22.0
WMATA	539.6	98.4	552.6	1,190.6	11.2
SHA	3,545.3	1,968.6	-	5,513.9	52.0
TOTAL	6,819.0	2,944.7	834.7	10,598.4	100.0

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

** Projects using non-trust fund financing sources are included in the 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 (MTP) reflects the concerns of our customers - the Maryland public - who use the transportation system on a daily basis. The current plan was created with inclusive public participation and input through such processes as telephone surveys, leadership interviews, workshops, and Capital Program Tour meetings. The public also comments on the draft plan before the Governor adopts the final version. The plan will be updated over the next year, to be finalized by January 2009. This update will include information from new public surveys and outreach.

The public and local governments also have an important role in shaping the CTP. Every fall, the Secretary tours the counties and Baltimore City to receive input on local priorities. Local jurisdictions in concert with state elected officials submit priority letter. Regional bodies also provide input. Projects are more likely to be funded if there is local consensus behind them.

Local input is considered when revising the program before it is submitted to the Governor. The Governor then includes the CTP with his budget submission to the General Assembly in January.

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

The MDOT Role

The MTP serves as the Department's guiding policy document. The current Plan, which was adopted in 2004, is updated every five years. MDOT is in the process of updating the MTP and it will be finalized by January 2009. Every year, the Secretary of MDOT works with the Department's modal administrators and the Authority to determine which projects to add to the CTP or to advance in project development through additional funding. MDOT looks at the need for individual projects based on such things as MDOT's MTP goals and objectives, level of service, safety, maintenance issues, how the projects may encourage economic development, availability of funding (including federal funds), and the input received from the public and local officials. The Governor and Secretary take this input into account when making the final decision of which projects will be funded.

The Federal Role

Transportation planning and programming in Maryland is influenced by Federal laws including SAFETEA-LU and the Clean Air Act Amendments of 1990. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) authorized the Federal highway and transit programs through Federal Fiscal Year 2009, and expires on September 30, 2009. This authorization guaranteed Federal spending of \$286.4 billion nationwide over six years (2004-2009), a 38 percent increase over the previous authorization period. Congress is expected to begin consideration of a new authorization bill in 2008. The next federal authorization legislation represents an opportunity for the creation of new programs and possible new revenue sources. This latter point is critical as the Highway Trust Fund is expected to experience a significant shortfall in the coming years, beginning in 2009. MDOT is committed to being a part of this discussion to ensure that federal transportation funding for the State will continue uninterrupted.

In 1990, the Federal government passed sweeping revisions to the Clean Air Act designed to better address air pollution. In particular, the Clean Air Act of 1990 established tighter pollution standards for emissions from automobiles and trucks. Non-attainment area classifi-

cations 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.

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 and obtain environmental approvals.

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

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

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

A project listed in a PIF may not be a specific facility. It also could include corridor studies, which look at 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 information on minor projects, which are smaller in scope and less costly such as resurfacing roads, safety improvements, sidewalks and bicycle trails.

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

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

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



PROJECT: Transportation Enhancement Program

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

JUSTIFICATION: Transportation enhancements are projects that will add community and environmental value to the transportation system. The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) provides that 10% of the Surface Transportation funds be set aside for the Transportation Enhancement Program.

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

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

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

SIGNIFICANT CHANGE FROM FY 2008 - 11 CTP: Cost increased \$8.3 million due to the addition of FY 2012.

PHASE	ESTIMATED COST		CURRENT BUDGET		PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	THRU 2006	2007	2008	2009	2010	2011	2012			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	179,216	127,716	8,000	8,400	8,500	8,400	8,900	9,300	51,500	0
Total	179,216	127,716	8,000	8,400	8,500	8,400	8,900	9,300	51,500	0
Federal-Aid	138,618	99,018	5,900	6,400	6,500	6,600	6,900	7,300	39,600	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

* The Construction line includes studies, planning, and design funds and are shown on the construction line for purposes of simplicity. ** These funds are budgeted in the State Highway Program, and are shown here for informational purposes.



PROGRAM HIGHLIGHTS

The FY 2008-2013 CTP totals about \$10.6 billion. About 28 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 4.9 percent during the program period with inflation between 1.8 to 2.9 percent annually.

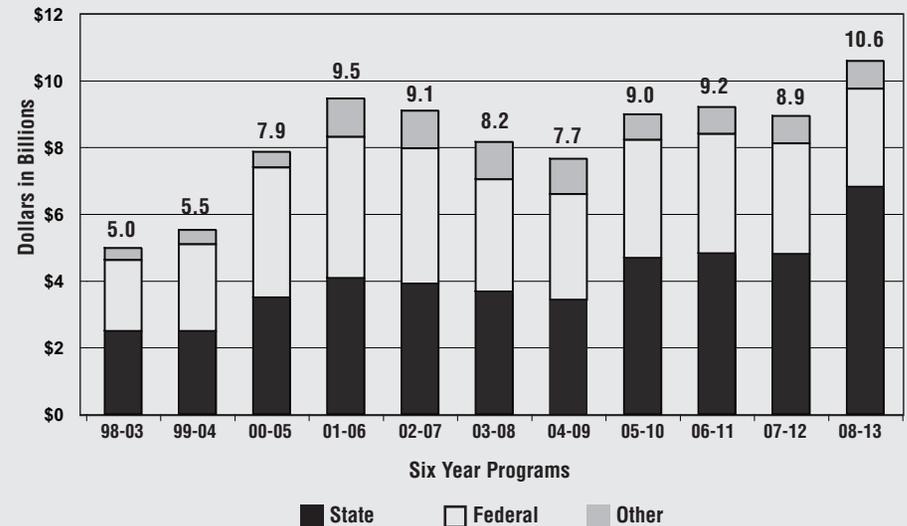
The nation began an economic recovery in FY 2004. It is now believed to be entering a period of below-trend growth. As it moves through this period, the economy is projected to continue to have "business cycles" with:

- No major external events,
- No major changes in the law or operating responsibilities of the Department;
- 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 2008 and beyond, sales are expected to moderate and follow their normal cyclical pattern throughout the forecast period.

Maryland Department of Transportation
TOTAL PROGRAM LEVELS



REVENUE PROJECTIONS

Total projected revenues amount to \$20.8 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 beyond those changes enacted in the 2007 Special Session. 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 \$3.3 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$4.1 billion. This projection incorporates recently enacted changes from the 2007 Special Session, which increased the tax rate from 5 percent to 6 percent and reduced the amount subject to tax by the value of a trade-in vehicle. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in, 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 \$2.9 billion. This forecast assumes revenues will increase an average of 3.0 percent every two-year cycle.
- **Sales and Use Tax:** Beginning in fiscal year 2009, the Department will receive a portion (6.5 percent) of the 6 percent sales and use tax. The transportation share of this revenue is estimated to be \$1.6 billion.
- **Corporate Income Tax:** During the 2007 Special Session, the corporate income tax rate was increased from 7 percent to 8.25 percent, and the revenue distribution was adjusted. The transportation share of corporate income tax revenues is estimated to be \$796 million. The Department receives a portion (21 percent) of the 8.25 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$3.4 billion for operating and capital programs. This amount does not include \$552.6 million received directly by Washington Metropolitan Area Transit Authority. The majority of federal aid is capital; only \$480 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.6 billion, with \$754 million from MTA; \$634 million from MPA; and \$1.2 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees. These projections are forecast to include additional revenues from the garage and terminal expansion.
- **Bond Proceeds:** It is projected that \$2 billion of bonds will be sold in the six-year period. The level of bonds that can be issued is dependent on the net revenues of the Department. This level of bonds is affordable within the financial parameters used by the Department. Bond sales during the six-year period reflect the change made during the 2007 Special Session, which increased the aggregate principal amount of bonds that may be outstanding from \$2.0 billion to \$2.6 billion effective July 1, 2008.
- **Other Sources:** The remaining sources are projected to provide \$180 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

Federal Aid Assumptions

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

It is important to note that not all of the funding authorized is necessarily "new money" for Maryland. Our Consolidated Transportation Program (CTP) has already allocated expected federal funds to projects in the program, based on conservative assumptions for future funding. The majority of funds authorized by SAFETEA-LU will be used for projects already committed in our capital program and for unfunded system preservation needs.

As Congress prepares the next reauthorization bill, they must also address the projected shortfall in the Highway Trust Fund. The Office of Management and Budget (OMB) recently released the FY 2008 mid-session budget review, which forecasts a \$4.3 billion shortfall during FY 2009. If Congress is unable to find the revenue to account for the deficit, they will be forced to reduce the amount of federal aid provided to states. This would have a dramatic impact on highway and transit programs that are critical to Maryland's transportation system.

Highways

Federal highway programs are authorized by multiple year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under SAFETEA-LU, OA ranged from 85 percent to 91 percent. This CTP assumes an average level of OA from SAFETEA-LU (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. Assuming the amounts in the FFY 2008 conference report are passed into law, FTA Urbanized Area capital assistance for Baltimore, MARC, D.C. area and Small Urban Systems will be approximately \$76.6 million. An annual estimated amount of \$81.9 million is assumed for FFY 2009.

Rail modernization funding for Maryland increased from \$32.4 million in FFY 2007 to \$34.7 million in FFY 2008.



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

Once authorized and approved, New Start transit projects also require an earmark in the annual appropriations act in order to obtain discretionary federal funding. New Starts funding for Maryland in FY 2008 is yet to be determined. Congress did not earmark bus discretionary funds in FY 2007. Discretionary funding for New Starts and Bus and Bus Facility projects is awarded by the Federal Transit Administration through a grant application process.

WMATA

WMATA receives federal formula funds (80 percent federal share) for bus and rail preservation activities. Federal funding for construction of the Addison Road to Largo Extension of the Washington Metro was completed in FFY 2005. Funding for rail cars related to the extension totaling \$104 million is expected to be completed in FY 2009. The FY 2008 conference committee report included the Addison Road WMATA extension railcars and MARC Commuter Rail improvements.

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 system preservation activities.

Congress is presently considering legislation that would amend the National Capital Transportation Act of 1969 to authorize additional federal contributions for rehabilitation and replacement of capital for the Washington Metropolitan Area Transit Authority system. This legislation would authorize up to \$1.5 billion of federal money over ten years. These federal funds would have to be equally matched by Maryland, Virginia and the District of Columbia. MDOT has been fully supportive of this effort to secure additional financial resources for the Nation's transit system. To this end, this CTP includes a total of \$150 million (\$50 million each year in fiscal years 2011, 2012 and 2013) as Maryland's initial matching contribution required by pending federal legislation.

Aviation

The Federal Aviation Administration (FAA) through the Airport Improvement Program (AIP) currently provides federal entitlement and discretionary funding for airport projects. It is assumed that entitlement funding calculated using enplanement and cargo-based formulas for 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. Following an environmental assessment to determine the viable options, these improvements could be completed by 2015. If anticipated discretionary funds are not forthcoming, the schedule of impacted projects will be adjusted accordingly.

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

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2007-2012 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, \$1.15 billion worth of projects have been added to the CTP. Of that amount twenty-four projects at a cost of \$852.4 million were added to the Construction Program. Four projects at a cost of \$26.0 million were added to the Development and Evaluation Program (D&E). In addition, nine projects were moved from the D&E Program to the Construction Program at a cost of \$276.1 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Transit Administration	
MARC Growth and Investment Plan	251.0
Light Rail Vehicle Mid-Life Overhaul	60.0
Bus Kirk Division	68.6
CAD/AVL Systems	12.1
CCTV Improvements	22.8
Southern Maryland Commuter Bus Initiative	41.7
Washington Metropolitan Area Transit	
Matching Funds for "Federal National Capital Transportation Amendments Act of 2007" - HR 401/S 1446	150.0
State Highway Administration	
MD 35, Eilerslie Road; Replace Bridge over Branch of Wills Creek (Allegany)	1.6
MD 450, Defense Highway; Replace Bridge over Bacon Ridge Branch (Anne Arundel)	3.2
US 40, Pulaski Highway; Middle River Road to MD 43 Interchange (Baltimore)	10.8
MD 335, Hooper Island Road; Replace Bridge over Wallace Creek (Dorchester)	1.6
MD 28, Tuscarora Road; Replace Bridge over Washington Run (Frederick)	2.3

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration	
I-270, Eisenhower Memorial Highway; Replace Bridge over Doctor Perry Road (Frederick)	8.0
MD 180, Jefferson Pike; Replace Bridge over tributary of Potomac River (Frederick)	3.0
MD 159, Philadelphia Road; Replace Bridge over Cranberry Run (Harford)	2.4
MD 24, Rocks Road; South of Sharon Road to North of Stirrup Run Culvert (Harford)	9.5
US 29, Columbia Pike; Seneca Drive to MD 175 (Howard)	53.9
MD 108, Clarksville Pike; Centennial Lane to Woodland Road (Howard)	0
MD 362, Mt. Vernon Road; Replace Bridge over Monie Creek (Somerset)	1.6
BRAC Intersections near Aberdeen Proving Grounds; Intersection Improvements (State Wide)	46.0
BRAC Intersections near Fort Meade; Intersections Improvements (State Wide)	47.9
BRAC Intersections near Bethesda Naval Center; Intersection Improvements (State Wide)	45.3
MD 303, Lewistown Road; Replace Bridge over Tuckahoe Creek (Talbot)	1.2
I-70, Eisenhower Memorial Highway; Replace Bridges over Black Rock Road (Washington)	7.9
	<hr/>
Total	852.4

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Transit Administration		
Assessment of Transit Needs for Maryland Base Realignment and Closure		9.0
State Highway Administration		
Broening Highway; Broening Highway access to MD 695 (Baltimore)		11.0
MD 97, Georgia Ave.; I-495 to 16th Street (Montgomery)		3.0
MD 349, Nanticoke Road; US 50 to Rockawalkin Road (Wicomico)		3.0
		<hr/> Total 26.0

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

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

Maryland Aviation Administration

Midfield Complex - New Air Traffic Control Tower at Martin State Airport 4.2

State Highway Administration

I-695, Baltimore Beltway; Replace Bridge on MD 139 over I-695 (Baltimore) 40.3

I-70, Baltimore National Pike; I-70, Phase 2D (Frederick) 55.9

MD 97, Georgia Avenue; Interchange at Randolph Road (Montgomery) 62.9

MD 5, Branch Avenue; Widen from MD 373 to US 301 (Prince George's) 13.5

I-95/I-495, Capital Beltway; Improve access from MD 5 and I-95/495 to Branch Ave. Metro (Phase II) (Prince George's) 65.6

I-95/I-495, Capital Beltway; Access to Greenbelt Metro Station (Prince George's) 8.0

MD 822, University of Maryland Eastern Shore Access Road; Construct roundabouts at MD 675 (Somerset) 4.0

US 113, Worcester Highway; Goody Hill Road to Massey Branch (Worcester) 21.7

Total 276.1

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2007-2012 CTP, for the following twelve major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Aviation Administration		
Airfield Pavement Improvement Program at BWI Marshall Airport	C & D Ramp Paving construction start deferred to Spring 2009 to match PFC funding availability.	FY 2008 to FY 2009
Comprehensive Roadway Signing, Phase II at BWI Marshall Airport	Construction start dependent on environmental permits.	FY 2007 to FY 2008
Interim Airport Layout Plan Environmental Assessment at BWI Marshall Airport	Start is contingent upon approved Interim Airport Layout Plan.	FY 2007 to FY 2008
Runway Safety Area Improvements Design at BWI Marshall Airport	Start dependent upon FAA approval of Interim Airport Layout Plan.	FY 2008 to FY 2009
Airport Administration Office Building at BWI Marshall Airport	Start dependent upon Environmental Assessment schedule.	FY 2009 to FY 2010
Midfield Complex - New Air Traffic Control Tower at Martin State Airport	Construction start dependent on reaching agreement with FAA.	FY 2009 to FY 2010
Maryland Transit Administration		
MARC Maintenance, Layover & Storage Facilities	Construction delayed from FY 09 to FY 10 due to design changes and railroad negotiations.	FY 2009 to FY 2010
MARC Edgewood Station	CO delayed due to redesign requirements.	FY 2008 to FY 2011
MARC Halethorpe Station Improvements	CO delayed due to Amtrak review and approval of Phase II.	FY 2008 to FY 2009
Red Line Corridor Transit Study	Alignment options are under evaluation.	FY 2010 to FY 2013
Takoma/Langley Park Transit Center	Right-of-way negotiations are ongoing.	FY 2008 to FY 2010
State Highway Administration		
MD 295, Baltimore Washington Parkway; I-695 to I-195 (Anne Arundel)	Construction delayed from FY07 to FY08 due to a project bid review	FY 2007 to FY 2008

COST & SCOPE CHANGES

In total, one-hundred and thirteen major construction projects experienced significant changes in project cost or scope, for a net increase of \$755.0 million. Seventy-six projects increased in cost by a total of \$790.5 million, while thirty-one projects experienced decreases totaling \$104.6 million. The scope of three projects changed, which caused a net increase totalling \$70.6 million, while one project experienced a reduction in scope totalling \$0.6 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 2007 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed fourteen major projects in FY 2007, at a total cost of \$243.0 million. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Port Administration	
Rehabilitation of Berths 1- 6 at Dundalk Marine Terminal, Phase I	24.3
Maryland Transit Administration	
MARC Odenton Station Parking Expansion	7.4
State Highway Administration	
MD 936, Upper George's Creek Road; Replace Bridge 1010 over Neff Run (Allegany)	2.2
MD 70, Rowe Boulevard; Bridges over Weems and College creeks. (Anne Arundel)	36.2
MD 43 Extended; MD 43 extended between MD 150 and US 40. (Baltimore)	58.9
I-83, Harrisburg Expressway; Replace bridges over NCR Trail and Little Falls (Baltimore)	11.5
MD 7B, Philadelphia Road; Replace Bridge over Mill Creek (Cecil)	3.6
US 15, Catoctin Mountain Highway; Study to reconstruct the existing interchange at MD 26. (Frederick)	1.8
MD 136, Calvary Road; Replace Bridge over James Run. (Harford)	3.3
MD 115, Muncaster Mill Road; Provide safety improvements along MD 115 from MD 28 to MD 124. (Montgomery)	10.1
US 29, Columbia Pike; Interchange at Briggs Chaney Road (Montgomery)	49.3
MD 450, Annapolis Road; Replace Bridge over CSX (Prince George's)	6.8
US 113, Worcester Highway; MD 394 (Market Street) to MD 365 (Public Landing Road) (Worcester)	19.1
MD 90, Ocean City Expressway; Bridges over Assawoman Bay and St. Martins River (Worcester)	8.5
Total	243.0

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Rehabilitation and resurfacing of fifty-three (53) segments of highway	101.6
Rehabilitation or replacement of six (6) bridges	21.2
Safety and Geometric Improvements at seventeen (17) locations	22.0
Seventy (70) 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	64.0
One hundred nine (109) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	234.0
Total	<hr/> 442.8

AWARDS

The Department awarded 45 projects in FY 2007 at a total cost of \$253 million. Highlights of these awards are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MAA BWI - Concourse D/E Apron Reconstruction	21.0
MAA BWI - Airfield Pavement Rehabilitation	28.7
MAA BWI - Rental Car Facility Improvements	1.1
MAA BWI - Sanitary Sewer and Access Road Improvements	2.4
MAA Martin - Ramp Paving	5.9
MAA BWI/Martin - Paving	4.0
MAA BWI/Martin - Interior/Exterior Modifications	4.0
MPA Dredging - Masonville Dredge Material Containment Facility	95.6
MPA Agencywide - Paving	4.0
MPA South Locust Point - Fruit Slip	3.0
MPA South Locust Point - Roll-On/Roll-Off Platform	3.4
MPA South Locust Point - New Cargo Shed 11B	21.0
MPA Seagirt - Concrete Rubber Tire Gantry Runways	4.1
MPA Dredging - Patapsco Urban River Restoration Initiative	7.7
MTA Bus - LaPlata Park and Ride Lot	2.2
MTA MARC - Point of Rocks Parking Expansion	4.3
MTA LTR - Rehab of Structures on the Baltimore Light Rail	1.5

AWARDS (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MTA Statewide - Routine Material Testing	2.4
SHA Facility - Sewer Connection at Hanover Complex	1.9
SHA Facility - New District 4 Office Complex	9.4
	<hr/>
Total	227.6

**DEPARTMENT OF TRANSPORTATION
FY 2009 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program		General Fund Appropriation	General	0
Major Projects	83.7	Facilities and Capital Equipment	J01A0103	24.7
System Preservation Minor Projects	19.7	WSTC Capital Grants	J01A0105	0
Development and Evaluation Program	0	WMATA Capital Grants	J01A0105	80.7
<u>Capital Salaries, Wages and Other Support Costs</u>	2.0	Major IT Development	J01A0108	0
		Other Funds	Other	0
TSO TOTAL	105.4			105.4

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	36.8
Major Projects	3.3	Major IT Development	J04E0008	3.9
System Preservation Minor Projects	36.1			
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	1.3			
MVA TOTAL	40.7			40.7

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	58.2
Major Projects	33.5	Major IT Projects	J06I0008	4.2
System Preservation Minor Projects	53.6	Other Funds	Other	41.7
Development and Evaluation Program	10.2			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>6.8</u>			
MAA TOTAL	104.1			104.1

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	128.7
Major Projects	77.4	Other	Other	0
System Preservation Minor Projects	35.4			
Development and Evaluation Program	11.1			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>4.8</u>			
MPA TOTAL	128.7			128.7

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	338.3
Major Projects	221.6	Major IT Development	J05H0108	12.6
System Preservation Minor Projects	117.1	Other Funds	Other	7.8
Development and Evaluation Program	11.7			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>8.3</u>			
MTA TOTAL	358.7			358.7

STATE HIGHWAY ADMINISTRATION

Construction Program		General Fund Appropriation	General	0
Major Projects	381.3	State System Construction and Equipment	J02B0101	1,039.7
System Preservation Minor Projects	616.2	County and Municipality Capital Program	J02B0103	4.5
<u>Development and Evaluation Program</u>	60.0	Major IT Development	J02B0108	13.3
SHA TOTAL	<u>1,057.5</u>			<u>1,057.5</u>

DEPARTMENT TOTAL

Construction Program				
Major Projects	800.8			
System Preservation Minor Projects	878.1			
Development and Evaluation Program	93.0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>23.2</u>			
GRAND TOTAL	<u>1,795.1</u>			<u>1,795.1</u>

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2009 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	26.0	-	-	-	-	26.0
Operating Grants-in-Aid	12.4	-	-	-	-	12.4
Facilities and Capital Equipment	-	24.7	-	-	-	24.7
WMATA Operating Grants	218.3	-	-	-	-	218.3
WMATA Capital Grants	-	80.7	92.5	-	-	173.2
Information Technology Services	38.1	-	-	-	-	38.1
<u>Major IT Developments</u>	-	-	-	-	-	-
Subtotal	294.8	105.4	92.5	-	-	492.7
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	-	-	-	-	141.9	141.9
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	1,039.8	-	-	-	1,039.8
State System Maintenance	209.0	-	-	-	-	209.0
County and Municipality Capital Program	-	4.9	-	45.5	-	50.4
Highway Safety Operating Program	14.7	-	-	-	-	14.7
County & Municipality Program	-	-	-	548.7	-	548.7
<u>Major IT Developments</u>	-	13.3	-	-	-	13.3
Subtotal	223.7	1,058.0	-	594.2	-	1,875.9

Maryland Port Administration (J03D00)

Port Operations	112.6	-	-	-	-	112.6
<u>Port Facilities and Capital Equipment</u>	-	128.6	-	-	-	128.6
Subtotal	112.6	128.6	-	-	-	241.2

Motor Vehicle Administration (J04E00)

Motor Vehicle Operations	157.7	-	-	-	-	157.7
Facilities and Capital Equipment	-	36.7	-	-	-	36.7
<u>Major IT Developments</u>	-	3.9	-	-	-	3.9
Subtotal	157.7	40.6	-	-	-	198.3

Maryland Transit Administration (J05H00)

Transit Administration	49.7	-	-	-	-	49.7
Bus Operations	258.8	-	-	-	-	258.8
Rail Operations (Includes MARC)	186.7	-	-	-	-	186.7
Capital Equipment (Includes MARC)	-	338.3	7.9	-	-	346.2
Statewide Programs Operations	96.6	-	-	-	-	96.6
<u>Major IT Developments</u>	-	12.6	-	-	-	12.6
Subtotal	591.8	350.9	7.9	-	-	950.6

Maryland Aviation Administration (J06I00)

Airport Operations	187.4	-	-	-	-	187.4
Facilities and Capital Equipment	-	58.2	41.6	-	-	99.8
<u>Major IT Developments</u>	-	4.2	-	-	-	4.2
Subtotal	187.4	62.4	41.6	-	-	291.4

DEPARTMENT TOTAL	1,568.0	1,745.9	142.0	594.2	141.9	4,192.0
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**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2008</u>	BUDGET YEAR <u>2009</u>	Planning Years				SIX - YEAR TOTAL
			<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^A	39.2	24.7	23.8	15.3	15.3	9.6	127.9
Motor Vehicle Administration	30.8	40.7	42.2	35.6	31.5	31.5	212.3
Maryland Aviation Administration ^E	122.6	104.1	106.9	91.0	86.6	74.3	585.5
Maryland Port Administration	140.0	128.6	92.8	92.7	73.6	107.5	635.2
Maryland Transit Administration ^E	169.9	358.7	469.4	525.9	452.9	356.2	2,333.0
WMATA Grants (WMATA) ^{ADE}	169.2	173.2	177.6	221.2	224.2	225.2	1,190.6
State Highway Administration ^C	1,012.2	1,057.5	1,032.1	896.0	800.6	715.5	5,513.9
TOTAL CAPITAL	1,683.9	1,887.5	1,944.8	1,877.7	1,684.7	1,519.8	10,598.4
Special Funds	894.8	1,185.5	1,233.9	1,261.6	1,179.3	1,063.8	6,818.9
Federal Funds	636.9	560.0	553.2	481.9	375.9	337.0	2,944.9
Other Funds ^G	152.3	142.0	157.8	134.2	129.6	118.9	834.8
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	76.0	76.5	80.0	82.0	84.0	86.0	484.5
Motor Vehicle Administration	147.0	157.7	168.0	174.0	180.0	186.0	1,012.7
Maryland Aviation Administration	179.0	187.4	194.0	200.0	206.0	212.0	1,178.4
Maryland Port Administration	110.0	112.6	116.0	118.0	120.0	122.0	698.6
Maryland Transit Administration	531.0	591.8	605.0	618.0	631.0	644.0	3,620.8
WMATA Grants (WMATA) ^A	193.0	218.3	229.0	244.0	260.0	277.0	1,421.3
State Highway Administration ^B	206.0	223.7	236.0	243.0	251.0	259.0	1,418.7
TOTAL OPERATING	1,442.0	1,568.0	1,628.0	1,679.0	1,732.0	1,786.0	9,835.0
Special Funds	1,362.0	1,488.0	1,548.0	1,599.0	1,652.0	1,706.0	9,355.0
Federal Funds	80.0	80.0	80.0	80.0	80.0	80.0	480.0
Reimbursable Funds	-	-	-	-	-	-	-

	CURRENT YEAR <u>2008</u>	BUDGET YEAR <u>2009</u>	Planning Years				SIX - YEAR TOTAL
			<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipality Program ^B	550.8	548.7	566.9	586.6	602.5	622.6	3,478.1
County and Municipality Capital ^C	61.2	45.9	-	-	-	-	107.1
TOTAL DISTRIBUTION OF SHARED REVENUES	612.0	594.6	566.9	586.6	602.5	622.6	3,585.2
Special Funds	551.3	549.1	566.9	586.6	602.5	622.6	3,479.0
Federal Funds	60.7	45.5	-	-	-	-	106.2
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements ^F	121.4	141.9	162.2	185.7	218.8	240.6	1,070.6
Special Funds	121.4	141.9	162.2	185.7	218.8	240.6	1,070.6
<u>DEPARTMENT TOTAL</u>	<u>3,859.3</u>	<u>4,192.0</u>	<u>4,301.9</u>	<u>4,329.0</u>	<u>4,238.0</u>	<u>4,169.0</u>	<u>25,089.2</u>
Special Funds	2,929.5	3,364.5	3,511.0	3,632.9	3,652.6	3,633.0	20,723.5
Federal Funds	777.6	685.5	633.2	561.9	455.9	417.0	3,531.1
Other Funds	152.3	142.0	157.8	134.2	129.6	118.9	834.8
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 shown separately for informational purposes

^C - County and Municipality transfer fund from the Federal government are not included in FY 2010 - 2013

^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 2010 - 2103

^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

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 2008-FY 2013 CTP/STP:

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012 - 13</u>	
Surface Transportation program (STP)	93.0	46.4	48.8	54.6	153.6	396.4
National Highway System (NHS)	159.7	172.9	186.9	149.6	285.3	954.4
Interstate Maintenance (IM)	28.4	42.9	23.5	25.9	82.1	202.8
Bridge (BR)	45.0	38.5	48.8	70.0	177.7	380.0
Congestion Mitigation / Air Quality (CMAQ)	53.5	45.9	51.6	64.7	135.9	351.6
Safety (HSIP & SRTS)	25.0	16.4	9.3	11.7	24.5	86.9
Enhancements	15.0	20.0	20.0	12.0	25.9	92.9
Appalachia Development (APD)	0.8	0.8	0.8	0.8	1.6	4.8
Recreation Trails	1.1	1.1	1.2	1.2	2.4	7.0
Statewide Planning & Research (SPR)	17.5	18.1	18.1	18.1	36.2	108.0
Special Federal Appropriations	46.9	65.2	34.9	10.4	6.1	163.5
Highways for Life	-	0.8	-	-	-	0.8
Equity Bonus	27.1	34.4	25.2	19.0	50.1	155.8
Woodrow Wilson Bridge	49.7	21.3	14.9	-	-	85.9
Urbanized Area Formula	25.4	25.4	25.4	25.4	50.7	152.3
New Starts, Fixed Guideway, Modernization & Bus	37.3	35.4	30.6	30.6	61.2	195.1
Elderly and Persons with Disabilities	2.0	2.0	2.0	2.0	4.0	12.0
Rural Area Formula	1.5	1.5	1.5	1.5	3.0	9.0
Preventative Maintenance	45.4	42.9	42.9	42.9	85.8	259.9
JARC	1.4	1.4	1.4	1.4	2.8	8.4
New Freedom	1.1	1.1	1.1	1.1	2.2	6.6
TOTALS	676.8	634.4	588.9	542.9	1,191.1	3,634.1

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>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012 - 13</u>	<u>Total</u>
<u>Agency Wide Improvements</u>						
Urbanized Area Formula ⁰	0.7	2.8	1.5	1.8	8.5	15.3
<u>Bus System Improvements</u>						
Bus & Bus Facilities	-	-	-	-	-	-
Urbanized Area Formula	1.2	2.0	3.5	3.6	-	10.3
<u>Metrorail Improvements</u>						
Fixed Guideway	0.4	-	1.7	4.1	1.7	7.9
Urbanized Area Formula	-	0.3	0.6	-	-	0.9
<u>Central Corridor Light Rail Improvements</u>						
Fixed Guideway	-	-	0.8	0.8	1.2	2.8
Urbanized Area Formula	2.2	2.9	0.5	-	-	5.6
<u>MARC System Improvements</u>						
Fixed Guideway	0.4	6.7	1.0	5.5	2.7	16.3
Urbanized Area Formula	-	0.6	2.0	7.4	1.2	11.2
<u>Mobility Improvements</u>						
Urbanized Area Formula	0.8	-	-	-	-	0.8
TOTAL	5.7	15.3	11.6	23.2	15.3	71.1

* 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 2008 - FY 2013 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2008	2009	2010	2011	2012 - 13	
<u>Environmental Projects</u>						
National Highway System	3.0	5.4	1.9	0.7	7.9	18.9
Surface Transportation Program	2.0	2.0	2.0	2.0	4.0	12.0
Enhancement	14.0	10.1	10.0	10.0	20.3	64.4
National Recreation Trails	1.1	1.1	1.2	1.2	2.4	7.0
<u>Safety and Spot Improvements</u>						
National Highway System	10.0	10.0	10.0	10.0	20.0	60.0
Surface Transportation Program	25.0	25.0	25.0	25.0	50.0	150.0
Interstate Maintenance	3.0	3.0	3.0	3.0	6.0	18.0
Highway Safety (HSIP & SRTS)	4.0	4.0	4.0	4.0	8.0	24.0
<u>Resurfacing and Rehabilitation</u>						
National Highway System	20.0	25.0	25.0	25.0	50.0	145.0
Surface Transportation Program	35.0	40.0	40.0	40.0	80.0	235.0
Interstate Maintenance	15.0	16.0	18.0	18.0	36.0	103.0
<u>Bridge Replacement and Rehabilitation</u>						
Bridge Replacement and Rehabilitation	45.0	60.0	60.0	60.0	120.0	345.0
Surface Transportation Program	2.0	2.0	2.0	2.0	4.0	12.0
Interstate Maintenance	1.0	1.0	1.0	1.0	2.0	6.0
National Highway System	1.0	1.0	1.0	1.0	2.0	6.0
Highways for Life	-	0.8	-	-	-	0.8
Local Bridge	12.5	12.5	12.5	12.5	12.5	62.5
<u>Urban Reconstruction/Revitalization</u>						
National Highway System	1.5	1.5	1.5	1.5	2.5	8.5
Surface Transportation Program	4.5	4.5	4.5	4.5	7.5	25.5
Appalachia Development (APD)	0.8	0.8	0.8	0.8	1.6	4.8
<u>Congestion Management</u>						
Surface Transportation Program	2.0	2.0	2.0	2.0	4.0	12.0
Congestion Mitigation/Air Quality	5.0	5.0	5.0	5.0	10.0	30.0
<u>Planning</u>						
SPR/Metro Planning	17.9	18.1	18.1	18.1	36.3	108.5
TOTALS	225.3	250.8	248.5	247.3	487.0	1,458.9

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

The following listing estimates system preservation program levels for FY 2008 through FY 2013. Anticipated projects for FY 2008 and FY 2009 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	2010	2011	2012	2013	
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>TOTAL</u>
<u>The Secretary's Office</u>							
Agency Wide	1.0	-	-	-	-	-	1.0
Minor Projects	<u>31.0</u>	<u>19.7</u>	<u>19.8</u>	<u>11.3</u>	<u>11.2</u>	<u>5.4</u>	<u>98.4</u>
TOTAL	32.0	19.7	19.8	11.3	11.2	5.4	99.4
<u>Motor Vehicle Administration</u>							
Building Improvements	20.2	32.2	35.9	29.2	23.9	23.8	165.2
Information Technology Project	<u>3.6</u>	<u>3.8</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>7.4</u>
TOTAL	23.8	36.0	35.9	29.2	23.9	23.8	172.6
<u>Maryland Aviation Administration</u>							
Airport Technology	3.6	2.2	1.3	-	-	-	7.1
Airside Development	11.1	7.8	4.4	3.2	3.4	4.2	34.1
Annual	0.4	0.7	0.1	-	-	-	1.2
Baltimore/Washington	8.6	7.5	23.5	24.2	24.8	24.6	113.2
Consolidated Rental Car Facility	1.5	1.2	0.5	-	-	-	3.2
Environmental Compliance	2.8	3.0	0.3	-	-	-	6.1
Equipment	0.2	1.4	2.0	2.1	2.2	2.6	10.5
Information Technology CTIPP	1.4	6.4	5.6	9.6	9.8	7.3	40.1
Landside Development	3.8	2.6	-	0.5	2.0	5.0	13.9
Martin State	5.7	2.3	5.7	6.2	6.0	6.0	31.9

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				SIX-YEAR
	YEAR	YEAR	2010	2011	2012	2013	TOTAL
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>TOTAL</u>
<u>Maryland Aviation Administration</u>							
Regional Aviation	2.7	2.1	2.1	2.1	2.1	2.1	13.2
Security	3.6	2.6	1.9	5.8	5.6	4.6	24.1
Terminla Development	<u>11.3</u>	<u>13.7</u>	<u>6.4</u>	<u>0.6</u>	<u>-</u>	<u>-</u>	<u>32.0</u>
TOTAL	56.7	53.5	53.8	54.3	55.9	56.4	330.6
<u>Maryland Port Administration</u>							
All Terminals	4.7	7.6	12.4	8.9	9.3	10.5	53.4
Dredging - General	0.5	0.4	0.4	0.4	0.4	0.4	2.5
Dundalk Marine Terminal	4.5	9.7	3.1	1.7	1.7	1.7	22.4
Environmental	6.0	4.4	0.6	0.9	0.8	0.8	13.5
Facilities and Equipment	1.3	1.5	1.3	1.3	1.1	1.1	7.6
Masonville Auto Terminal	1.0	-	0.5	1.1	1.1	1.1	4.8
North Locust Point	0.1	0.4	1.2	1.2	1.2	1.2	5.3
Open-Ended Consulting	5.9	6.7	4.0	4.0	4.0	4.0	28.6
Port-Wide	0.9	0.6	0.7	0.6	0.6	0.6	4.0
Seagirt Marine Terminal	3.4	2.2	0.5	1.1	1.1	1.1	9.4
South Locust Point	-	0.2	1.0	1.2	1.2	1.2	4.8
World Trade Center	<u>1.7</u>	<u>1.7</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>7.4</u>
TOTAL	30.0	35.4	26.7	23.4	23.5	24.7	163.7
<u>Maryland Transit Administration</u>							
Agency Wide	18.9	39.3	34.2	31.4	32.0	28.8	184.6
Bus	6.1	19.4	14.9	11.1	9.3	11.5	72.3
Freight	0.8	4.8	4.0	3.0	2.2	3.3	18.1
Light Rail	8.5	8.4	13.3	11.0	7.3	21.7	70.2
LOTS	0.8	0.4	-	-	-	-	1.2
MARC	12.4	28.5	24.3	41.0	25.9	11.4	143.5

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR					
	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	
<u>Maryland Transit Administration</u>							
Metro	13.0	14.6	22.8	17.9	14.1	12.3	94.7
Mobility	0.9	0.9	-	-	-	-	1.8
Program 8	1.8	1.0	-	-	-	-	2.8
TOTAL	63.2	117.3	113.5	115.4	90.8	89.0	589.2
<u>State Highway Administration</u>							
Safety, Congestion Relief, Highway and Bridge	410.5	465.0	456.5	467.3	485.2	504.5	2,789.0
Capital Facilities	36.5	15.3	10.2	7.8	5.7	2.3	77.8
Highway Planning and Research	20.0	26.8	27.9	28.6	28.8	29.0	161.1
State Aid in Lieu of Federal	4.5	4.5	4.5	4.5	4.5	4.5	27.0
Community Safety and Enhancement	41.5	33.5	25.0	25.0	25.0	27.7	177.7
Noise Barriers	7.0	9.0	6.3	3.6	4.6	4.8	35.3
Enhancement Program	14.1	10.1	10.0	10.0	10.1	10.2	64.5
Access Controls	-	1.4	1.4	1.4	1.4	1.4	7.0
Truck Weight	4.0	6.2	4.4	4.3	4.8	5.0	28.7
Information Technology	9.3	13.2	10.8	7.1	6.0	5.2	51.6
TOTAL	547.4	585.0	557.0	559.6	576.1	594.6	3,419.7
CTP SYSTEM							
PRESERVATION PROJECTS	753.1	846.9	806.7	793.2	781.4	793.9	4,775.2

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.

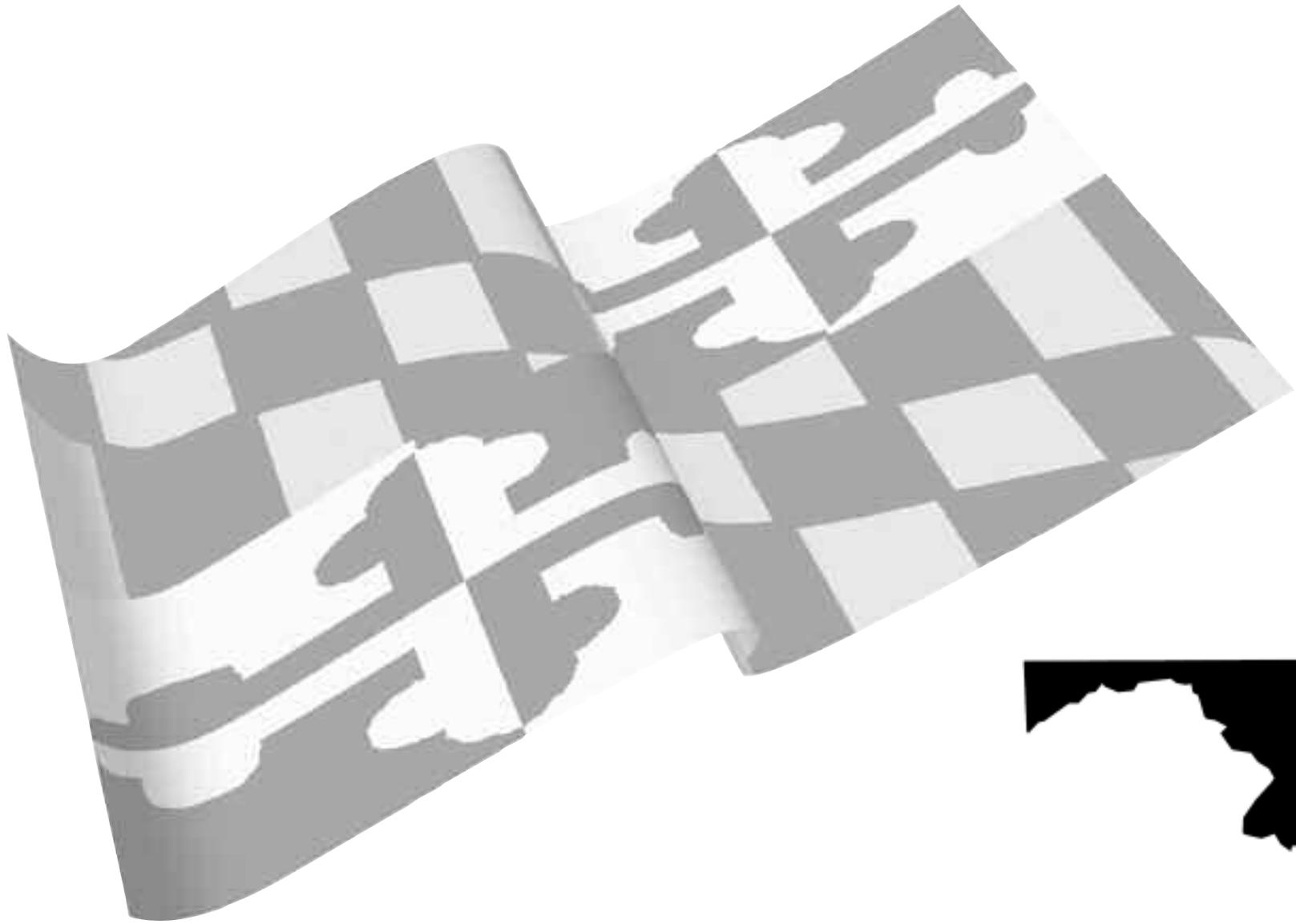
<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Allegheny County</u>		
<u>Construction Program</u>		
1.	US 220, McMullen Highway -- Primary	Replace Bridge 1060 over the Potomac River
2.	MD 35, Ellerslie Road -- Secondary	Replace Bridge over Branch of Wills Creek
3.	MD 36, Lower George's Creek Road -- Secondary	Replace Bridges 1001 over Elklick Run and 1012 over George's Creek
4.	MD 936, Upper George's Creek Road -- Secondary	Replace Bridge 1010 over Neff Run
<u>Anne Arundel County</u>		
<u>Construction Program</u>		
2.	MD 450, Defense Highway -- Secondary	Replace Bridge over Bacon Ridge Branch
3.	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 bridge on Freeland Road over I-83
2.	I-695, Baltimore Beltway -- Interstate	Replace Bridge on MD 139 over I-695
<u>Caroline County</u>		
<u>Construction Program</u>		
3.	MD 313, Greensboro Road -- Secondary	Replace Bridge over Long Marsh Ditch
4.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<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 335, Hooper Island Road -- Secondary	Replace Bridge over Wallace Creek
<u>Frederick County</u>		
<u>Construction Program</u>		
3.	I-270, Eisenhower Memorial Highway -- Interstate	Replace Bridge over Doctor Perry Road
4.	MD 28, Tuscarora Road -- Secondary	Replace Bridge over Tuscarora Creek
5.	MD 28, Tuscarora Road -- Secondary	Replace Bridge over Washington Run
7.	MD 180, Jefferson Pike -- Secondary	Replace Bridge over tributary of Potomac River
<u>Harford County</u>		
<u>Construction Program</u>		
3.	MD 159, Philadelphia Road -- Secondary	Replace Bridge over Cranberry Run
<u>Howard County</u>		
<u>Construction Program</u>		
5.	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

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Prince George's County</u>		
<u>Construction Program</u>		
9.	MD 201, Kenilworth Avenue -- Primary	Replace Bridges over Amtrak, MD 965, and Bever Dam Branch
13.	MD 450, Annapolis Road -- Secondary	Replace Bridge over CSX
<u>Queen Anne's County</u>		
<u>Construction Program</u>		
1.	MD 313, Greensboro Road -- Secondary	Replace Bridge over Long Marsh Ditch
<u>Somerset County</u>		
<u>Construction Program</u>		
1.	MD 362, Mt. Vernon Road -- Secondary	Replace Bridge over Monie Creek
<u>Talbot County</u>		
<u>Construction Program</u>		
1.	MD 303, Lewistown Road -- Secondary	Replace Bridge over Tuckahoe Creek
2.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
<u>Washington County</u>		
<u>Construction Program</u>		
1.	I-70, Eisenhower Memorial Highway -- Interstate	Replace Bridges over Black Rock Road
<u>Worcester County</u>		
<u>Development and Evaluation Program</u>		
4.	US 50, Ocean Gateway -- Primary	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

Allegany County

MD 51 - Pennsylvania Ave. to South Street	60,000
MD 51 - White Oaks Ave. to Oldtown Road	41,000

Anne Arundel County

MD 2 - Warfield Road to Shelly Road	125,000
MD 70 - Taylor Ave. to Melvin Ave.	200,000
MD 393 - West Street to Forrest Drive	200,000

Baltimore County

MD 26 - Anne Hathaway Drive to McDonough Road	49,000
MD 26 - Live Oak Road to Deer Park Road	50,000
MD 134 - Labell Avenue to Malvern Avenue	52,000
MD 134 - Boyce Avenue to Labelle Avenue	52,000
MD 140 - Chartley Drive to MD 30	24,000
MD 140 - at Ritters Lane/Enchanted Hill Road	3,000
MD 295 - at pedestrian bridge 0330000	97,000

Calvert County

MD 2 - Solomon's Museum ramp	46,000
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Cecil County

MD 222 - Old Municipal Building to Vannort Drive	91,000
MD 282 - MD 213 to Elizabeth Way	250,000

Charles County

MD 228 - Marketpace Drive to US 301	38,000
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Frederick County

US 40 - US 15 to Old Camp Road	123,000
US 40 Alt - Pine Street to Lombardy Drive	75,000
US 40 Alt - US 15 to McCain Drive	200,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Retrofit Sidewalk Program (Cont.)

Garrett County

MD 39 - 2nd Street to Pump Station	20,000
MD 495 - South Street to Grant Street	18,000
MD 560 - Alley #4 to First Ave.	60,000

Harford County

MD 924 - Broadway to Maulsby Ave.	198,000
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Howard County

US 1 - Troy Hill North to Loudon Ave.	50,000
MD 175 - US 1 to Pocomoke Avenue	8,000
MD 216 - US 1 to Pocomoke Ave.	64,000

Kent County

MD 213 - Intersection of MD 313	114,000
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Montgomery County

MD 97 - Longwood Park Entrance to Market Street	25,000
MD 108 - Golf Estates Drive to Maple Knoll Drive	45,000
MD 547 - at Kensington Park Library	20,000

Prince George's County

MD 193 - Cherrywood Lane to Cunningham Drive	85,000
MD 201 - Sarvis Ave. to Good Luck Road	60,000
MD 564 - Amtrak bridge to Chapel Avenue	6,000
MD 564 - Maple Avenue to Chapel Avenue	25,000

St. Mary's County

MD 5 - at Golden Beach Road	18,000
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Talbot County

MD 33 - at Trusty St., Willow St. & Railroad Ave.	48,000
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Washington County

US 40 - Nottingham Road to Bryan Place	100,000
MD 66 - North of Campus Drive	79,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Retrofit Sidewalk Program (Cont.)

Wicomico County

MD 54 - US 13 to Woodlawn Ave.	104,000
MD 513 - US 13 to Division Street	100,000

Worcester County

MD 376 - Bay Street to US 113	87,000
MD 377 - Walnut Hill Development to MD 346	55,000

Total Retrofit Sidewalk Program **3,165,000**

Community Safety and Enhancements Program

Allegany County

US 40 ALT - MD 658 to Braddock Street	7,150,000
US 220 - Lee Street to MD 636	3,489,000

Anne Arundel County

MD 170 - 10th Street to MD 648	5,023,000
MD 648 - Dorsey Blvd. to MD 10 & MD 3Bus from 8th. Ave. to Aquahart Rd.	7,500,000

Baltimore County

US 1 - through Overlea	350,000
MD 7 - US 40 to I-695	12,407,000
MD 45 - Towson Circle III	3,000,000
MD 139 - Baltimore City Line to Bellona Ave.	500,000
MD 144 - Bishops Lane to the Baltimore City Line	600,000
MD 147 - Taylor Ave. to Joppa Road	10,067,000
MD 150 - MD 700 to MD 587 & MD 587 from MD 150 to Strawberry Point Rd.	500,000

Calvert County

MD 261 - First Street to Old Bayside Road	4,804,000
MD 760/765 - streetscape in Lusby	500,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements Program (Cont.)

<u>Carroll County</u>	
MD 30 - CSX Railroad to Northwoods Trail	700,000
MD 140 - in Taneytown	12,789,000
<u>Charles County</u>	
MD 5 Bus. - in Waldorf	2,000,000
<u>Dorchester County</u>	
MD 16 - Church Creek Streetscape	836,000
MD 16/14 - East New Market	7,144,000
<u>Frederick County</u>	
MD 144 FB - New Market	4,919,000
MD 180 - US 340 to Old Holter Road	500,000
<u>Garrett County</u>	
US 219 - MD 135 to Corporate Limits of Oakland	200,000
MD 825B - MD 826A to Deer Park Ave.	500,000
<u>Harford County</u>	
MD 755 - MD 24 to Willoughby Beach Road	3,000,000
MD 924 - MD 22 to Gordon Street	8,580,000
<u>Montgomery County</u>	
MD 97 - MD 108 to Queen Elizabeth/Prince Phillip Dr.	58,000
MD 650/193 - Langlely Park/Takoma Park	6,000,000
<u>Prince George's County</u>	
US 1 - Talbot Ave. to Howard Co. line in Laurel	2,244,000
MD 212 - Roby Ave. to Odell Road	150,000
MD 500 - East West Highway to Hamilton Street	10,000,000
MD 650/193 - Langlely Park/Takoma Park	6,000,000
<u>Queen Anne's County</u>	
MD 19/19 A - in Church Hill	2,822,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements Program (Cont.)

<u>St. Mary's County</u>	
MD 5 BUS - in Leonardtown	4,551,000
MD 246 - Saratoga Drive to MD 235	472,000
<u>Talbot County</u>	
MD 333 - Strand Street to Caroline Street in Oxford	3,987,000
<u>Washington County</u>	
MD 62/804 B - Little Antietam Road to MD 64	550,000
<u>Worcester County</u>	
US 113 Bus. - Coulbourne Drive to Morris Street	200,000
Total Community Safety and Enhancements Program	134,092,000

Streetscapes and Minor Reconstruction

<u>Anne Arundel County</u>	
Bladen Street - College Creek Park to College Ave.	486,000
Total Streetscapes and Minor Reconstruction	486,000

Transportation Enhancements Program

<u>Anne Arundel County</u>	
Jonas Green Trail	500,000
<u>Baltimore City</u>	
Key Highway Bike Path	474,000
Jones Fall Trail - Phase III	1,600,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

<u>Calvert County</u>	
Chesapeake Beach Railroad Trail	1,630,000
<u>Carroll County</u>	
Wakefield Valley Community Trail	385,000
<u>Cecil County</u>	
Port Deposit Jetty & Marina Park	1,499,000
<u>Charles County</u>	
Indian Head Boardwalk	1,504,000
<u>Frederick County</u>	
Carroll Creek Park Trail - Phase II	3,000,000
<u>Harford County</u>	
Ma and Pa Heritage Trail Extension	892,000
<u>Howard County</u>	
Centennial Access Pathway	250,000
Broken Land Parkway Pathway	386,000
<u>Montgomery County</u>	
Shady Grove Metro Access Road Bikepath	1,253,000
Rock Creek Hiker-Biker Trail Bridge	2,368,000
Rockville I-270/MD 28 Bridges and Trail	3,771,000
<u>Prince George's County</u>	
Melrose Park Access Trail	53,000
North Gate Park at Paint Branch	830,000
<u>Talbot County</u>	
St. Michael's Nature Trail	471,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

<u>Washington County</u>	
Western Maryland Rail Trail (Phase IV)	2,450,000
<u>Wicomico County</u>	
Northeast Collector Road Bikepath (Phase II)	225,000
Total Transportation Enhancements Program	23,541,000

Retrofit Bicycle Program

<u>Wicomico County</u>	
US 13 Bus - Pollitt Drive to Kay Avenue	150,000
<u>Worcester County</u>	
MD 611 - Bayberry Drive to Sinepuxent Bay bridge	810,000
Statewide Projects including the designation of bicycle routes	1,300,000
Total Retrofit Bicycle Program	2,260,000

Primary/Secondary Program

<u>Allegany County</u>		
US 220 - Bridge over Potomac River		
sidewalks	1.0 miles	137,280
shoulders	1.0 miles	150,000
MD 35 - Bridge over Willis Creek		
shoulders	0.1 miles	15,000
MD 36 - Bridges over Elklick Run & George's Creek		
shoulders	0.1 miles	15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

MD 936 - Bridge over Neff Run shoulders	0.1 miles	15,000
 <u>Anne Arundel County</u>		
MD 450 - Bridge over Bacon Ridge Branch shoulders	0.1 miles	15,000
MD 732 - Bridge over CSX railroad sidewalks	0.5 miles	68,640
shoulders	0.5 miles	75,000
 <u>Baltimore County</u>		
MD 45 - Cavan Rd. to Ridgley Rd. wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280
US 40 - Middle River Road to MD 43 shoulders	2.2 miles	330,000
 <u>Calvert County</u>		
MD 2/4 - at MD 231 wide curb lanes	0.5 miles	75,000
sidewalks	0.5 miles	68,640
 <u>Caroline County</u>		
MD 404 - Double Hills Road to MD 16 shoulders	1.0 miles	150,000
MD 404 - Cemetery Road to MD 480 shoulders	1.1 miles	165,000
MD 313 - Bridge over Long Marsh Ditch shoulders	0.1 miles	15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

MD 331 - Dover Bridge over the Choptank River shoulders	0.3 miles	45,000
 <u>Carroll County</u>		
MD 30 Relocated, Hampstead Bypass shoulders	5.8 miles	876,000
 <u>Cecil County</u>		
MD 7B - bridge over Mill Creek shoulders	0.1 miles	15,000
sidewalks	0.1 miles	13,728
 <u>Charles County</u>		
MD 5 Relocated at Hughesville shoulders	3.2 miles	480,000
 <u>Frederick County</u>		
I-70/MD 475/MD 85 wide curb lanes	0.5 miles	75,000
sidewalks	0.5 miles	68,640
 I-70 - MD 355 to MD 144 wide curb lanes	1.2 miles	180,000
sidewalks	1.2 miles	164,736
 MD 28 - Bridges over Tuscarora Creek shoulders	0.1 miles	15,000
 MD 28 - Bridges over Washington Run shoulders	0.1 miles	15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Garrett County

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

Harford County

US 40 - MD 152 and 24 overpass		
shoulders	1.9 miles	285,000

Howard County

MD 732 - bridge over CSX railroad		
sidewalks	0.5 miles	68,640
shoulders	0.5 miles	75,000

Montgomery County

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

MD 97 Interchange at Randolph Road		
wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280

MD 124 - Airpark Road to Fieldcrest Road		
wide curb lanes	1.1 miles	165,000
sidewalks	1.1 miles	151,008

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

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 (Phase 1)		
parallel trail	0.5 miles	57,500
sidewalks	0.5 miles	68,640
I-95/495 - Branch Ave. Metro (Phase 2)		
parallel trail	0.5 miles	57,500
sidewalks	0.5 miles	68,640
I-295/I-495/MD 414 interchange		
wide curb lanes	0.2 miles	30,000
sidewalks	0.2 miles	27,456
MD 4 - Suitland Parkway interchange		
parallel trail	0.5 miles	57,500
MD 5 - MD 373 to US 301		
wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280
MD 212 - US 1 to I-95		
wide curb lanes	2.0 miles	300,000
sidewalks	2.0 miles	274,560
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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Queen Anne's County

MD 313 - Bridge over Long Marsh Ditch shoulders	0.1 miles	15,000
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St. Mary's County

MD 237 - Pegg Road to MD 235 wide curb lanes	2.7 miles	406,500
sidewalks	2.7 miles	372,029

Somerset County

MD 362 - Bridge over Monie Creek shoulders	0.1 miles	15,000
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Talbot County

MD 331 - Dover Bridge over the Choptank River shoulders	0.3 miles	45,000
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Washington County

US 40 - Edgewood Drive Intersection wide curb lanes	0.5 miles	75,000
sidewalks	0.5 miles	68,640

Worcester County

US 113 - Market Street to MD 365 (Phase 1) shoulders	4.0 miles	600,000
US 113 - Hayes Landing Road to Goody Hill Road (Phase 2A) shoulders	2.5 miles	375,000

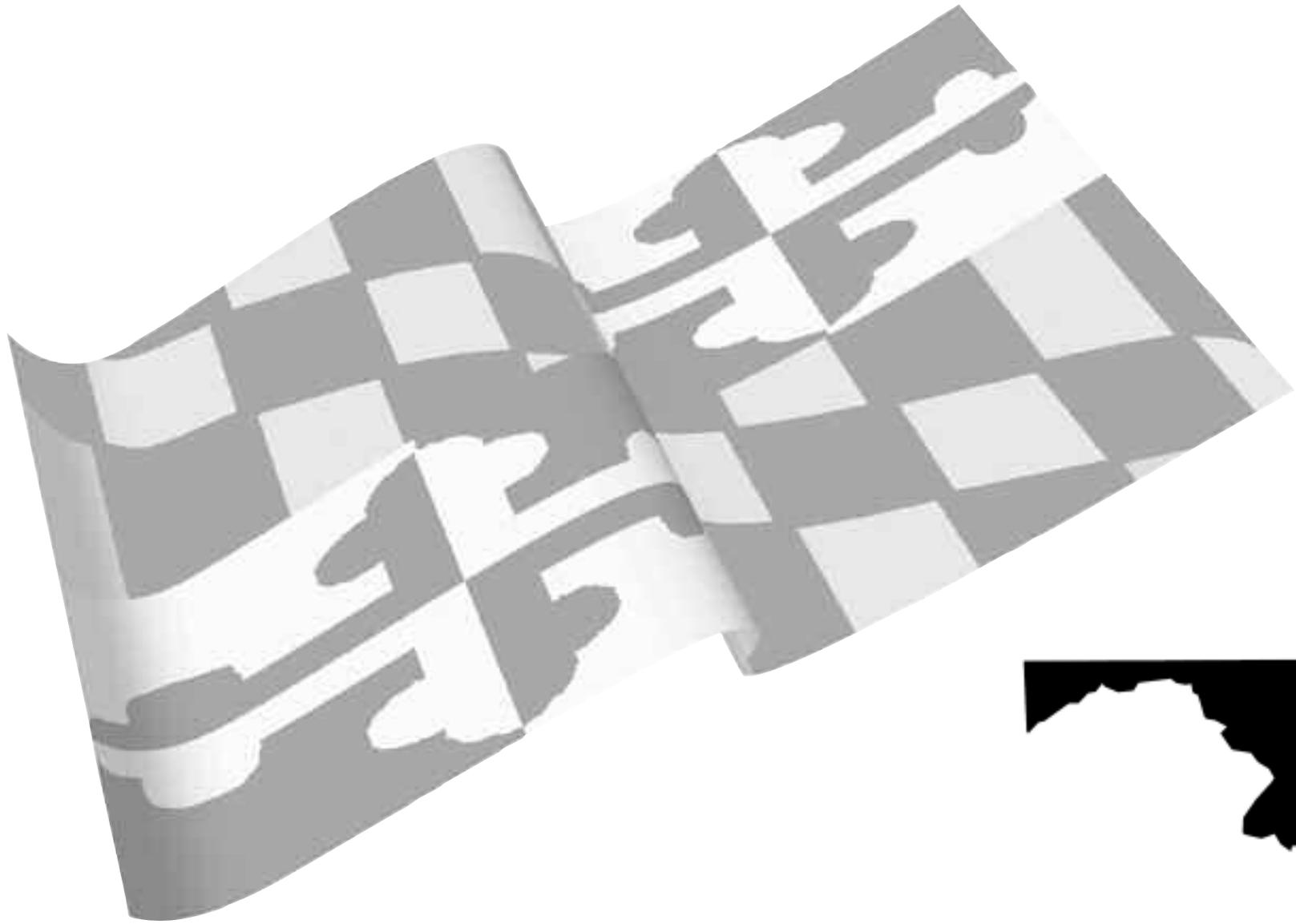
BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

US 113 - Goody Hill Road to Massey Branch (Phase 2B)			
shoulders	1.8 miles		270,000
wide curb lanes	16.2 miles	sub-total	1,951,500
shoulders	28.8 miles	sub-total	3,681,000
sidewalks	18.8 miles	sub-total	2,074,301
parallel trails	3.5 miles	sub-total	345,000
WWB		sub-total	56,000,000
Total Primary/Secondary Program			64,051,801

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

Retrofit sidewalk program	3,165,000
Community enhancement and safety	134,092,000
Streetscapes and minor reconstruction	486,000
Transportation enhancements program	23,541,000
Retrofit bicycle program	2,260,000
Primary/secondary program	64,051,801
TOTAL	227,595,801



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2008

The 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.

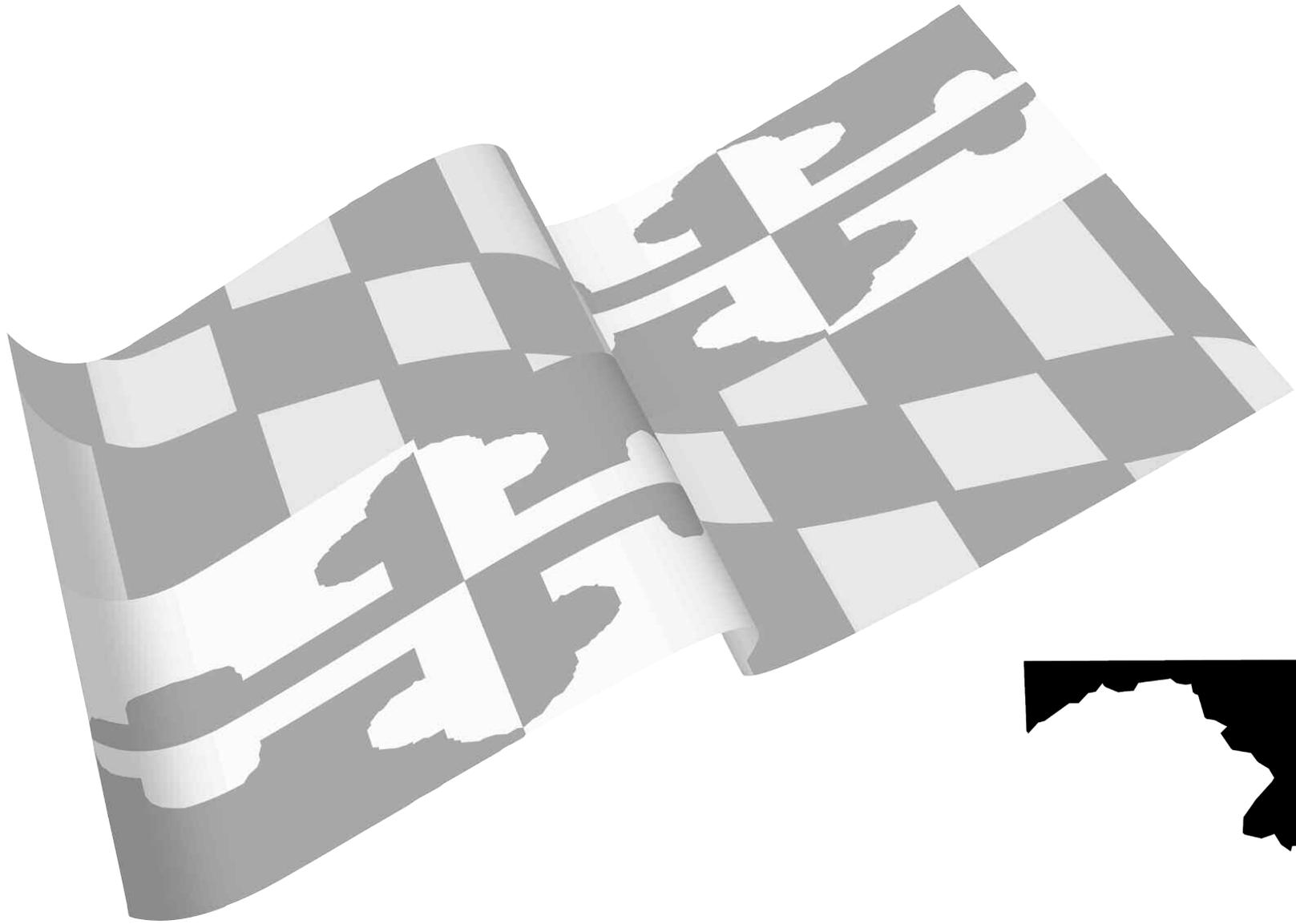
MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	Federal	GRANT AMOUNT (000'S)		Total
			State	Local/Owner	
Anne Arundel County	Tipton Airport	83	2	2	87
Cecil County	Cecil County	0	581	65	646
Charles County	Maryland Airport	1,312	35	35	1,382
Dorchester County	Cambridge-Dorchester Airport	169	4	4	177
Frederick County	Frederick Municipal Airport	2,707	71	71	2,849
Garrett County	Garrett County	2,856	75	75	3,006
Montgomery County	Montgomery County Airport	2,341	23	62	2,426
Prince George's County	College Park	95	2	3	100
	Potomac	0	38	4	42
St. Mary's County	St. Mary's County Regional Airport	352	9	9	370
Talbot County	Easton Airport	3,394	89	89	3,572

GENERAL AVIATION GRANTS-IN-AID

Fiscal Year 2008 (Cont'd)

<u>COUNTY</u>	<u>AIRPORT</u>	Federal	GRANT AMOUNT (000'S)		Total
			State	Local/Owner	
Washinton County	Hagerstown Regional Airport	10,420	450	450	11,320
Wicomico County	Salisbury - Ocean City - Wicomico	10,895	287	287	11,469
Worcester County	Ocean City	525	13	14	552



BRAC ACTIVITIES

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

The Maryland Department of Transportation (MDOT) has taken a proactive approach in planning for the projected increase in demand on the transportation system as a result of the 2005 Base Realignment and Closure (BRAC) Commission's decision to relocate several thousand jobs from outside the State to five Maryland military installations. MDOT and its modal operations, primarily represented by the Maryland State Highway Administration (SHA), the Maryland Transit Administration (MTA) and the Maryland Transportation Authority (MdTA), have led a coordinated effort with local governments, military installations, State and Federal agencies, the General Assembly, our Congressional delegation, and the communities and the counties that are affected as well as those that are not immediately affected to ensure that Maryland is BRAC-ready. In particular, MDOT has had a central role in leading State action on BRAC, specifically with the Department of Business and Economic Development (DBED), the Maryland Department of Planning (MDP), and the Maryland Department of the Environment (MDE), and through the local collaborative process for project prioritization that involved leadership and staff level coordination meetings prior to this Consolidated Transportation Program (CTP) being finalized.

In order to meet a September 2011 deadline, major changes at the affected Maryland military installations are anticipated in the 2009-2011 timeframe. However, while BRAC creates new transportation needs, there are no separate BRAC funding sources. Despite this, specific actions to facilitate transportation mobility and accessibility are underway to deal with the fact that all of the transportation infrastructure needed for BRAC will not be in place within this timeframe. These include:

- Identification, clarification and study of priorities from local governments and military installations through outreach activities;
- Review, coordination, and comment on military installations' Environmental Impact Statements (EIS) and transportation studies;
- Study and coordination of major joint development projects at BRAC Installations, including Enhanced Use Leases and spousal and other secondary growth;
- Technical review and analysis of Regional travel demand model assumption inputs and outputs to ensure agreement and rationale for use in project development;
- Completion of a "white paper" on lessons learned from the past BRAC experiences at the Patuxent River Naval Air Station; and
- Documentation and reporting upon CTP projects, study activities and schedules.

As next steps in MDOT's BRAC planning and coordination process, studies of transit and highway improvements are underway, and include:

- Area traffic impact studies at Aberdeen Proving Ground (APG) and Fort George G. Meade (FGGM) being conducted by SHA, and anticipated at Andrews Air Force Base, Bethesda National Naval Medical Center and Fort Detrick;

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

- Local bus route evaluations being conducted by MTA in partnership with local jurisdictions;
- Development of the Central Maryland Bus Maintenance Facility being conducted by MTA in partnership with Howard and Anne Arundel Counties;
- Potential BRAC Commuter Bus routes directly into and from APG and FGGM being conducted by MTA;
- Studies of the Aberdeen MARC Station Relocation and the East Baltimore MARC Station being conducted by MTA;
- Ride-Share Coordinators being funded by MTA, helping to form cost effective carpools and vanpools to BRAC facilities;
- A MARC Growth and Investment Plan being conducted by MTA to assess MARC service along the Northeast Amtrak corridor from Baltimore City to the Delaware State Line; and
- Potential studies responding to grant proposal requests from Department of Defense's Office of Economic Adjustment (OEA) being identified by the SHA and the MTA.

Since the initiation of the Maryland Military Strategic Planning Council, the Maryland Department of Transportation has maintained or initiated work on the ongoing projects and studies listed below. Each of the projects listed is included in this Consolidated Transportation Program (CTP), which is significant because this is their first step toward becoming reality. This is a starting point for an ongoing and evolving BRAC planning process.

BRAC-Related Projects

The FY 2007-2012 CTP identified 54 "BRAC-Related" projects, all under development and funded for various phases in the CTP, due to their proximity to the five affected military installations. Over the past year, the MDOT has refined this "BRAC-Related" projects list to be more responsive to the specific transportation needs around these five Maryland military installations. This has been done in concert with (a) the Department's transportation modal agencies and the Maryland Transportation Authority, (b) the Governor's BRAC Subcabinet and (c) the development of this CTP. The State initiated an interactive process that incorporated development and review of the State's BRAC Action Plan, local priority letters, local BRAC Action Plans, regional and local traffic analyses, as well as leadership and staff-level BRAC coordination meetings with local, State and military alliances. Through this interactive process, balanced with professional judgment, the Department has refined the list of 54 "BRAC-Related" projects to a more concentrated list of projects that directly supports BRAC and is needed to assist in facilitating access to the BRAC bases.

Some projects, while vitally important to transportation needs and growth in the State of Maryland, are no longer classified as "BRAC-Related" because of their distance from the BRAC bases, their timely completion, or their status as having a more regional benefit. While BRAC growth will benefit from these regionally-significant projects, they are important to the State of Maryland

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

despite the BRAC changes and therefore are still in the CTP but no longer included in the BRAC list. Examples of these projects and studies include the I-270/US 15 Multi-Modal Corridor Study, the I-495/I-95 Capital Beltway Study, the Woodrow Wilson Bridge Study, the Purple Line Study and the Red Line Transitway Study in Baltimore, to name a few.

In response to the dual challenges of time and funding, MDOT relies on a high/low investment strategy, identifying lower cost improvements that can be implemented quickly (low strategy) and higher cost and capacity projects that will take significantly longer to plan, engineer and construct (high strategy). In accordance with this methodology, several “low strategy” initiatives have been identified, including bicycle and pedestrian improvements, access improvements to transit systems, transportation demand management, promotion of car and vanpools, teleworking, and traffic impact studies at the affected military installations. Accordingly, MDOT will analyze potential impacts within the next 5 to 7 years and identify intersection improvements and other minor projects that will provide near-term relief as funding becomes available.

New funding recently approved by the General Assembly, at the request of the Governor, allows for additional investments in a balanced transportation system to bolster some of the initial “BRAC-Related” projects and add more to the list. However, requested projects will continue to outstrip resources, requiring careful prioritization and staging of projects.

KEY

C = Construction funding programmed in current CTP

(Note: Dollar figures attached to C items represent actual funding allocated for all phases, including final construction).

D&E = Development and Evaluation funding programmed in current CTP

(Note: D&E represents funding for a variety of pre-construction phases including planning, design, engineering, and right-of-way acquisition)

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

Aberdeen Proving Ground

C	\$10.6 million	US 40 Resurfacing, MD 152 to the MD 24 Overpass. Currently Under Construction. SHA.
C	\$56.0 million	US 40 Hatem Bridge Deck Replacement, including the US 40 at MD 222 Intersection Break-Out Project. MdTA.
D&E	\$1.2 million	US 40 at MD 715 Interchange Improvements. \$1.2 million funded for Engineering. Not funded for Right-of-Way or Construction. SHA.
C	\$1.2 billion	I-95 Section 100, from north of the I-895 Split to North of MD 43, interchange improvements and Express Toll (Managed) Lanes. MdTA.
D&E	\$5.0 million	I-95 Section 200, from north of MD 43 to north of MD 22. \$5.0 million programmed for Planning. Not funded for Construction. MdTA.
C	\$59.8 million	I-95/MD 24 Interchange Improvements at MD 24/MD 924/Tollgate Road. MdTA.
D&E	\$0.4 million	Perryman Access Study, MD 159 to US 40. \$0.4 million programmed for Planning. Not funded for Design, Right-of-Way or Construction. SHA.
C	\$4.7 million	Edgewood MARC Station – ADA Improvements and Station Building. MTA.
D&E	\$9.0 million	Assessment of Transit Needs for BRAC (Statewide), including MARC Visioning Study (Baltimore City Line to Delaware State Line), Aberdeen MARC Station Relocation Study, Aberdeen MARC Station parking expansion, East Baltimore MARC Station Study, BRAC Commuter Bus Study (assessing direct routes into APG and associated Park & Ride Lots) and MARC Layover and Maintenance Facility. \$2.0 million FY08 line item in the System Preservation Minor Projects Program. Not funded for Construction. MTA.
C	\$15.0 million	I-95 Park & Ride Facilities, New Lots at MD 152 and MD 24. MdTA.
D&E	\$2.9 million	JFK (I-95) Toll Plaza Planning Study. \$2.9 million programmed for Planning. Not funded for Construction. MdTA.
C	\$1.5 million	MD 132 Resurfacing, MD 462 to Beards Hill Road. SHA.
C	\$3.0 million	MD 755 Community Safety and Enhancement, MD 24 to Willoughby Beach Road. SHA.
C	\$2.6 million	MD 152 Resurfacing, West of I-95 to APG Gate. SHA.
C	\$46.0 million	Intersection Improvements (not yet identified) added based on recent revenue increase. SHA.
C	\$201.3 million	MARC – Growth and Investment Plan. \$201.3 million added based on recent revenue increase to support MARC services, including MARC – 2010 Penn/Camden/Brunswick Line improvements. This funding would also apply to Fort George G. Meade and Fort Detrick. MTA.
C	County-wide	Locally Operated Transit Systems (LOTS) Transit Services for Harford and Cecil Counties. \$6.8 million added based on recent revenue increase to support BRAC-related LOTS services statewide. MTA.

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

Andrews Air Force Base

C	\$113.8 million	MD 4 Interchange, Construct a New Interchange at Suitland Parkway. Construction to begin Spring 2008. SHA.
D&E	\$1.6 million	MD 4 Improvements, from MD 223 to I-95/I-495 (including MD 4/Dowerhouse Road interchange). \$1.6 Million was funded for Planning. Not funded for Design, Right-of-way or Construction. SHA.
C	County-wide	Locally Operated Transit Systems (LOTS) Transit Services for Prince George’s County and Prince George’s County Local Bus Program. \$7.8 million funded before revenue increase. \$1.2 million added to fund bus replacement based on the recent revenue increase. \$6.8 million added based on recent revenue increase to support BRAC-related LOTS services Statewide. MTA.
D&E	\$4.6 million	Southern Maryland Mass Transportation Analysis. MTA.
D&E	\$9.0 million	Assessment of Transit Needs for BRAC (Statewide). Not funded for Construction. MTA.

Bethesda National Naval Medical Center

C	\$0.7 million	I-495/MD 355 Ramp Modification. Project completed (2007). SHA.
C	County-wide	Locally Operated Transit Systems (LOTS) Transit Services for Montgomery County and Montgomery County Local Bus Program. \$51.7 million funded before revenue increase. \$5.0 million added to fund bus replacement based on the recent revenue increase. \$6.8 million added based on recent revenue increase to support BRAC-related LOTS services Statewide. MTA.
D&E	\$9.0 million	Assessment of Transit Needs for BRAC (Statewide). Not funded for Construction. MTA.
C	\$45.3 million	Intersection Improvements (not identified) added based on recent revenue increase. SHA.

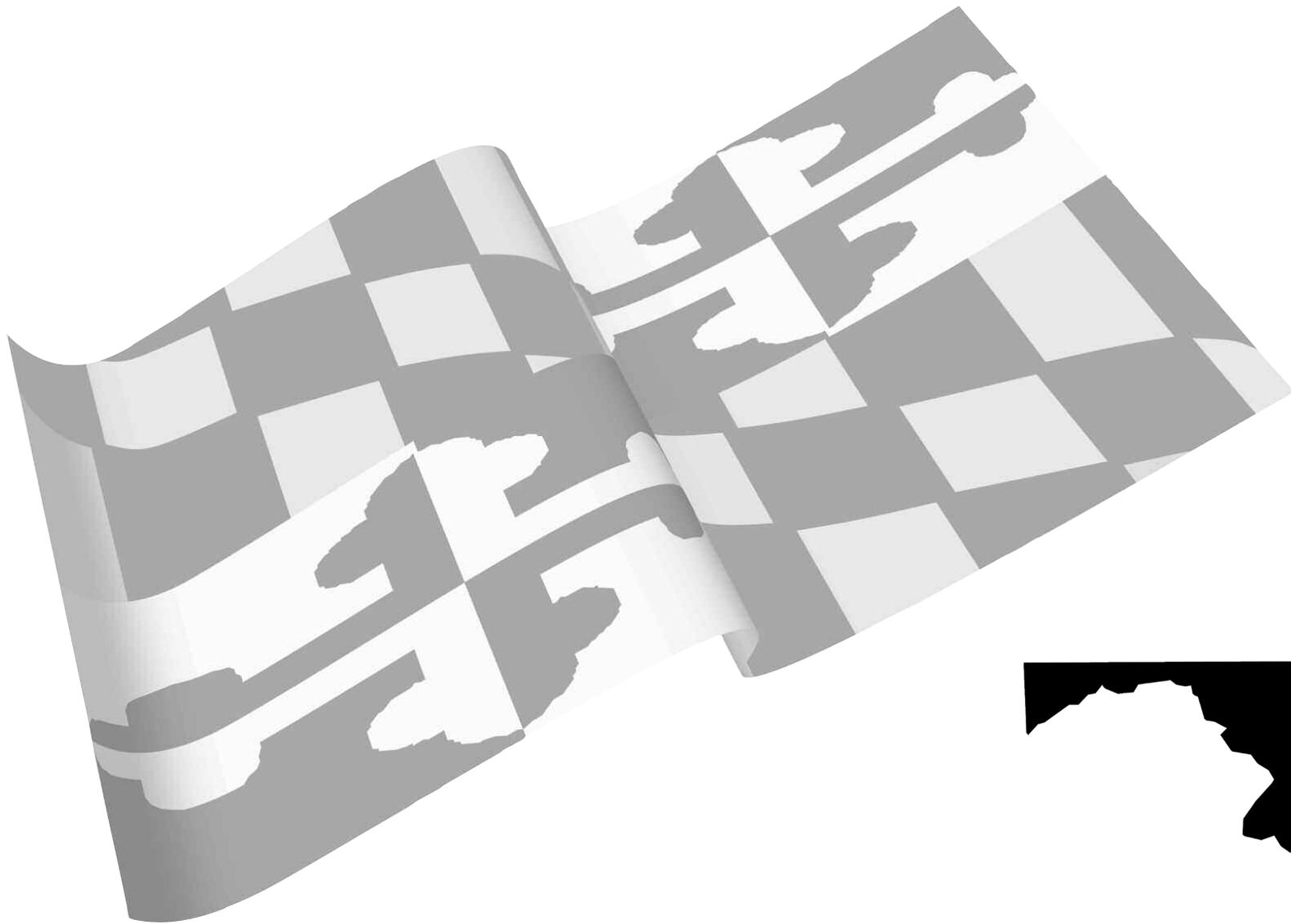
Fort Detrick

D&E	\$2.6 million	US 15 – New interchange at Monocacy Boulevard/Christopher Crossing. \$2.6 million funded for Planning and Preliminary Engineering only. Not funded for Right-of-way or Construction. SHA.
C	County-wide	Locally Operated Transit Systems (LOTS) Transit Services for Frederick County. \$6.8 million added based on recent revenue increase to support BRAC-related LOTS services Statewide. MTA.
C	\$201.3 million	MARC – Growth and Investment Plan. \$201.3 million added based on recent revenue increase to support MARC services, including MARC – 2010 Penn/Camden/Brunswick Line improvements. This funding would also apply to Aberdeen Proving Ground and Fort George G. Meade. MTA.

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

Fort George G. Meade

D&E	\$0.6 million	Odenton MARC Station - structured Parking garage with 2,500+ spaces. \$0.6 million funded for Planning. Not funded for Construction. MTA.
D&E	\$18.6 million	MD 175 from MD 170 to MD 295 Planning Study. \$2.5 million funded for Planning, \$10.7 million for Engineering, and \$5.4 million for Right-Of-Way. \$2.6 million added based on recent revenue increase to fund partial design (engineering). Not fully funded for Design, Right-of-Way or Construction. SHA.
D&E	\$2.0 million	Baltimore Washington Investment Corridor Study, to include MARC Market and Capacity Analyses (Greenbelt to BWI). \$2.0 million funded for Planning only. Not funded for Construction. MTA.
D&E	\$5.1 million	Central Maryland Transit Facility, Ft. Meade (Howard County is the lead agency). An additional \$5.5 million funded through a Federal earmark to Howard County for Planning. MDOT is contributing towards Planning and Design. Not funded for Construction. MTA.
D&E	\$0	MD 198, from MD 295 to MD 32 Planning Study. (Currently County-funded with contribution up to \$4.5 million). SHA.
C	County-wide	Locally Operated Transit Systems (LOTS) Transit Services for Anne Arundel and Howard Counties. \$6.8 million added based on recent revenue increase to support BRAC-related LOTS services Statewide. MTA.
D&E	\$9.0 million	Assessment of Transit Needs for BRAC (Statewide), including BRAC Commuter Bus Study to assess direct routes into Ft. Meade and associated Park and Ride lots. Not funded for Construction. MTA.
C	\$47.9 million	Intersection Improvements (not identified) added based on recent revenue increase. SHA.
C	\$201.3 million	MARC – Growth and Investment Plan. \$201.3 million added based on recent revenue increase to support MARC services, including MARC – 2010 Penn/Camden/Brunswick Line improvements. This funding would also apply to Aberdeen Proving Ground and Fort Detrick. MTA.



REVENUE INCREASE PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION REVENUE INCREASE

As a result of the Fall 2007 special legislative session convened by Governor O'Malley, funding for transportation will benefit from an average increase of \$450 million in yearly revenue. This additional revenue provides for an over-all increase of \$2.1 billion dollars to the FY2008 – FY2013 Consolidated Transportation Program (CTP). System preservation projects will receive the first \$250 million (these funds for SHA have only been programmed for fiscal years 2008 and 2009, see pages A-57 through A-59). The remaining funds will be used for new highway and transit expansion and enhancement projects. The following listing contains the specific projects and cash flows that resulted from the revenue increase. Each project has a reference to a subsequent page in the CTP, which shows the details of the project and total funding which includes any previous funding, if applicable.

This revenue increase, while adding \$2.1 billion to the CTP for the six-year period, is but a first step in funding the \$40 billion backlog of MDOT projects. The revenue increase adds significantly to the state contribution to the transportation program. The current six-year state contribution with the revenue increase is \$6.8 billion, an increase of over 30%. This results in an overall 20% increase in funding for this CTP. The following project listing shows the wide reaching projects Department-wide that have been funded, from safety and security improvements at many of the modal administrations, to specific projects to improve service to our customers. The Maryland Transit Administration has been able to provide large increases in support to local bus operations, to fund the first elements of the MARC Growth and Investment Plan, to add significant funding to move forward the Green Line in Baltimore and the Corridor Cites Transitway and Purple Line in the Washington, D.C. area, and continue to replace aging vehicles. The State Highway Administration has been able to move forward several key projects statewide such as fund the construction of the I-695 at Charles Street project, the final design of the I-795 Dolfield Boulevard project, the next phase of I-70 construction in Frederick, the US 29 widening in Howard County, the MD 97 at Randolph Road in Montgomery County, the I-95 at Branch Avenue Metro Access project in Prince George's County, as well as, substantial funds for intersection improvements around the three main BRAC facilities in Bethesda, Fort Meade and Aberdeen.

FY 2008-2013 Revenue Increase

Description	Program	Current Year 2008	Budget Year 2009	2010	2011	2012	2013	Six Year Total	Balance to Complete
The Secretary's Office									
TOD Implementation (TSO-5)	Sustain/Environ.	-	1,500	1,500	-	-	-	3,000	-
TSO Total - FY 2008-2013 Revenue Increase Projects	Total	-	1,500	1,500	-	-	-	3,000	-
Motor Vehicle Administration									
Document Imaging and Workflow (MVA-6)	Preservation	-	-	5,000	5,000	-	-	10,000	-
Point of Sale 2 (MVA-6)	Preservation	-	-	5,000	-	-	-	5,000	-
MVA Total - FY 2008-2013 Revenue Increase Projects	Total	-	-	10,000	5,000	-	-	15,000	-
Maryland Port Administration									
SLP Cruise Terminal Conversion (MPA-7)	Improved Service	-	2,500	2,500	-	-	-	5,000	-
Landside Preservation *	Improved Service	-	-	-	3,920	-	2,000	5,920	-
WTC Balance (Programmed in FY 11-13)	Improved Service	-	-	-	1,500	1,000	1,000	3,500	-
Chesapeake Bay Enhancement (MPA-2)	Sustain/Environ.	-	-	-	-	-	2,300	2,300	-
Masonville Contingencies (MPA-2)	Sustain/Environ.	-	-	-	-	5,000	-	5,000	-
UM Ballast Study (MPA-12)	Sustain/Environ.	-	700	-	-	-	-	700	-
Remote Video Surveillance (MPA-5)	Safety/Security	500	2,000	-	-	-	-	2,500	-
MPA Total - FY 2008-2013 Revenue Increase Projects	Total	500	5,200	2,500	5,420	6,000	5,300	24,920	-

* System Preservation Projects funded in FY 10-13 are not shown in the Program

FY 2008-2013 Revenue Increase

Description	Program	Current Year 2008	Budget Year 2009	2010	2011	2012	2013	Six Year Total	Balance to Complete
Maryland Aviation Administration									
Baggage Security Cage (MAA-21)	Safety/Security	-	700	-	-	-	-	700	-
FRD Self Breathing Apparatus (MAA-20)	Safety/Security	-	800	-	-	-	-	800	-
MTN Common Use Hangar Taxilane (MAA-20)	Improved Service	-	1,500	-	-	-	-	1,500	-
MTN Fire Suppression (MAA-20)	Safety/Security	-	100	400	400	-	-	900	-
Utility System Preservation (MAA-21)	Safety/Security	-	1,850	3,100	600	-	-	5,550	-
Gate G Modifications (MAA-21)	Safety/Security	-	50	300	700	500	-	1,550	-
Parking Revenue Control System Replacement *	Preservation	-	-	200	1,800	2,000	-	4,000	-
Consolidated Dispatch Center Upgrade *	Preservation	-	-	1,000	1,000	500	-	2,500	-
Terminal Roadway Exit to I-195 Improvements *	Preservation	-	-	-	500	2,000	5,000	7,500	-
MAA Total - FY 2008-2013 Revenue Increase Projects	Total	-	5,000	5,000	5,000	5,000	5,000	25,000	-
Maryland Transit Administration									
Agencywide - Environmental Compliance (MTA -44,45)	Sustain/Environ.	-	-	8,250	11,200	10,000	10,000	39,450	-
Agencywide - System Preservation	Preservation	-	10,200	12,800	9,950	7,100	13,000	53,050	-
AGY PA/LED System (MTA-45)	Improved Service	-	3,000	3,500	-	-	-	6,500	-
AGY CCTV (MTA-27)	Safety/Security	-	3,000	3,300	-	-	-	6,300	-
AGY Charlotte Hall Park & Ride (MTA-28)	Improved Service	-	-	-	-	2,000	6,000	8,000	-
AGY ADA Improvements (MTA-44,45)	Improved Service	-	500	1,000	1,000	1,000	1,500	5,000	-
AGY Roof Rehabilitation (MTA-44,45)	Preservation	-	2,000	2,000	2,000	2,000	2,000	10,000	-
AGY Parking Lot Resurfacing (MTA-44,45)	Preservation	-	200	1,000	1,000	1,000	1,800	5,000	-
AGY Wash Blvd Elec System Rehab(MTA-45)	Preservation	-	500	1,000	1,500	-	-	3,000	-
AGY Wash Blvd Window Replacements(MTA-45)	Preservation	-	-	-	-	100	700	800	-
AGY Comprehensive Signage Upgrade (MTA-45)	Improved Service	-	1,000	1,000	1,000	1,000	1,000	5,000	-
AGY Prince Frederick Park & Ride (MTA-28)	Improved Service	-	-	-	1,750	-	-	1,750	-
AGY Waldorf Park & Ride (MTA-28)	Improved Service	-	-	-	1,700	-	-	1,700	-
Over The Road (OTR) Coaches	Improved Service	-	-	-	10,000	10,000	-	20,000	-

* System Preservation Projects funded in FY 10-13 are not shown in the Program

FY 2008-2013 Revenue Increase

Description	Program	Current Year 2008	Budget Year 2009	2010	2011	2012	2013	Six Year Total	Balance to Complete
Bus - Systemwide Improvements/Rehabilitation Fund	Preservation	-	4,250	7,750	7,050	6,500	9,150	34,700	-
BUS Procure Shuttle Buses (MTA-47)	Improved Service	-	2,000	2,000	-	-	-	4,000	-
BUS Stop Enhancements (MTA-46)	Improved Service	-	-	1,250	1,250	1,250	1,250	5,000	-
BUS Facilities Rehab (MTA-46)	Preservation	-	-	2,000	2,000	2,000	6,000	12,000	-
BUS Chiller Plant/Boilers Replacement (MTA-46)	Preservation	-	250	2,000	2,000	750	-	5,000	-
BUS Special Equipment Replacement (MTA-46)	Preservation	-	300	300	300	300	300	1,500	-
BUS Electrical Power Distrib. Upgrades (MTA-46)	Preservation	-	-	200	1,000	2,000	400	3,600	-
BUS Roll Up Door Replacements (MTA-46)	Preservation	-	-	-	-	100	700	800	-
BUS Lift Replacements/Upgrades (MTA-46)	Preservation	-	-	-	-	100	500	600	-
BUS Bicycle Racks (MTA-46)	Improved Service	-	1,700	-	-	-	-	1,700	-
BUS NW Bus Rehab*	Preservation	-	-	-	500	-	-	500	-
LRT - Mid Life Overhaul (MTA-15) (MTA-15)	Preservation	-	9,200	9,200	9,200	9,200	9,200	46,000	-
LRT - System Preservation	Preservation	-	1,910	4,060	7,110	6,610	20,010	39,700	-
LRT Rail Replacement (MTA-49)	Preservation	-	-	400	400	400	400	1,600	-
LRT Storage Yard Rehab (MTA-49)	Preservation	-	-	-	-	750	13,450	14,200	-
LRT Bridge Fastener Replacement (MTA-49,50)	Preservation	-	160	160	160	160	160	800	-
LRT Grade Crossing Rehabs (MTA-49,50)	Preservation	-	-	1,000	2,000	2,000	5,000	10,000	-
LRT Pedestrian Crossing Rehabs	Safety/Security	-	-	-	200	1,800	-	2,000	-
LRT Balance Weight Assembly Rehab (MTA-50)	Preservation	-	500	-	-	-	-	500	-
LRT Maint. Crossover near Warren Rd (MTA-50)	Preservation	-	250	1,000	2,850	-	-	4,100	-
LRT Convention Center Station Upgrade (MTA-49)	Improved Service	-	500	-	-	-	-	500	-
LRT Howard Street Enhancements (MTA-49)	Safety/Security	-	500	1,500	1,000	1,000	1,000	5,000	-
LRT Sub Station Breaker Overhaul (MTA-49)	Preservation	-	-	-	500	500	-	1,000	-
Metro - Rail Car Overhauls (MTA-19)	Preservation	-	2,101	7,881	10,508	5,510	-	26,000	-

* System Preservation Projects funded in FY 10-13 are not shown in the Program

FY 2008-2013 Revenue Increase

Description	Program	Current Year 2008	Budget Year 2009	2010	2011	2012	2013	Six Year Total	Balance to Complete
Metro - System Preservation	Preservation	-	3,200	12,600	13,400	11,000	8,600	48,800	-
METRO Tunnel Repairs (MTA-52)	Preservation	-	-	300	300	3,000	2,400	6,000	-
METRO Aerial Structures (MTA-52)	Preservation	-	1,000	2,000	200	-	-	3,200	-
METRO Street Grates Replacement (MTA-52)	Preservation	-	100	1,000	900	-	-	2,000	-
METRO Stations Restoration*	Preservation	-	-	-	400	2,100	2,500	5,000	-
METRO Owings Mills Station Restoration (MTA-52)	Preservation	-	-	500	2,000	2,000	-	4,500	-
METRO Crossovers Rehabilitation (MTA-52)	Preservation	-	200	500	-	-	-	700	-
METRO Substations Roof Replacement (MTA-52)	Preservation	-	200	1,000	1,000	1,000	800	4,000	-
METRO DF Fasteners Plate Replacement (MTA-52)	Preservation	-	200	800	1,000	-	-	2,000	-
METRO SCC Booth Rebuilds (MTA-52)	Preservation	-	200	-	-	1,000	1,000	2,200	-
METRO Shop Equipment Replacement/Upgrade (MTA-52)	Preservation	-	350	-	-	-	-	350	-
METRO OCC HVAC Upgrade*	Preservation	-	-	-	200	900	900	2,000	-
METRO SET Phone Replacement (MTA-52)	Safety/Security	-	-	100	1,000	1,000	1,000	3,100	-
METRO Train Control System Upgrade (MTA-52)	Safety/Security	-	950	6,400	6,400	-	-	13,750	-
Freight - System Preservation	Preservation	-	1,660	2,660	2,860	3,860	4,760	15,800	-
Grade Crossing Rehabs (MTA-14)	Preservation	-	200	1,200	1,000	400	2,200	5,000	-
Rail Line Rehab (MTA-48)	Preservation	-	1,460	1,460	1,460	1,460	1,460	7,300	-
High Bridge Rd. Bridge Replacement (MTA-13)	Preservation	-	-	-	400	2,000	1,100	3,500	-
LOTS - Capital	Preservation	-	17,560	11,360	11,360	11,360	11,360	63,000	-
Montgomery - Bus Replacement (MTA-31)	Preservation	-	5,000	-	-	-	-	5,000	-
Prince George's - Bus Replacement (MTA-32)	Preservation	-	1,200	-	-	-	-	1,200	-
Facilities (MTA-29)	Preservation	-	5,000	5,000	5,000	5,000	5,000	25,000	-
Vehicle and Equipment Replacement (MTA-29)	Preservation	-	5,000	5,000	5,000	5,000	5,000	25,000	-
BRAC (MTA-29)	Improved Service	-	1,360	1,360	1,360	1,360	1,360	6,800	-
MARC - Halethorpe Station Platforms & Pedestrian Bridge (MTA-10)	Safety/Security	-	250	3,250	4,200	-	-	7,700	-
MARC - Laurel Platforms Replacement (MTA-51)	Safety/Security	-	-	1,000	-	-	-	1,000	-

* System Preservation Projects funded in FY 10-13 are not shown in the Program

FY 2008-2013 Revenue Increase

Description	Program	Current Year 2008	Budget Year 2009	2010	2011	2012	2013	Six Year Total	Balance to Complete
MARC - Immediate Improvements (MTA-51)	Balanced Trans.	3,000	10,650	9,000	10,000	5,000	-	37,650	-
Additional Immediate Rail Service (MTA-51)		-	5,000	-	-	-	-	5,000	-
Wi-Fi Service (MTA-51)		-	50	-	-	-	-	50	-
Seat Replacement (MTA-51)		3,000	1,000	-	-	-	-	4,000	-
Immediate Station Improvements (MTA-51)		-	3,000	3,500	3,500	-	-	10,000	-
Union Station - High-Level Platform for Tracks 7,8,15,16 (MTA-51)		-	500	2,500	5,000	5,000	-	13,000	-
Union Station - Catenary Improvements for Tracks 7,8,9 (MTA-51)		-	100	2,000	1,500	-	-	3,600	-
Increased car cleaning (MTA-51)		-	1,000	1,000	-	-	-	2,000	-
MARC - 2010 Penn/Camden/Brunswick Lines Rail Car Purchase	Balanced Trans.	500	18,500	33,000	-	-	-	52,000	-
Procure new coaches (MTA-8)		500	18,500	33,000	-	-	-	52,000	-
MARC - 2010 Penn Line (MTA-8)	Balanced Trans.	875	6,150	9,300	23,300	37,500	31,000	108,125	9,000
Penn Station - Canopy and Stairs Improvements (MTA-8)		-	350	250	1,000	1,500	-	3,100	-
Expanded storage at Penn Station (MTA-8)		-	200	-	-	-	-	200	-
New BWI Station (MTA-8)		-	-	500	-	-	-	500	-
Aberdeen Proving Grounds (APG) Rail Yard (MTA-8)		-	1,000	-	-	-	-	1,000	-
West Baltimore Expanded Parking (MTA-8)		-	500	500	-	-	-	1,000	-
West Baltimore New Station (MTA-8)		-	500	500	-	-	-	1,000	-
New Martin State Airport Station Building & Parking (MTA-8)		-	-	250	-	-	-	250	-
Aberdeen Station - Parking Expansion (MTA-8)		375	1,100	300	-	-	-	1,775	-
Perryville Parking (MTA-8)		-	-	-	300	-	-	300	-
New Bayview Station (MTA-8)		-	-	2,500	-	-	-	2,500	-
Track Improvements on the Penn Line (MTA-8)		-	1,500	3,000	20,500	35,000	31,000	91,000	9,000
Edgewood Station Improvements (MTA-8)		-	-	-	1,500	1,000	-	2,500	-
Odenton Station Southbound Platform Canopy (MTA-8)		500	1,000	1,500	-	-	-	3,000	-
MARC - 2010 Camden Line (MTA-8)	Balanced Trans.	-	-	-	1,900	6,900	7,200	16,000	-
Camden Line - Third Track - Greenbelt to Riverdale (MTA-8)		-	-	-	1,900	6,900	7,200	16,000	-
MARC - 2010 Brunswick Line (MTA-8)	Balanced Trans.	-	1,200	7,000	8,000	-	-	16,200	-
Brunswick Maintenance Facility (MTA-8)		-	200	-	-	-	-	200	-
Brunswick Line Signal System Improvements (MTA-8)		-	1,000	7,000	8,000	-	-	16,000	-
Bus Facility Kirk Division (MTA-22)	Preservation	-	1,500	18,000	25,000	20,500	-	65,000	-

* System Preservation Projects funded in FY 10-13 are not shown in the Program

FY 2008-2013 Revenue Increase

Description	Program	Current Year 2008	Budget Year 2009	2010	2011	2012	2013	Six Year Total	Balance to Complete
Baltimore Corridor Transit Study - Green Line [Add'l PP] (MTA-39)	Balanced Trans.	-	-	-	1,000	1,000	3,000	5,000	
Corridor Cities Transitway (CCT) - PE (MTA-40)	Balanced Trans.	-	-	-	12,000	16,500	14,000	42,500	37,500
Purple Line - PE (MTA-38)	Balanced Trans.	-	-	-	18,000	30,000	26,000	74,000	26,000
MARC Diesel Locomotive (MTA-5)	Sustain/Environ.	-	5,000	4,000	4,000	-	-	13,000	-
MTA - Project Development Staff - Planning, Engineering, Contracts	Supports All	-	2,000	2,000	2,000	2,000	2,000	10,000	-
MARC Project Management Contract (PMC) (MTA-51)		500	1,500	5,000	5,000	5,000	5,000	22,000	5,000
MARC Enhancement		-	-	-	3,000	3,000	3,025	9,025	
MTA - Total - FY 2009-2013 Revenue Increase Projects	Total	4,875	96,831	168,111	210,038	208,540	177,305	865,700	77,500

Washington Metropolitan Area Transit Authority

Federal National Cap Amendment (Dedicated Funding) (WMAT-4)	Preservation	-	-	-	-	50,000	50,000	100,000	-
WMATA Total - FY 2008-2013 Revenue Increase Projects	Total	-	-	-	-	50,000	50,000	100,000	-

* System Preservation Projects funded in FY 10-13 are not shown in the Program

FY 2008-2013 Revenue Increase

Description	Program	Current Year 2008	Budget Year 2009	2010	2011	2012	2013	Six Year Total	Balance to Complete
State Highway Administration									
Major Projects									
MD 175 from MD 295 to MD 170 [PE] (SHA-AA-7)	Improved Service	-	-	-	-	-	2,578	2,578	-
I-695 at Charles Street (Phase I) [CO] (SHA-B-2)	Preservation	-	3,381	11,126	13,101	12,654	-	40,262	-
I-795 Interchange at Dolfield Blvd. [PE] (SHA-B-7)	Improved Service	-	-	-	7,189	7,742	7,742	22,673	5,530
US 40 from Middle River Road to MD 43 [PE/CO] (SHA-B-4)	Improved Service	250	1,000	500	1,209	5,364	2,525	10,848	-
MD 695 Access Study to Broening Highway [PP/CO] (SHA-B-10)	Improved Service	100	10,600	300	-	-	-	11,000	-
MD 2/4 Steeple Chase Drive to Commerce Lane [PE] (SHA-C-3)	Improved Service	500	1,000	1,000	400	-	-	2,900	-
MD 4 from MD 2 to MD 235 [PP] (SHA-C-4) (SHA-SM-2)	Improved Service	300	694	1,656	1,350	-	-	4,000	-
MD 404 from MD 309 to Cemetery Road [PE] (SHA-CO-5)(SHA-QA-2)	Improved Service	-	1,000	1,000	500	-	-	2,500	-
MD 26 from Liberty Reservoir to MD 32 [PE] (SHA-CL-3)	Improved Service	500	929	1,641	-	-	-	3,070	-
US 301 at MD 5 (Waldorf Bypass - Avalon Property) [RW] (SHA-CH-2)	Improved Service	-	11,000	1,000	1,000	1,000	1,000	15,000	-
I-70 from MD 144 to MD 355 (Phase 2D) [RW/CO] (SHA-F-2)	Improved Service	-	850	5,908	22,317	26,185	-	55,260	-
Emergency Needs (MD 24 @ Rocks SP) (SHA-H-2)	Preservation	-	300	800	2,172	5,389	887	9,548	-
US 29 from Seneca Drive to MD 175 (Phase I) [PE/RW/CO] (SHA-HO-4)	Improved Service	500	2,040	6,507	17,117	22,297	-	48,461	-
MD 97 at Randolph Road [RW/CO] (SHA-M-3)	Improved Service	-	5,000	7,186	2,558	10,162	15,194	40,100	22,763
MD 97 from I-495 to 16th Street [PP] (SHA-M-15)	Safety/Security	150	700	1,150	850	150	-	3,000	-
I-270 at Watkins Mill Road [PE] (SHA-M-7)	Improved Service	-	-	-	-	604	4,575	5,179	-
I-95 - Branch Avenue Metro Access (Phase 2) [RW/CO] (SHA-PG-4)	Balanced Trans.	-	1,295	6,538	17,880	20,262	19,591	65,566	-
I-95 at Greenbelt Metro [CO] (SHA-PG-5)	Balanced Trans.	-	4,000	4,000	-	-	-	8,000	-
US 1 from MD 193 to College Avenue [PE] (SHA-PG-32)	Improved Service	-	1,035	1,035	1,035	4,244	-	7,349	-
MD 5 from MD 243 to MD 245 (Leonardtown) [PP] (SHA-SM-4)	Improved Service	237	213	50	-	-	-	500	-
MD 822 at MD 675 and Sidewalks [RW/CO] (SHA-S-2)	Improved Service	30	1,987	2,006	-	-	-	4,023	-
MD 349 from US 50 to Rockwalkin Road [PP] (SHA-WI-1)	Improved Service	150	600	1,000	800	450	-	3,000	-
US 13 Drainage in Salisbury [CO] (SHA-WI-3)	Sustain/Environ.	-	1,600	-	-	-	-	1,600	-
US 113 from Goody Hill Road to Massey Branch (Phase 2B) [CO](SHA-WO-3)	Improved Service	-	1,425	7,703	8,780	-	-	17,908	-
MD 589 from US 50 to US 113 [PP] (SHA-WO-6)	Improved Service	200	173	900	727	-	-	2,000	-
BRAC - Fort Meade Intersections [All Phases] (SHA-SW-5)	Improved Service	-	3,200	8,200	23,500	12,000	-	46,900	-
BRAC - Bethesda Intersections [All Phases] (SHA-SW-6)	Improved Service	-	10,300	28,800	5,700	-	-	44,800	-
BRAC - APG Intersections [All Phases] (SHA-SW-7)	Improved Service	-	11,800	22,700	10,500	-	-	45,000	-
SHA - Major Projects Total	Total	2,917	76,122	122,706	138,685	128,503	54,092	523,025	28,293

* System Preservation Projects funded in FY 10-13 are not shown in the Program

FY 2008-2013 Revenue Increase

Description	Program	Current Year 2008	Budget Year 2009	2010	2011	2012	2013	Six Year Total	Balance to Complete
Community, Safety and Enhancement Program (SHA-SW-2)									
MD 648 from Dorsey Road to MD 10 (SHA-AA-11)	Sustain/Environ.	-	300	3,200	3,750	250	-	7,500	-
MD 45/MD 146 - Towson Circle III (SHA-B-13)	Sustain/Environ.	-	2,000	750	250	-	-	3,000	-
MD 5 Bus. - Waldorf (SHA-CH-4)	Sustain/Environ.	250	750	1,000	-	-	-	2,000	-
MD 500 - East/West Highway to Hamilton Street (SHA-PG-36)	Sustain/Environ.	300	500	300	900	4,000	4,000	10,000	-
SHA - Community, Safety and Enhancement Total	Total	550	3,550	5,250	4,900	4,250	4,000	22,500	-
System Preservation Programs (See page A-9 for projects funded in FY08-09)									
ADA Compliance (Preservation Program-Variou Counties)	Safety/Security	-	3,500	5,000	6,000	-	500	15,000	-
Environmental Compliance (Preservation Program-Variou Counties)	Sustain/Environ.	-	2,800	4,100	4,100	5,100	5,900	22,000	-
Crash Prevention (Preservation Program-Variou Counties)	Safety/Security	-	2,000	2,100	2,300	2,100	2,200	10,700	-
Guardrail (Preservation Program-Variou Counties)	Safety/Security	-	2,000	3,300	4,000	-	-	9,300	-
Safety and Spot Improvements (Preservation Program-Variou Counties)	Safety/Security	-	2,800	2,000	2,000	2,000	2,000	10,800	-
Traffic Management (Preservation Program-Variou Counties)	Safety/Security	2,500	12,200	12,200	11,500	10,400	12,200	61,000	-
CHART	Safety/Security	1,700	4,600	6,500	6,000	2,800	400	22,000	-
Communications (Preservation Program-Variou Counties)	Safety/Security	-	14,200	12,500	6,900	6,400	-	40,000	-
"511" (Preservation Program-Variou Counties)	Safety/Security	-	1,900	900	400	400	400	4,000	-
Pavement Resurfacing & Rehabilitation (Preservation Program-Variou Counties)	Preservation	-	23,000	23,000	23,000	23,000	23,000	115,000	-
Bridge Replacement & Rehabilitation (Preservation Program-Variou Counties)	Preservation	-	5,600	29,400	30,900	30,300	23,800	120,000	-
Buildings and Facilities (Preservation Program-Variou Counties)	Preservation	-	9,000	9,100	6,700	5,200	-	30,000	-
Equipment (Preservation Program-Variou Counties)	Preservation	-	400	400	400	400	400	2,000	-
Sound Barriers (SHA-SW-4)	Sustain/Environ.	800	200	2,700	1,700	-	-	5,400	-
System Preservation Total	Total	5,000	84,200	113,200	105,900	88,100	70,800	467,200	-
SHA - Total - FY 2008-2013 Revenue Increase Projects	Total	8,467	163,872	241,156	249,485	220,853	128,892	1,012,725	28,293
Revenue Increase Summary by Mode									
The Secretary's Office	Total	-	1,500	1,500	-	-	-	3,000	-
Motor Vehicle Administration	Total	-	-	10,000	5,000	-	-	15,000	-
Maryland Port Administration	Total	500	5,200	2,500	5,420	6,000	5,300	24,920	-
Maryland Aviation Administration	Total	-	5,000	5,000	5,000	5,000	5,000	25,000	-
Maryland Transit Administration	Total	4,875	96,831	168,111	210,038	208,540	177,305	865,700	77,500
Washington Metropolitan Area Transit Authority	Total	-	-	-	-	50,000	50,000	100,000	-
State Highway Administration	Total	8,467	163,872	241,156	249,485	220,853	128,892	1,012,725	28,293
Revenue Increase Total	Total	13,842	272,403	428,267	474,943	490,393	366,497	2,046,345	105,793

* System Preservation Projects funded in FY 10-13 are not shown in the Program

**PROJECTS ADDED TO THE FINAL FY08-13 CTP SHA SYSTEM PRESERVATION PROGRAM
DUE TO THE REVENUE INCREASE**

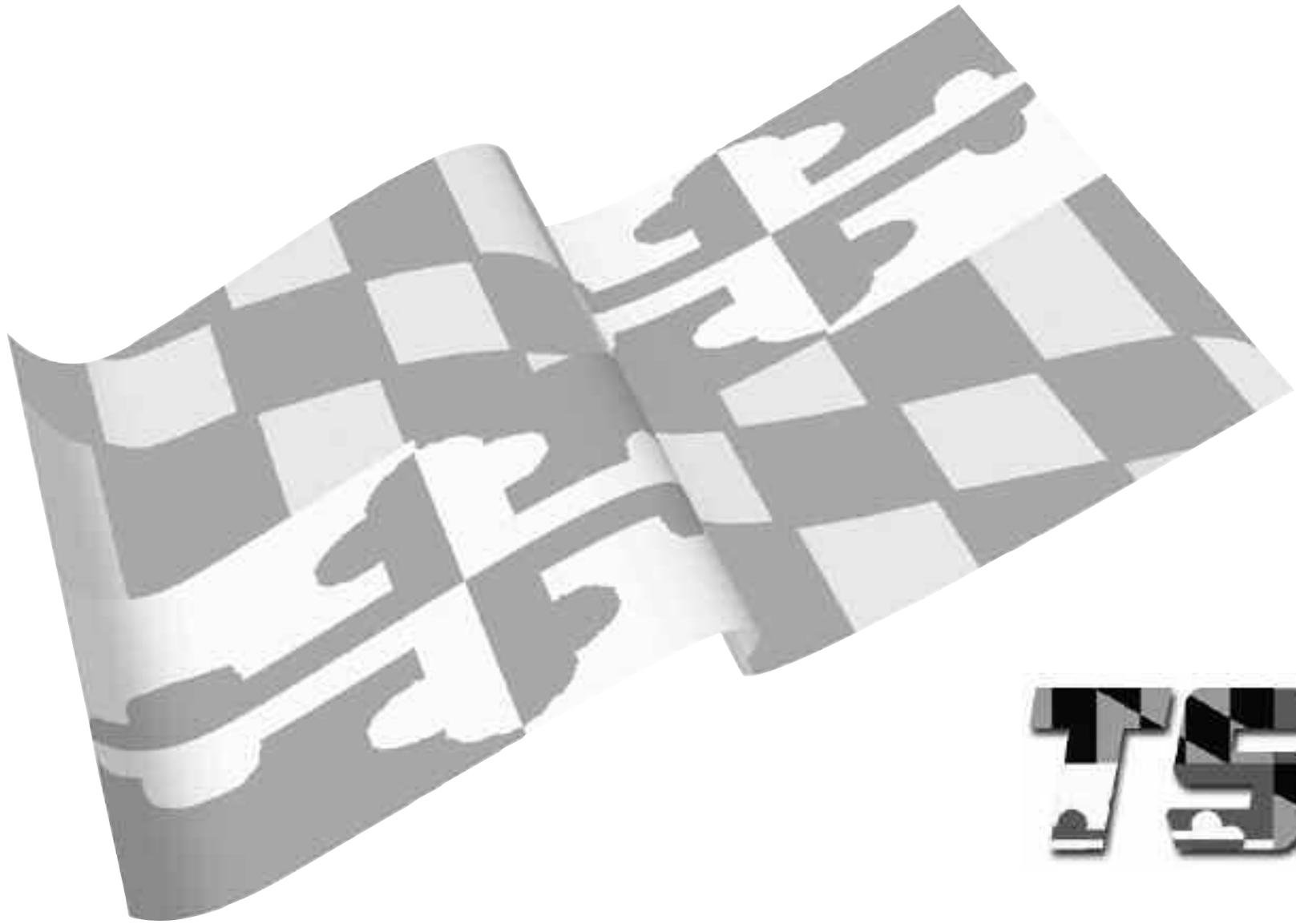
CO	ROUTE	DESCRIPTION	IMPROVEMENT TYPE	PHASE	COST (mil.)
BRAC - Fort Meade Intersections (SHA-SW-5)					
AA	MD 174	at Severn Road	BRAC	PE	0.8
AA	MD 175	at MD 713/Rockenbach Road	BRAC	PE	0.4
AA	MD 175	at MD 174 (Reece Road)	BRAC	PE	3.3
AA	MD 175	at Mapes Road	BRAC	PE	1.2
AA	MD 175	at Max Blobs Park Road/Clark Road	BRAC	PE	0.0
AA	MD 175	at Disney Road	BRAC	PE	0.7
BRAC - Bethesda Intersections (SHA-SW-6)					
M	MD 185	at Jones Bridge Road	BRAC	PE	2.7
M	MD 187	at West Cedar Lane	BRAC	PE	0.4
M	MD 355	at West Cedar Lane	BRAC	PE	1.9
				RW	16.0
				CO	8.6
M	MD 355	at Jones Bridge Road	BRAC	PE	0.6
				RW	6.5
				CO	2.9
BRAC - APG Intersections (SHA-SW-7)					
H	MD 22	at Old Post Road	BRAC	PE	1.8
H	MD 22	at Beards Hill Road	BRAC	PE	1.3
H	MD 22	at MD 462	BRAC	PE	0.8
H	MD 715	at US 40 including Old Philadelphia Road	BRAC	CO	37.7
H	US 40	at MD 155/MD 7A	BRAC	PE	1.8
H	US 40	at MD 159/MD 7	BRAC	PE	3.8
				RW	7.0
Guardrail					
A/W*	I-68	Allegany and Washington Counties (SHA-A-7)	Guardrail	CO	1.9

**PROJECTS ADDED TO THE FINAL FY08-13 CTP SHA SYSTEM PRESERVATION PROGRAM
DUE TO THE REVENUE INCREASE**

CO	ROUTE	DESCRIPTION	IMPROVEMENT TYPE	PHASE	COST (mil.)
Safety and Spot Improvements					
F	MD 351	at Elmer Derr Road (SHA-B-15)	Roundabout	CO	1.4
F	I-70 EB	West of Mt. Tabor Road (SHA-F-15)	Superelevation Correction	CO	0.9
F	US 40	at MD 17 (SHA-F-15)	Left Turn Lanes & Signal	CO	0.6
W	MD 65	at MD 63 (SHA-W-5)	Lower Vertical Crest	CO	0.4
W	MD 66	at San Mar Road (SHA-W-5)	Horizontal Curve Correction	PE	0.8
W	US 40	at Poffenberger Road (SJA-W-5)	Lower Vertical Crest	CO	0.4
Pavement Resurfacing & Rehabilitation					
A	I-68	MD 658 to Kelly Road (SHA-A-6)	Resurface	CO	5.6
B	MD 588	MD 7 to Lillian Holt Drive (SHA-B-12)	Resurface	CO	2.4
CE	MD 277	MD 279 to MD 316 (SHA-CE-2)	Resurface	CO	0.2
CE	MD 310	MD 213 to Delaware State Line (SHA-CE-2)	Resurface	CO	0.5
D	MD 343	SHA Maintenance to Morris Neck Rd (SHA-D-2)	Resurface	CO	0.5
G	MD 42	Kisner Rd to Youghiogheny River Bridge(SHA-G-3)	Resurface	CO	1.6
K	MD 20	Old Fairlee Road to MD 446 (SHA-K-1)	Resurface	CO	0.6
K	MD 514	MD 20 to Stockton Startt Road (SHA-K-1)	Resurface	CO	0.2
M	I-270	Muddy Br. to North of Middlebrook (SHA-M-21)	Resurface	CO	13.3
T	US 50	Barber Road to Malkas Branch (SHA-T-4)	Resurface	CO	2.0
W	I-81 NBR	West Va. Line to Halfway Boulevard (SHA-W-4)	Resurface	CO	4.5
WI	US 13 NB	Mt. Hermon Road to US 13 Bus. (SHA-WI-3)	Resurface	CO	1.5
Bridge Replacement & Rehabilitation					
B	I-83	over I-695 and MTA Light Rail (SHA-B-12)	Deck Overlay	CO	2.5
B		McDonough Road over Gwynns Falls (SHA-B-12)	Deck Replacement	CO	2.0
HO	US 29	over I-70 (SHA-HO-11)	Deck Replacement	CO	2.0
M	MD 109	over Little Bennett Creek (SHA-M-21)	Deck Replacement	CO	2.0
SM	MD 234	over St. Clements Creek (SHA-SM-5)	Deck Replacement	CO	2.0
WO	US 50	over Sinepuxent Bay (SHA-WO-8)	Deck Overlay	CO	3.5

**PROJECTS ADDED TO THE FINAL FY08-13 CTP SHA SYSTEM PRESERVATION PROGRAM
DUE TO THE REVENUE INCREASE**

CO	ROUTE	DESCRIPTION	IMPROVEMENT TYPE	PHASE	COST (mil.)
Sound Barriers					
B	I-695	at Liberty Road (SHA-B-14)	Sound Barrier Panel Replacement	CO	0.5
B	I-195	Francis Avenue to US 1 (SHA-B-14)	Sound Barrier	CO	5.4
PG	I-495	at White Oak (SHA-PG-36)	Sound Barrier	CO	2.1



TSD



THE SECRETARY'S OFFICE

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

	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	5.5	3.0	1.9	1.9	1.9	1.9	16.2
System Preservation Minor Projects	32.0	19.7	19.8	11.3	11.2	5.4	99.2
<u>Development & Evaluation Program</u>							
	-	-	-	-	-	-	-
SUBTOTAL	37.4	22.6	21.7	13.2	13.1	7.3	115.4
<u>Capital Salaries, Wages & Other Costs</u>							
	1.8	2.0	2.1	2.1	2.2	2.2	12.4
TOTAL	39.2	24.7	23.8	15.3	15.3	9.6	127.8
Special Funds	32.3	22.5	23.2	15.3	15.3	9.6	118.1
Federal Funds	6.9	2.2	0.6	-	-	-	9.7



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

PROJECT: Transportation Enhancement Program

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

JUSTIFICATION: Transportation enhancements are projects that will add community and environmental value to the transportation system. The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) provides that 10% of the Surface Transportation funds be set aside for the Transportation Enhancement Program.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Enhancement activities must be directly related to transportation.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$25.0 million is due to increased project awards and new funding in FY 2013.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	194,776	130,276	14,100	10,100	10,000	10,000	10,100	10,200	64,500	0	
Total	194,776	130,276	14,100	10,100	10,000	10,000	10,100	10,200	64,500	0	
Federal-Aid	154,078	101,478	12,200	8,200	8,200	8,000	8,000	8,000	52,600	0	

* The Construction line includes studies, planning, and design funds and are shown on the construction line for purposes of simplicity. **These funds are budgeted in the State Highway Program, and are shown here for informational purposes.



STATUS: Underway.

PROJECT: Transportation Emission Reduction Program

DESCRIPTION: The objective of the program is the reduction of traffic congestion and/or mobile source emissions. This program will incorporate and expand proven strategies to reduce emissions in Maryland's air quality non-attainment areas, including telework, regional commuter assistance, and other programs geared towards reductions in mobile source emissions. New approaches will also be developed to reduce traffic congestion in Maryland through regional partnerships, quality-of-life initiatives, congestion mitigation projects, and development and deployment of advanced transportation technologies.

JUSTIFICATION: The Federal Clean Air Act and SAFETEA-LU require transportation programs to remain in step with State air quality plans. Thirteen Maryland counties are in air quality non-attainment status. In addition, worsening traffic congestion in the Baltimore/Washington metropolitan area negatively impacts quality of life of Maryland citizens through lost time and increased costs. This program will address these issues by implementing projects that will achieve measurable reductions in mobile source emissions. These reductions are important to the annual air quality conformity analysis of the Department's transportation plans and programs.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Total cost increased \$3.6 million due to cost increases for some projects and the addition of FY 2013 funding.

		POTENTIAL FUNDING SOURCE:									
		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	303	104	199	0	0	0	0	0	199	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	52,491	36,503	5,251	2,961	1,944	1,944	1,944	1,944	15,988	0	
Total	52,794	36,607	5,450	2,961	1,944	1,944	1,944	1,944	16,187	0	
Federal-Aid	8,192	2,483	4,895	814	0	0	0	0	5,709	0	

0054, 0055, 0056, 0057, 0061, 0062, 0065, 0066, 0068, 0084, 0085, 0113, 0115

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 3

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>The Secretary's Office</u>		
	<u>FY 2008 and Prior</u>		
1	Air Quality Analysis (0004)	1,180	Complete
2	Key Highway Road Extension (0030)	5,000	Complete
3	Mainframe Upgrade (0042)	5,482	Complete
4	MBE Disparity Study 2005 (0083)	1,970	Complete
5	Rockville Town Center (0124)	1,500	Complete
6	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	5,500	Complete
7	Centerpoint Development (0008)	700	Underway
8	Shepherd's Mill Road - Grant to Carroll County (0039)	3,500	Underway
9	MEDCO - New MDOT Building (0070)	2,347	Underway
10	Beaver Dam Creek - Trash Boom (0076)	100	Underway
11	Airport Citizens Committee (0078)	306	Underway
12	La Plata Improvements (0079)	2,482	Underway
13	Improvements to MDOT HQ Building (0081)	655	Underway
14	Security/Emergency Management (0082)	376	Underway
15	Capital Program Management System Maintenance (0086)	2,955	Underway
16	Consultant Contract Services (0087)	3,170	Underway
17	Center Plaza (0088)	1,144	Underway
18	Time Entry System (0095)	1,646	Underway
19	Registrar System Consolidation (0096)	250	Underway
20	MBE Database Design (0097)	100	Underway
21	MARC Pedestrian Bridge (0108)	166	Underway
22	State Center TOD Work (0119)	250	Underway
23	Ridgely Trail Project (0122)	200	Underway
24	Southern Maryland Grant (0132)	100	Underway
25	Western Maryland Trail (0134)	25	Underway
26	CMAQ Reserve (0140)	1,000	Underway
27	Real Estate Services (0005)	177	Ongoing
28	Program Management (0019)	109	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

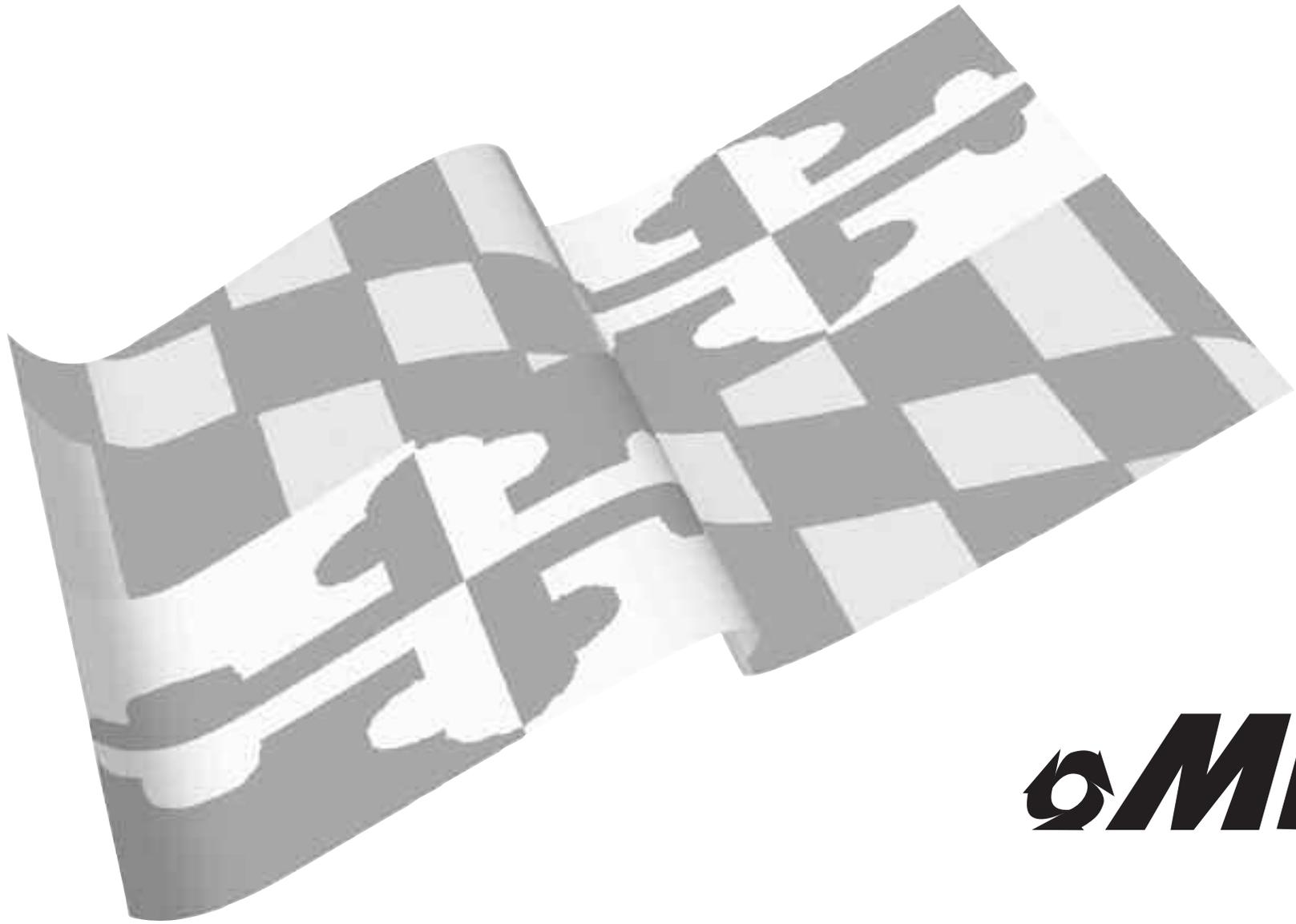
THE SECRETARY'S OFFICE - LINE 3 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>The Secretary's Office (cont'd)</u>			
<u>FY 2008 and Prior (cont'd)</u>			
29	Network Hardware/Software Replacement Costs (0020)	3,672	Ongoing
30	Rail Safety Oversight (0032)	134	Ongoing
31	TSO OA Replacements OBJ 10 (0099)	248	Ongoing
32	TSO OA Enhancements/OBJ 11 (0100)	142	Ongoing
33	Data Center Shared Services (0101)	549	Ongoing
34	Environmental Compliance Oversight (0126)	300	Ongoing
35	Special Real Estate Counsel Contract (0133)	223	Ongoing
36	Transfer to MdTA (0138)	6,000	Ongoing
37	CPMS - Next Generation (0112)	500	Spring, 2008
38	Baltimore Rail Study (0121)	3,750	Spring, 2008
39	MARC Pedestrian Bridge Bobcat Bumpout (0128)	100	Spring, 2008
40	Dorchester County Grant for Flood Damage (0129)	1,013	Spring, 2008
41	Evaluation of Human Services Transportation Coordination Across US (0131)	150	Spring, 2008
42	Charles Street Streetcar Grant (0135)	500	Spring, 2008
43	BDC/Social Compact TOD Research Analysis Grant (0137)	20	Spring, 2008
44	Sondheim Memorial Grant (0139)	350	Spring, 2008
45	BRAC Related Activities (0141)	150	Spring, 2008
<u>FY 2009</u>			
46	Real Estate Services (0005)	175	Ongoing
47	Program Management (0019)	100	Ongoing
48	Network Hardware/Software Replacement Costs (0020)	3,547	Ongoing
49	Rail Safety Oversight (0032)	90	Ongoing
50	Special Real Estate Counsel Contract (0133)	225	Ongoing
51	Airport Citizens Committee (0078)	300	Fall, 2008
52	Security/Emergency Management (0082)	150	Fall, 2008
53	Consultant Contract Services (0087)	2,000	Fall, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 3 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>The Secretary's Office (cont'd)</u>			
<u>FY 2009 (cont'd)</u>			
54	Center Plaza (0088)	400	Fall, 2008
55	TSO OA Replacements OBJ 10 (0099)	147	Fall, 2008
56	TSO OA Enhancements/OBJ 11 (0100)	66	Fall, 2008
57	Data Center Shared Services (0101)	549	Fall, 2008
58	CPMS - Next Generation (0112)	400	Fall, 2008
59	Environmental Compliance Oversight (0126)	250	Fall, 2008
60	Transfer to MdTA (0138)	6,000	Fall, 2008
61	TOD Implementation (0143) (Revenue Increase Project)	3,000	Fall, 2008
62	Ft. McHenry Improvements (0145)	1,300	Fall, 2008



 **MVA**



MOTOR VEHICLE ADMINISTRATION

**MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	4.6	3.3	5.0	5.2	6.2	6.3	30.7
System Preservation Minor Projects	23.8	36.1	35.9	29.2	23.9	23.8	172.6
<u>Development & Evaluation Program</u>							
	1.3	-	-	-	-	-	1.3
SUBTOTAL	29.7	39.4	40.9	34.3	30.1	30.1	204.6
<u>Capital Salaries, Wages & Other Costs</u>							
	1.1	1.3	1.3	1.3	1.3	1.4	7.7
TOTAL	30.8	40.7	42.2	35.6	31.5	31.5	212.3
Special Funds	30.8	40.7	42.2	35.6	31.5	31.5	212.3
Federal Funds	-	-	-	-	-	-	-



STATUS: Requirements validation and procurement initiation underway.

PROJECT: Title and Registration Information System 2 (TARIS 2)

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

JUSTIFICATION: Many existing business systems were developed over the years as independent applications in response to separate business unit needs, and have become outdated in meeting the needs of today's operating environment. These systems need to be more efficient for improved customer service and increased employee productivity, and must be re-engineered to allow MVA to provide service using electronic commerce. In addition, the systems will be made compatible with a national database of vehicle and title information that contains detail about vehicle history.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....		
Planning	1,372	346	1,026	0	0	0	0	0	1,026	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	34,400	1,165	0	1,300	3,000	3,100	4,100	4,100	15,600	17,635	
Total	35,772	1,511	1,026	1,300	3,000	3,100	4,100	4,100	16,626	17,635	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

USAGE: 1.2 million vehicles titled and 1.8 million vehicles registered annually.

STATUS: Ongoing.

PROJECT: e-MVA Service Delivery Systems

DESCRIPTION: This project includes the design and implementation of electronic delivery of MVA services through the Internet, kiosks and telephone Interactive Voice Response (IVR) systems.

JUSTIFICATION: The implementation and availability of MVA services electronically will improve customer service, reduce trips to MVA offices and improve effectiveness and productivity.

SMART GROWTH STATUS:

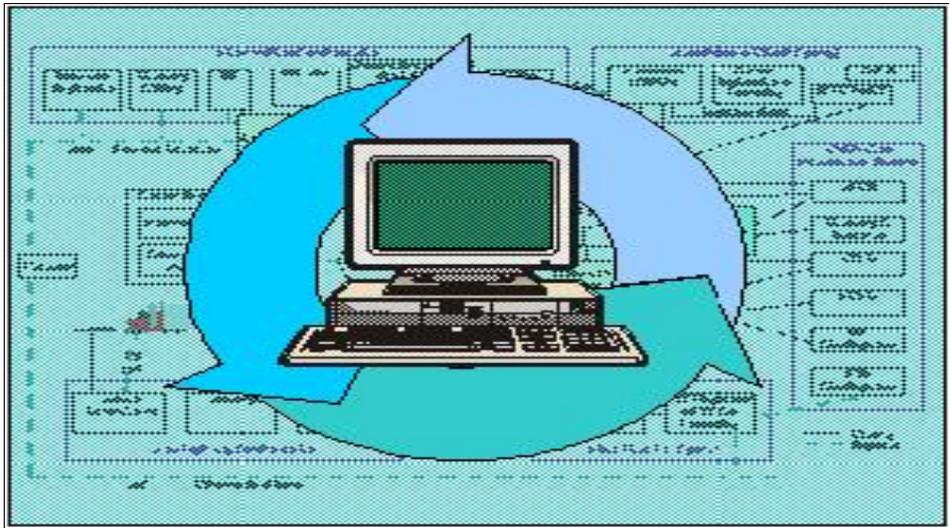
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007			2008	20092010.....2011.....		2012.....	.....2013.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,741	1,234	7	100	100	100	100	100	507	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	19,684	7,337	2,481	1,837	1,907	1,967	2,040	2,115	12,347	0	
Total	21,425	8,571	2,488	1,937	2,007	2,067	2,140	2,215	12,854	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



STATUS: System development underway.

PROJECT: Accounts Receivable System and Flag Fee Processing

DESCRIPTION: This system is required for revenue collection and accounting receivables. This system will interface with the MVA mainframe, Maryland Central Collection Unit (CCU) and MVA's Point of Sale (POS).

JUSTIFICATION: This system will also automate the implementation and removal of flags, improve reconciliation and real time updates of receivables upon receipt of payment.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,622	452	1,065	105	0	0	0	0	1,170	0
Total	1,622	452	1,065	105	0	0	0	0	1,170	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Definition of operating requirements is underway.

PROJECT: Real ID Act

DESCRIPTION: This project will verify identification documents presented to the MVA in connection with driver license and ID card transactions. The project will develop a more secure driver license and ID card, and a means to archive identity documents.

JUSTIFICATION: This project will upgrade systems and policies within MVA in order to comply with federal regulations mandated in May 2005 by the signing of The Real ID Act.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Project planning costs decreased \$1.9 million due to the removal of uncommitted planning funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,609	296	1,313	0	0	0	0	0	1,313	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,609	296	1,313	0	0	0	0	0	1,313	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

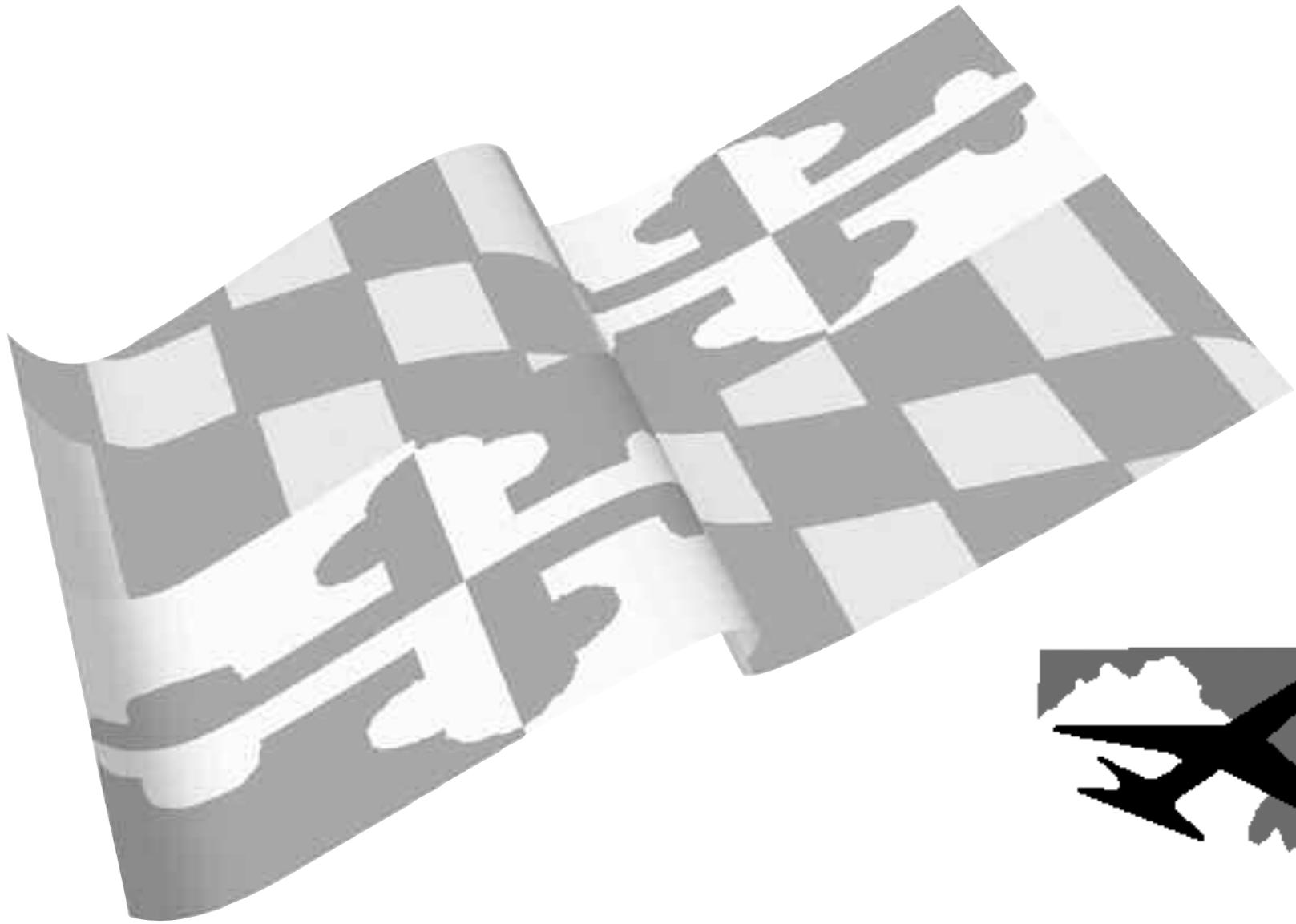
MOTOR VEHICLE ADMINISTRATION - LINE 5

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior</u>			
<u>Building Improvements</u>			
1	Branch Office HVAC Replacement (0632)	1,378	Complete
2	Branch Office Parking Lot Reconstruction (0636)	2,077	Complete
3	Disability Permitting System (0661)	550	Complete
4	Gaithersburg Mechanical Renovation (0655)	459	Complete
5	Info MVA System (0627)	1,098	Underway
6	Maximo (0658)	636	Underway
7	Limited English Proficiency Compliance (0662)	556	Underway
8	Mobile Office Replacement (0549)	1,006	Underway
9	OIR Office Renovation (0535)	16,083	Underway
10	Glen Burnie Facility Master Plan (0665)	195	Underway
11	VEIP Contract Analysis & Development (0664)	442	Underway
12	Building and Interior Modification (0598)	1,868	Ongoing
13	Central Document Processing System Preservation (0651)	117	Ongoing
14	Comprehensive Planning Services (0536)	304	Ongoing
15	Computer Equipment System Preservation (0645)	2,135	Ongoing
16	Environmental Management System Improvements (0668)	702	Ongoing
17	Glen Burnie Office Systems Preservation (0512)	1,160	Ongoing
18	Network Switch System Preservation (0649)	70	Ongoing
19	Security System Preservation & Improvement (0518)	285	Ongoing
20	System Preservation (0597)	3,952	Ongoing
21	Telecommunication System Preservation & Improvement (0545)	420	Ongoing
22	Gaithersburg Office Interior Modification and Site Work (0648)	2,477	Spring, 2008
<u>Information Technology Project (Appr 8)</u>			
23	Kiosk and Internet Services (MITDP) (0657)	4,087	Underway
24	Central Scheduling System (MITDP) (0656)	1,663	Underway
25	Customer Traffic Management System 2 (MITDP) (0626)	2,298	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 5 (cont'd)

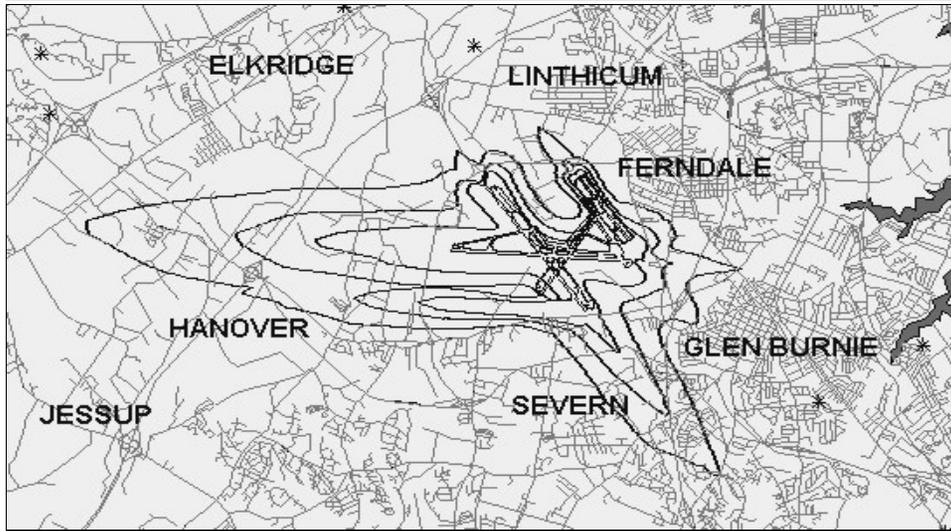
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2009</u>		
	<u>Building Improvements</u>		
26	Building and Interior Modification (0598)	4,135	Ongoing
27	Central Document Processing System Preservation (0651)	317	Ongoing
28	Comprehensive Planning Services (0536)	150	Ongoing
29	Computer Equipment System Preservation (0645)	3,200	Ongoing
30	Environmental Management System Improvements (0668)	988	Ongoing
31	Glen Burnie Office Systems Preservation (0512)	1,195	Ongoing
32	Network Switch System Preservation (0649)	75	Ongoing
33	Security System Preservation & Improvement (0518)	1,672	Ongoing
34	System Preservation (0597)	6,735	Ongoing
35	Telecommunication System Preservation & Improvement (0545)	550	Ongoing
36	Automated Compulsory Insurance System 2 Planning (0672)	750	Summer, 2008
37	Baltimore City Office Relocation (0602)	3,282	Summer, 2008
38	Bel Air Office Interior Modifications and Site Work (0654)	3,344	Summer, 2008
39	Columbia Express Office Expansion/Relocation (0674)	200	Summer, 2008
40	Disaster Recovery Hotsite Planning (IT & Telecom) (0671)	750	Summer, 2008
41	Essex Branch Office Relocation (0675)	200	Summer, 2008
42	Gaithersburg VEIP Relocation (0663)	100	Summer, 2008
43	Glenmont Expansion/Relocation (0676)	200	Summer, 2008
44	South Prince George's New Branch Office (Dist 26) (0673)	200	Summer, 2008
45	Document Imaging and Workflow System 2 (0669) (\$10 M added as result of Revenue Increase)	12,000	Summer, 2008
46	Point-of-Sale System 2 (0670) (\$5 M added as result of Revenue Increase)	5,750	Summer, 2008



MARYLAND AVIATION ADMINISTRATION

**MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	55.6	33.5	40.7	23.9	22.1	9.4	185.3
System Preservation Minor Projects	56.6	53.6	53.8	54.3	56.0	56.4	330.7
<u>Development & Evaluation Program</u>	<u>4.2</u>	<u>10.2</u>	<u>5.5</u>	<u>5.6</u>	<u>1.2</u>	<u>1.1</u>	<u>27.8</u>
SUBTOTAL	116.4	97.2	100.0	83.9	79.3	66.9	543.7
<u>Capital Salaries, Wages & Other Costs</u>	<u>6.2</u>	<u>6.8</u>	<u>6.9</u>	<u>7.1</u>	<u>7.2</u>	<u>7.4</u>	<u>41.7</u>
TOTAL	122.6	104.1	106.9	91.0	86.6	74.3	585.4
Special Funds	54.6	58.1	52.9	48.7	46.1	46.0	306.3
Federal Funds	11.1	4.3	5.0	5.7	5.8	4.3	36.3
Other Funding *	56.8	41.6	49.0	36.6	34.8	24.0	242.8
<u>Other Funding Breakdown*</u>							
TSA	4.5	-	-	-	-	-	4.5
RAA	7.5	6.0	6.0	4.0	2.0	1.0	26.5
PFC	41.1	34.4	42.5	32.6	32.8	23.0	206.4
MEDCO	0.3	-	-	-	-	-	0.3
MdTA	1.9	-	-	-	-	-	1.9
COPS	-	-	-	-	-	-	-
CFC	1.5	1.2	0.5	-	-	-	3.2
	<u>56.8</u>	<u>41.6</u>	<u>49.0</u>	<u>36.6</u>	<u>34.8</u>	<u>24.0</u>	<u>242.8</u>



PROJECT: Noise Zone Land Acquisition Program

DESCRIPTION: This program promotes compatible land use around Baltimore/Washington International Thurgood Marshall Airport (BWI). This is accomplished through the purchase of residential properties, offered voluntarily for sale by owner, within designated impacted noise areas.

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

SMART GROWTH STATUS:

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

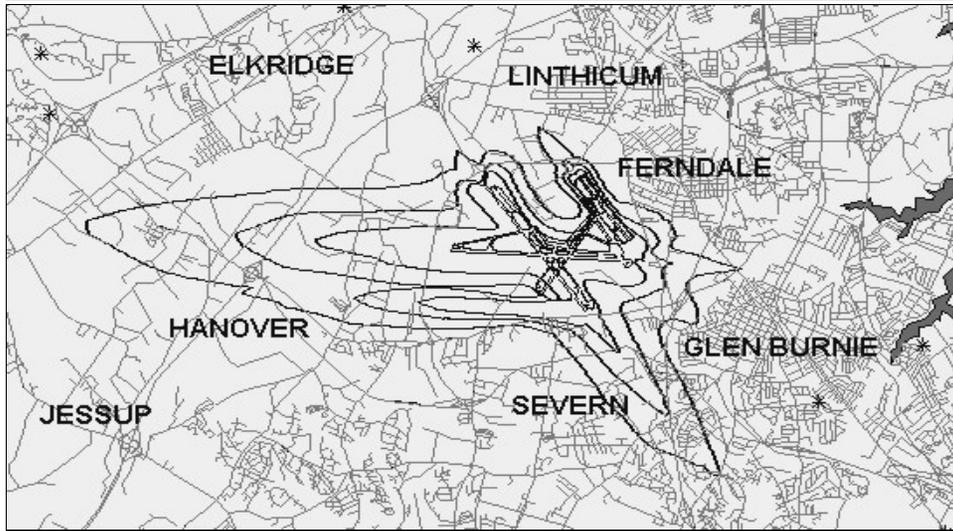
ASSOCIATED IMPROVEMENTS:

Homeowner Assistance Program -- Line 2

STATUS: MAA has acquired 249 properties through FY 2007.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Next federal grant anticipated in FFY 2009. Reimbursement of historical State expenditures by future federal funding no longer shown in budget and projected cash requirements.

		POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	49	49	0	0	0	0	0	0	0	0	
Right-of-way	33,814	33,814	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	33,863	33,863	0	0	0	0	0	0	0	0	
Federal-Aid	23,687	23,687	0	0	0	0	0	0	0	0	



PROJECT: Homeowner Assistance Program

DESCRIPTION: This voluntary program provides for the mitigation of aircraft noise and improvement of land-use compatibility around BWI. Homeowners may elect to either sell their home, with the State ensuring a fair market value, or have their house soundproofed to reduce interior noise levels. The State receives an aviation easement for each participating property.

JUSTIFICATION: This program enhances the environment of neighboring communities by providing noise mitigation for homeowners residing within the BWI Airport Noise Zone starting with the most severely impacted communities.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Noise Zone Land Acquisition Program -- Line 1

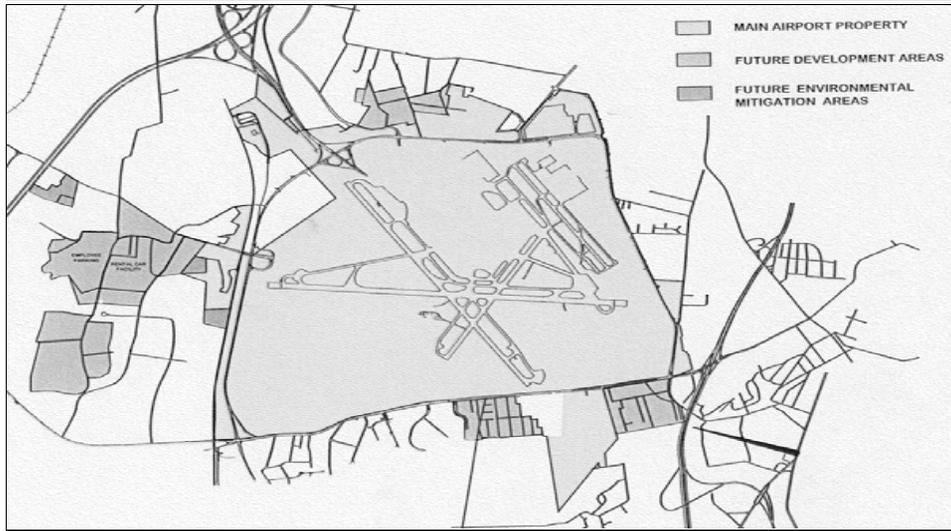
STATUS: MAA has participated in the soundproofing of 605 properties and sales assistance for 114 homes through FY 2007. MAA Continues to process homeowner requests.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Next federal grant anticipated in FFY 2009. Reimbursement of historical State expenditures by future federal funding no longer shown in budget and projected cash requirements.

PHASE	TOTAL		CURRENT YEAR		BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	YEAR 2008	YEAR 2009	20092010.....2011.....2012.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	629	429	23	36	36	36	36	33	200	0	
Right-of-way	26,445	21,307	241	957	956	972	1,006	1,006	5,138	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	27,074	21,736	264	993	992	1,008	1,042	1,039	5,338	0	
Federal-Aid	15,572	11,372	0	840	840	840	840	840	4,200	0	

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2008	AIP	840
RW	2009	AIP	840
RW	2010	AIP	840
RW	2011	AIP	840
RW	2012	AIP	840



STATUS: Ongoing.

PROJECT: Protective Land Acquisition Program

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

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

SMART GROWTH STATUS:

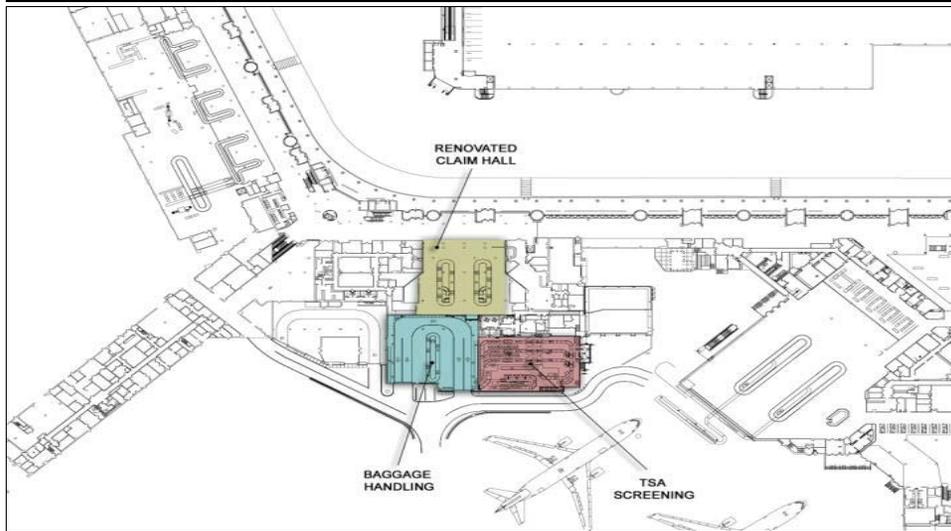
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cash flow changes reflect availability of desirable property.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	23,757	12,126	13	4,107	2,000	2,000	2,000	1,511	11,631	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	23,757	12,126	13	4,107	2,000	2,000	2,000	1,511	11,631	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Concourse D/E Baggage Screening System and Baggage Claim Expansion at BWI Marshall Airport

DESCRIPTION: This project will reconfigure the existing baggage screening and baggage make-up system to an integrated baggage security and handling system. Improvements will include changes to the baggage system configuration, sort loop, curbside check-in, redundant feed for ticket counters, equipment, and expansion of the current building structure. Work will also include upgrade of baggage claim area.

JUSTIFICATION: The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected airline departure flight schedules, is dependent upon BWI attaining the maximum utilization of bag screening technology. The project will also address baggage claim crowding.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Design complete. Construction start late FY 2008.

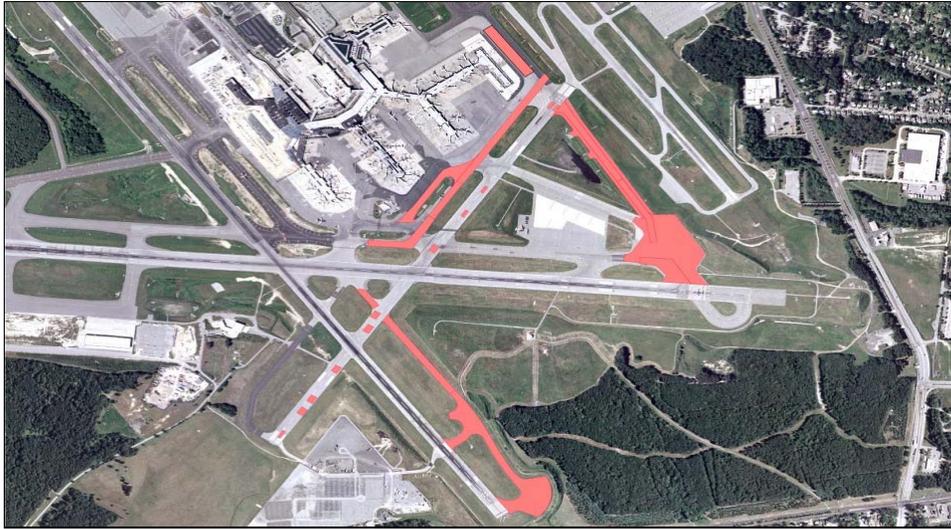
SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Schedule revision reflects latest project development plan.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,250	908	2,140	1,202	0	0	0	0	3,342	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	32,415	0	2,879	14,810	14,726	0	0	0	32,415	0	
Total	36,665	908	5,019	16,012	14,726	0	0	0	35,757	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Airlines are responsible for operating & maintenance costs.

Other funding source is Passenger Facility Charge (PFC) revenue.
1539



STATUS: Airfield taxiway paving and D & E ramp paving underway with completion in FY 2008. Paving of C & D ramps to begin Spring 2009.

PROJECT: Airfield Pavement Improvement Program at BWI Marshall Airport

DESCRIPTION: This project includes the reconstruction and overlay of multiple taxiways, and the reconstruction of aircraft ramp areas between Concourses D & E and Concourses C & D. The work includes pavement removal and reconstruction, improvements to drainage structures, upgrades to deicing collection facilities, installation of centerline lighting on taxiways, and ramp lighting. The work will be accomplished in multiple phases to minimize impacts to airfield operations and maintain appropriate access for terminal gate usage.

JUSTIFICATION: The project will enhance airfield safety and operations through reconstruction of pavement, drainage structures, and upgrade of airfield lighting to meet Federal Aviation Administration (FAA) standards. The areas identified for upgrades were determined through independent pavement analysis as required by the FAA.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increase of \$4.7 million reflects need to defer C & D ramp paving portion of project. C & D ramp project is now 100% PFC and federal grants for taxiway and D & E ramp paving were less than anticipated.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,803	2,748	1,336	719	0	0	0	0	2,055	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	107,780	18,433	30,929	3,394	15,384	16,856	17,042	5,742	89,347	0
Total	112,583	21,181	32,265	4,113	15,384	16,856	17,042	5,742	91,402	0
Federal-Aid	19,979	13,321	6,364	294	0	0	0	0	6,658	0

USAGE: Accommodate projected annual passenger growth.

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

Other funding source is Passenger Facility Charge (PFC) revenue.
1469, 7011, 7013



STATUS: Design complete. Construction start Spring 2008.

PROJECT: Comprehensive Roadway Signing, Phase II at BWI Marshall Airport

DESCRIPTION: This project is the final phase of the new Comprehensive Roadway Sign System for BWI that was initiated as part of the Comprehensive Landside Development Program. This project will make global changes to various access roadway signage including parking and cell phone lots; rental car facility; east and west bound on I-195, MD 170 and I-97; and the MARC/Amtrak Station.

JUSTIFICATION: The signage improvements will establish consistency and clarification among signage that directs travelers to the terminal, parking, and rental car facilities.

SMART GROWTH STATUS:

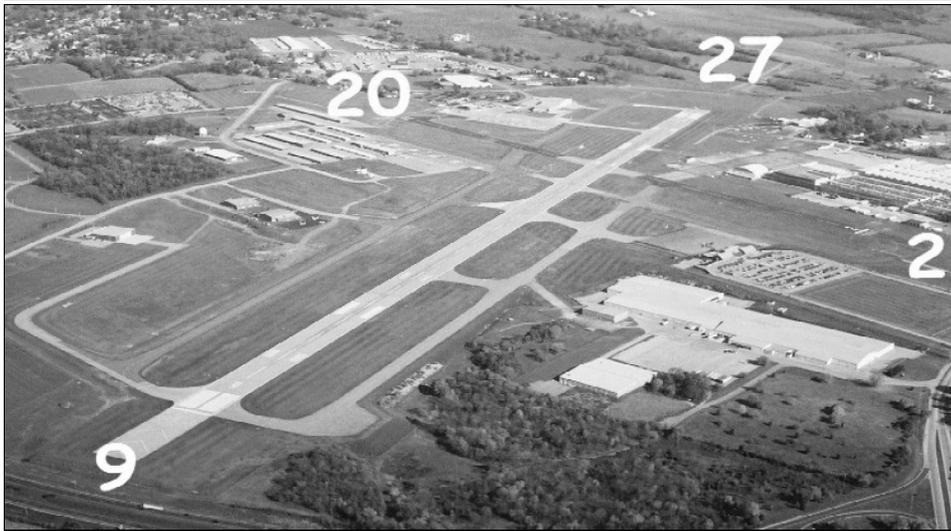
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Updated cash flows reflect latest project schedule.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007			2008	20092010.....2011.....		2012.....	.....2013.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	124	76	48	0	0	0	0	0	48	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	3,579	0	180	1,966	1,433	0	0	0	3,579	0	
Total	3,703	76	228	1,966	1,433	0	0	0	3,627	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Hagerstown Airport Expansion

DESCRIPTION: This project provides for a multi-year project to expand Runway 09-27 at Hagerstown Regional Airport. The project will lengthen the runway from 5,500 feet to 7,000 feet, and includes associated land acquisition, hold apron, stormwater management, roadway and bridge improvements to US 11.

JUSTIFICATION: The Runway 09-27 improvements will correct numerous non standard conditions, most importantly, the lack of adequate Runway Safety Area (RSA) beyond the ends of the pavement. Also, the existing runway length limits the Airport in accommodating larger aircraft necessary to meet the growth in the region. The extension will better facilitate larger aircraft, as well as, avoid reduction of runway length as an alternative resolution of RSA issues.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Construction complete December 2007. Financing continues through FY 2014.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increase of \$1.6 million represents a change to the FAA LOI that adds \$1.5 million in federal funding and \$.08 million of matching state funds to FY 2008.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,194	28,561	9,897	6,314	6,202	4,060	2,062	1,062	29,597	1,036
Total	59,194	28,561	9,897	6,314	6,202	4,060	2,062	1,062	29,597	1,036
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Approximately 15,000 annual passengers.

The cost shown includes federal AIP funds which go directly to the County and are being shown as Other funds. Cost shown does not include Washington County contribution. MDOT contributing \$10.6 million to the project.



STATUS: Phase 1 planning studies underway.

PROJECT: Master Plan at BWI Marshall Airport

DESCRIPTION: Study to identify long-term (2030) projection, location, and extent of BWI facility improvements, as required to meet future aviation demand. The study will require in-depth evaluations of many factors, including future air service, runway and terminal capacities, and environmental and community impact considerations. Evaluations of additional terminal parking and people mover cost benefit have been added to the project scope.

JUSTIFICATION: To undertake a comprehensive analysis of BWI's facilities and infrastructure to determine what improvements are necessary to support air travel through 2030. The most recent BWI Master Plan was approved in 1987. Most projects envisioned in the 1987 Plan have been constructed. BWI and the aviation industry have changed significantly since the completion of the last Master Plan.

SMART GROWTH STATUS:

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

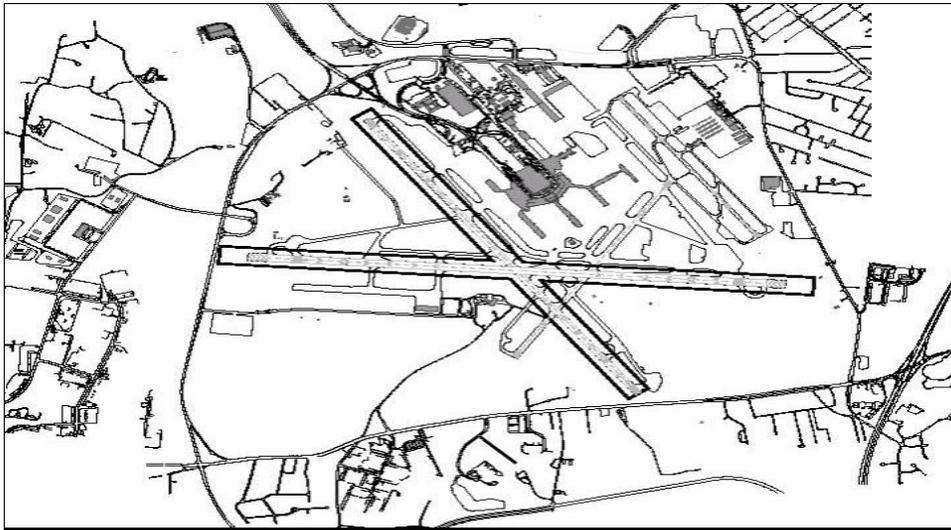
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increase of \$1.6 million due to addition of People Mover and Mall Development evaluation to project scope.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....		
Planning	12,421	5,175	3,351	3,895	0	0	0	0	7,246	0	
Engineering	100	0	0	100	0	0	0	0	100	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	12,521	5,175	3,351	3,995	0	0	0	0	7,346	0	
Federal-Aid	7,950	3,077	2,460	2,413	0	0	0	0	4,873	0	

USAGE: Determine facility improvements needed to accommodate future aviation demand.



STATUS: Environmental analysis to begin in Spring 2008 after approval of Interim Airport Layout Plan by FAA.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cash flow revised to reflect current planning schedule.

PROJECT: Interim Airport Layout Plan Environmental Assessment at BWI Marshall Airport

DESCRIPTION: This project provides for the study of the environmental impacts of all capital projects shown on the current Airport Layout Plan. Projects include: runway safety areas, terminal, fuel farm improvements, administrative office building, perimeter roadway, hourly garage, midfield cargo extension, Northrup Grumman apron and hangar, airport maintenance buildings, and other ancillary facilities.

JUSTIFICATION: In accordance with Federal Aviation Administration Order 5050.4A, Airport Environmental Handbook, MAA must determine the environmental consequences of capital project development as proposed by the Airport Layout Plan.

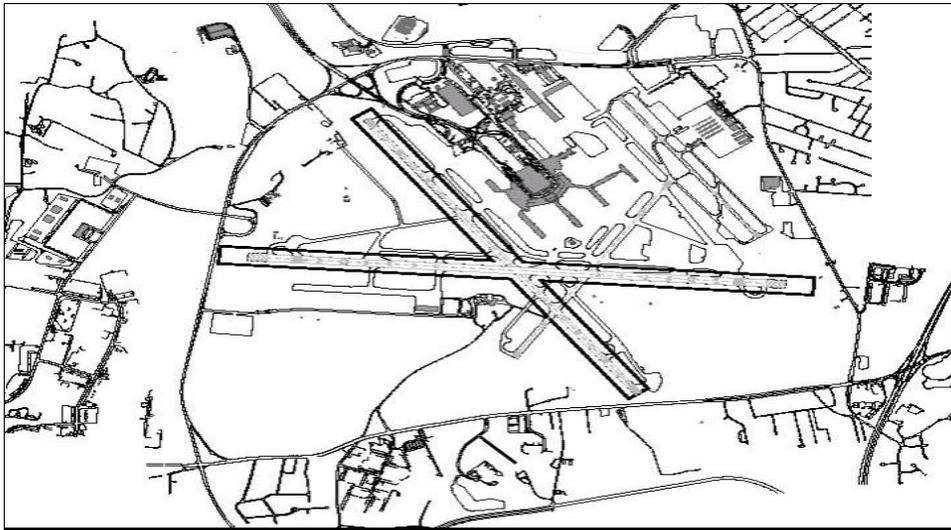
SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Runway Safety Area Improvements Design at BWI Marshall Airport -- Line 10
 Airport Administration Office Building at BWI Marshall Airport -- Line 11

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	2,800	0	293	2,507	0	0	0	0	2,800	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,800	0	293	2,507	0	0	0	0	2,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Preliminary design to begin in FY 2009. Design start dependent on environmental assessment schedule.

PROJECT: Runway Safety Area Improvements Design at BWI Marshall Airport

DESCRIPTION: This project consists of the design work necessary to support the environmental assessment of the Runway Safety Area (RSA) improvement alternatives and other interim Airport Layout Plan (ALP) improvements. RSA schedule to focus initially on Runway 10-28 followed by Runway 15R-33L. The BWI Master Plan will determine the RSA improvements for Runways 15L-33R and 4-22.

JUSTIFICATION: In 2000, the FAA determined that the Airport's RSAs do not meet standards and must be brought into compliance by 2015. MAA conducted an RSA Compliance Study between 2002 and 2004, which examined RSA deficiencies and made recommendations for improvements to comply with FAA standards. The recommended "preferred alternatives" from the RSA Compliance Study are now shown on the Interim ALP.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Interim Airport Layout Plan Environmental Assessment at BWI Marshall Airport -- Line 9

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added Northwest Quadrant Airfield Perimeter Roadway design to scope. Cash flow revised to reflect current planning schedule.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,000	0	0	1,171	1,237	1,237	1,237	1,118	6,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,000	0	0	1,171	1,237	1,237	1,237	1,118	6,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding source is Passenger Facility Charge (PFC) Revenue.

1617



STATUS: Design start FY 2010 due to dependency upon Environmental Assessment schedule.

PROJECT: Airport Administration Office Building at BWI Marshall Airport

DESCRIPTION: A new office building to accommodate Maryland Aviation Administration (MAA) and aviation related lease space. The MAA staff are currently located in the BWI Terminal Building and multiple satellite locations. The new facility consolidates MAA management and staff into one location.

JUSTIFICATION: Due to increasing commercial demands for space in the BWI Terminal Building, numerous MAA offices have relocated to leased offices at various locations around BWI. This detrimentally impacts communication and coordination between the various remote office locations, the Executive Offices, and others located in the terminal. Increased demand for leaseable space in the terminal will further accentuate the problem.

SMART GROWTH STATUS:

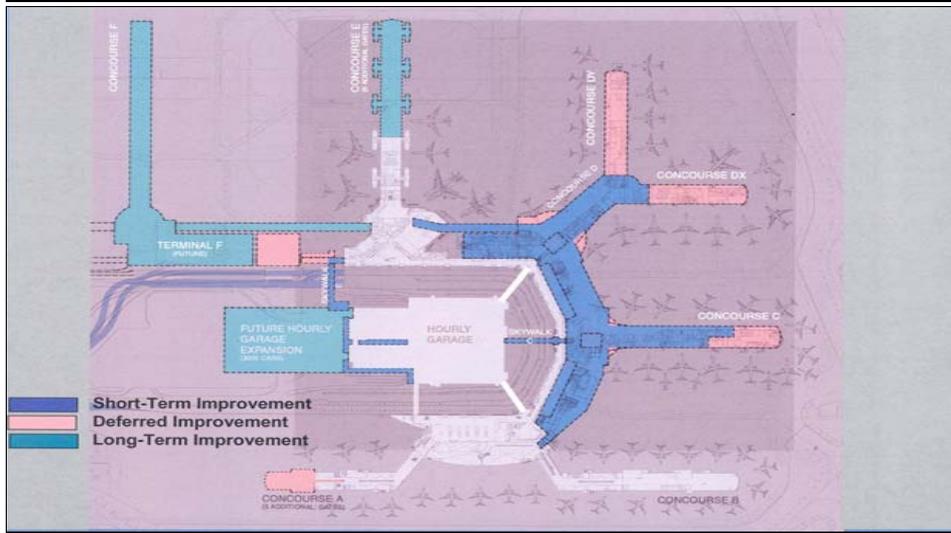
- Project Not Location Specific or Location Not Determined
- Project Within PFA Project Outside PFA; Subject to Exception
- Grandfathered Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Interim Airport Layout Plan Environmental Assessment at BWI Marshall Airport -- Line 9

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cash flow revised to reflect current planning schedule.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,065	65	0	0	2,000	2,000	0	0	4,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,065	65	0	0	2,000	2,000	0	0	4,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Planning underway.

PROJECT: Terminal Modernization Program at BWI Marshall Airport

DESCRIPTION: This project will identify various terminal modernization alternatives for the older areas of the existing terminal building and address the feasibility and/or cost of each alternative, including potential impacts of new fire code life-safety/security requirements, passenger access, secure corridor connections, new skywalks, and other facilities and/or services. Areas to be evaluated, along with conceptual design as warranted, include Concourses C, D, and E, and the related corridor connections, fire code compliance, check point improvements, as well as security and circulation/services enhancements.

JUSTIFICATION: BWI has experienced significant growth in passenger levels since development of the older concourses. Terminal A/B and the International Terminal provide sufficient passenger processing areas and acceptable levels of customer service. These amenities need to be incorporated into the remainder of the terminal. Fire code/life safety code compliance and federally mandated security requirements are also expected to impact terminal space usage. Undertaking planning and conceptual design at this time will provide MAA with the necessary options to be responsive to passenger, airline, and air service needs.

SMART GROWTH STATUS:

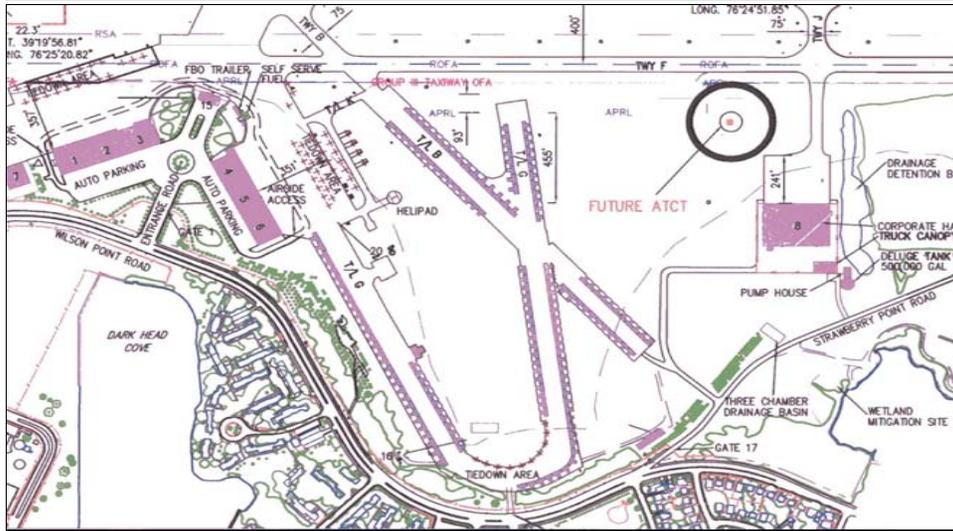
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cash flow revised to reflect current planning schedule.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	4,000	136	532	1,932	1,400	0	0	0	3,864	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,000	136	532	1,932	1,400	0	0	0	3,864	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Tower location and options under re-evaluation. Coordination with FAA continuing.

PROJECT: Midfield Complex - New Air Traffic Control Tower at Martin State Airport

DESCRIPTION: This project provides for the construction of a new Air Traffic Control Tower to be located in the midfield complex area at MTN. The new control tower will be higher to provide controllers with improved line of sight and depth perception.

JUSTIFICATION: A new control tower will provide for greater visibility and more efficient aircraft control in and around MTN. The existing 74 ft. control tower is over 50 years-old, and has exceeded its useful life.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost decrease of \$4.2 million reflects reprogramming of funds to system preservation projects.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,170	481	16	445	228	0	0	0	689	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	3,006	1	0	0	597	2,408	0	0	3,005	0	
Total	4,176	482	16	445	825	2,408	0	0	3,694	0	
Federal-Aid	950	0	0	0	185	765	0	0	950	0	

OPERATING COST IMPACT: Operating cost will be recovered through common use fees.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior</u>			
<u>Airport Technology</u>			
1	CORE Network Upgrades (7400)	838	Complete
2	IT Equipment (1456)	3,752	Underway
3	CADD Based Facility Management Software (7600)	120	Underway
4	Equipment and Safety Training Systems (7303)	2,303	Underway
5	IT Services (1455)	36	Underway
<u>Airside Development</u>			
6	Wetland Mitigation (1024)	931	Complete
7	BWI Airport Gate Management Hardware/Software (1314)	565	Complete
8	Comprehensive Paving 2006 (1467)	6,050	Complete
9	BWI 15R/133L Pavement Rehab (9007)	3,404	Complete
10	Comprehensive Paving FY 2008 (8007)	3,254	Underway
11	Artificial Turf Installation on Airfield - Pilot Area A (8200)	461	Spring, 2008
12	Remote Monitoring 15R Triturator Building (9310)	74	Spring, 2008
<u>Annual</u>			
13	Bridge Inspection (SHA Consultant) (1023)	652	Complete
14	Comprehensive Regional Air Passenger Survey (1486)	185	Complete
15	Airfield Structures Inspections (7005)	75	Underway
16	Real Estate Administrative Services (7019)	49	Underway
17	Real Estate Property Services (7018)	51	Underway
18	Terminal Spaceframe Inspection (7000)	120	Underway
19	Retaining Wall Inspection (8001)	100	Spring, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>Baltimore/Washington</u>			
20	Comprehensive Design - AE 99-007 (1056)	609	Complete
21	Comprehensive Design - AE99-006 (1055)	1,789	Complete
22	Comprehensive Design Services- AE99-005 (1054)	2,581	Complete
23	Comprehensive Planning - FY2000 (1067)	7,017	Complete
24	Comprehensive Design Services - AE01-007-010 (1185)	6,549	Complete
25	Comprehensive Acoustical Services- SV-02-009 (1184)	566	Complete
26	Commercial Facilities Planning Consultant (1416)	798	Complete
27	Comp Construction Mgmt & Inspection Services (1188)	2,988	Underway
28	A/E Consultants for Building Permits (1390)	400	Underway
29	Wildlife Management Plan (1181)	865	Underway
30	Fire Protection Engineer Services (1173)	200	Underway
31	Comp Environmental Planning AE-05-003-005 (1460)	2,331	Underway
32	Comp. Architectural Engineering Design Services (1324)	5,300	Underway
33	Comprehensive Airport Facilities Planning (1459)	2,904	Underway
34	Comprehensive Aviation Planning Services (1113)	2,011	Underway
35	Comprehensive Intermodal & Terminal Planning Services (1114)	2,670	Underway
36	Comp Business Planning Services (1271)	450	Underway
37	Acoustical Services Contract (1485)	358	Underway
38	Comprehensive Arch.Eng. Design Services (7015)	2,500	Underway
39	Comprehensive Construction Mgmt & Inspection (7016)	1,000	Underway
40	Comprehensive MBE/DBE Program Monitoring Services (1272)	666	Underway
41	OECM - Engineering & Facilities Emergency Mapping Validation (1723)	1,791	Underway
42	Landside Structures Program Management (1115)	7	Underway
43	Pavement Management BWI/MTN (1389)	1,880	Underway
44	Safety Management Program (1273)	231	Underway
45	Comp Commercial & Business Services (1274)	428	Spring, 2008
46	Comprehensive AIT Services (1291)	303	Spring, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>Consolidated Rental Car Facility</u>			
47	Rental Car Facility Bus Improvements (7300)	296	Complete
48	Consolidated Rental Car Improvements (7311)	1,423	Underway
<u>Environmental Compliance</u>			
49	Comp Environmental Compliance Services (1461)	7,730	Underway
50	East Tenant Parking Lot Erosion Repairs (8104)	979	Underway
51	Secondary Containment for Electrical Transformers (7101)	15	Underway
52	Erosion & Stormwater Management Improvements (8103)	1,780	Spring, 2008
<u>Equipment</u>			
53	Paramedic Transport Unit - Ambulance - Replacement (7202)	170	Complete
<u>Information Technology CTIPP</u>			
54	IT - Engineering & Facilities Emergency Mapping Systems (1623)	1,166	Underway
<u>Landside Development</u>			
55	Traffic Improvements - Outer Bypass Improvements (1387)	535	Complete
56	CNG Fueling Station (1431)	4,567	Complete
57	Change ESP to Express on Signage (9311)	45	Complete
58	Living Area Improvements (7203)	344	Complete
59	MdTA Police OT-Movement of Traffic (1378)	751	Underway
60	BWI Airport Gateway Treatment (1591)	369	Underway
61	Lightning Strike Evaluation and Repair (1458)	162	Underway
62	Elkridge Landing Road Retaining Wall Repair (8008)	86	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>Landside Development (cont'd)</u>			
63	MAC Building Renovations (1161)	1	Underway
64	Terminal Complex Roadway Resurfacing (7008)	1,192	Underway
65	Bridge/Ramp/Jenne Joint Repairs - Hourly Garage (8004)	1,244	Spring, 2008
<u>Martin State</u>			
66	MTN Tower Communication System Upgrade (7312)	180	Complete
67	MTN Hangar Stormwater/Sewer Improvement (9301)	70	Underway
68	MTN Runway Rehabilitation (1093)	1,689	Underway
69	MTN Replacement Aircraft T-Hangars (13) (9300)	500	Spring, 2008
<u>Regional Aviation</u>			
70	Statewide - Airport Pavement (1607)	224	Underway
71	Statewide - Airport System Plan (ASP) Update/Revision (1608)	516	Underway
72	Aid to Public/Private Airports (MAPA-90%) (1106)	917	Underway
73	Easton - Air Traffic Control Tower (9700)	1,590	Underway
74	Regional Airport Standardization Program (1227)	119	Underway
75	Regional Aviation Program (1107)	191	Underway
76	Statewide Aviation Grants (AIP-5%) (1105)	750	Underway
<u>Security</u>			
77	Exit Lane Technology (7208)	1,787	Complete
78	Immediate Checkpoint "J" Improvements (7205)	99	Complete
79	Terminal A/B Door Access Control (8201)	216	Complete
80	Terminal UL and LL Sidewalk Bollards (8005)	252	Complete
81	Security Initiatives (1298)	4,152	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>Security (cont'd)</u>			
82	ARFF Training Room Conversion to an EOC (7209)	293	Underway
83	BWI Perimeter Gates & Fencing Improvements (1245)	16,993	Underway
84	Terminal Piers Jetway Door Replacement (1410)	123	Underway
85	Electronic Fingerprinting Machines - Replacement (3) (9202)	72	Spring, 2008
<u>Terminal Development</u>			
86	Tenant Mod - Fire Station Exhaust (1417)	1,043	Complete
87	Terminal Building Interior Modifications (1450)	3,274	Complete
88	Elevator Safety Improvements (9306)	181	Complete
89	Tenant and Safety Modifications (1457)	739	Underway
90	Baggage Handling System (BHS) Upgrades (7001)	4,173	Underway
91	Painting Terminal Exterior - Airside (7301)	1,067	Underway
92	Terminal Building Interior / Exterior Modifications (7014)	4,836	Underway
93	800 Mhz Emergency Digital Trunked Radio System (1334)	312	Underway
94	Airline Relocation (1511)	97	Underway
95	County Sewer and Water Capital Improvements (1028)	1,677	Underway
96	Pier E HVAC Expansion Joint Replacement (9305)	779	Underway
97	Sanitary Sewer Main Rehab Phase II (1453)	2,993	Underway
98	Tenant Emergency Paging Access (8202)	400	Underway
99	Terminal Improvement Project (7017)	11,770	Underway
100	USO Lounge Renovation (7501)	160	Underway
101	Utilities Connection (7020)	150	Underway
102	Concourse Floor Carpet Replacement (9308)	1,007	Spring, 2008
103	Security Division Office Expansion (9204)	168	Spring, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009</u>			
<u>Airport Technology</u>			
104	Permanent Noise Monitoring System Replacement (7405)	1,400	Fall, 2008
105	Security Division Document System (9203)	275	Fall, 2008
<u>Airside Development</u>			
106	Above Ground Deicing Storage Tanks - Additional (2) (9304)	634	Summer, 2008
107	BWI Obstruction Removal (1313)	622	Summer, 2008
108	Deicing Fluid Storage Tank 1 and 2 Repair (9004)	638	Summer, 2008
109	Taxiway E Reconfiguration (8203)	467	Summer, 2008
110	UR - Airfield Lighting Cable Replacement (1351)	11,194	Summer, 2008
<u>Annual</u>			
111	Terminal Tenant Modifications (7500)	500	Summer, 2008
112	Airport Obstruction - Survey (7201)	100	Fall, 2008
<u>Baltimore/Washington</u>			
113	Comp Stormwater Facilities (9006)	100	Summer, 2008
<u>Consolidated Rental Car Facility</u>			
114	CRCF CSB Courtyard Improvements (8304)	1,735	Summer, 2008
<u>Equipment</u>			
115	Airport Fire Rescue Unit - Replacement (9200)	300	Summer, 2008
116	Airport Fire Rescue Unit - Replacement (9201)	300	Summer, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

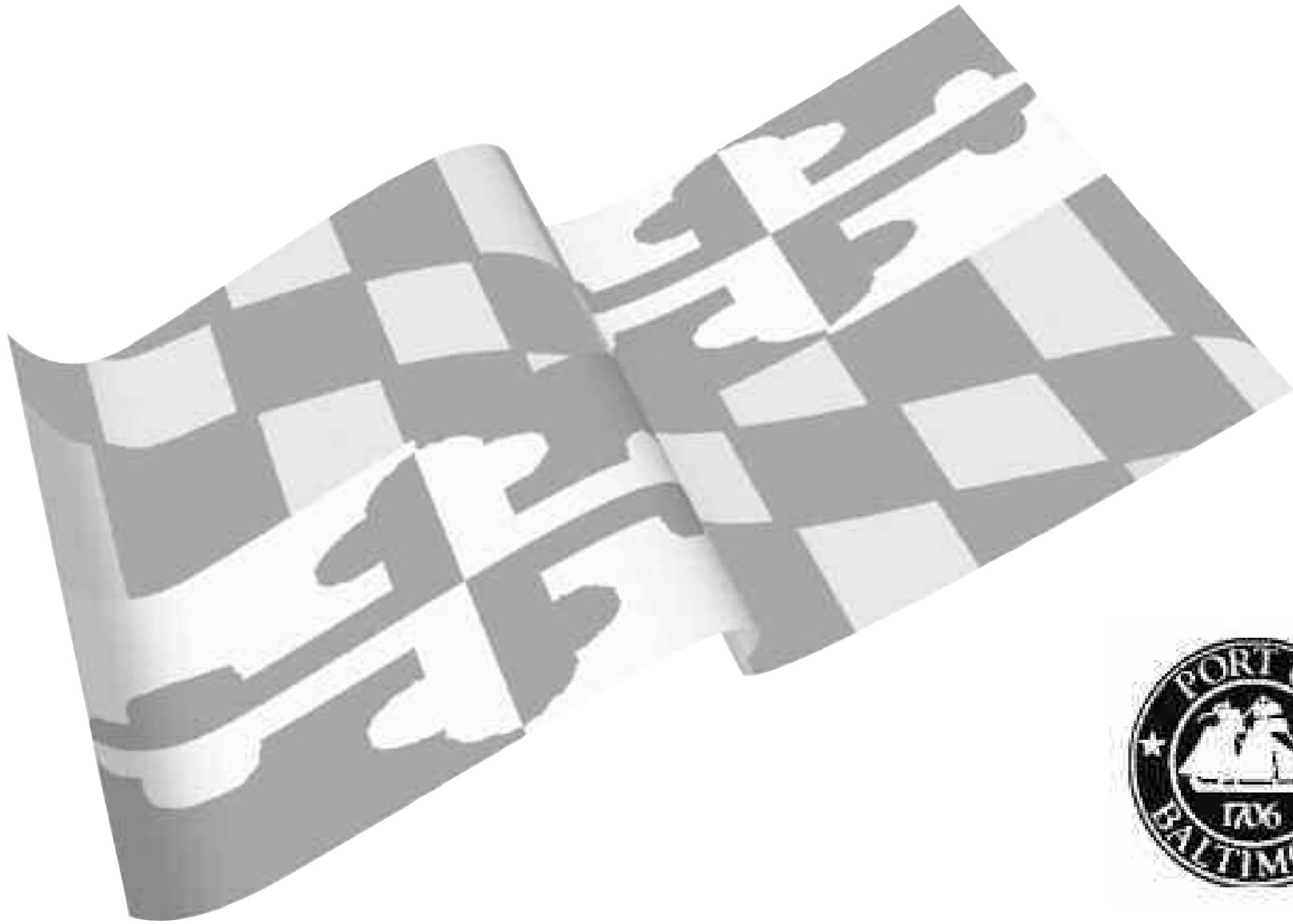
MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 (cont'd)</u>			
<u>Equipment (cont'd)</u>			
117	RI - FRD Self Contained Breathing Apparatus (9206) (Revenue Increase Project)	800	Fall, 2008
<u>Information Technology CTIPP</u>			
118	Consolidated Dispatch Center (7200)	5,000	Summer, 2008
119	Parking Revenue Control (1270)	8,045	Summer, 2008
120	External IT Infrastructure Upgrades (7401)	2,750	Fall, 2008
<u>Landside Development</u>			
121	Sand & Equipment Storage Building (9303)	297	Summer, 2008
122	UR - Emergency Backup Systems (9312) (Revenue Increase Project)	1,191	Fall, 2008
<u>Martin State</u>			
123	MTN Computer & Radio Rooms Fire Suppression (9302)	200	Summer, 2008
124	MTN Environmental EIS Document (9003)	100	Summer, 2008
125	MTN Stormwater Management (1094)	240	Summer, 2008
126	RI - MTN Hangar Taxilane Paving (9299) (Revenue Increase Project)	1,500	Fall, 2008
<u>Regional Aviation</u>			
127	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Summer, 2008
128	Regional Aviation Program (1107)	191	Summer, 2008
129	Statewide Aviation Grants (AIP-5%) (1105)	750	Summer, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 (cont'd)</u>			
<u>Security</u>			
130	Terminal Piers Jetway Door Replacement (1410)	359	Summer, 2008
131	Checkpoint J Modifications (7007)	1,318	Fall, 2008
132	RI - Baggage Security Cages (9205) (Revenue Increase Project)	700	Fall, 2008
<u>Terminal Development</u>			
133	Concourse A Expansion (9002)	300	Summer, 2008
134	International Pier Concession Relocation (9001)	234	Summer, 2008
135	International Pier Lounge Renovations (9005)	70	Summer, 2008
136	International Pier Security Checkpoint Redesign (9000)	154	Summer, 2008
137	MAA Hold Room Renovation (9307)	44	Summer, 2008
138	Pier C PBX HVAC Replacement (7406)	409	Summer, 2008
139	RI - Substation Emergency Generator (9315) (Revenue Increase Project)	1,850	Fall, 2008
140	UR - Storm Drain & Sanitary System Upgrades (9313)	182	Fall, 2008
141	RI - BWI SCADA System (1229) (Revenue Increase Project)	3,000	Spring, 2009



MARYLAND PORT ADMINISTRATION

**MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	97.9	77.4	54.0	57.1	38.6	71.1	396.0
System Preservation Minor Projects	30.2	35.4	26.7	23.7	23.4	24.5	163.8
<u>Development & Evaluation Program</u>	<u>7.4</u>	<u>11.1</u>	<u>7.2</u>	<u>6.8</u>	<u>6.6</u>	<u>6.6</u>	<u>45.5</u>
SUBTOTAL	135.4	123.8	87.9	87.6	68.5	102.2	605.4
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.6</u>	<u>4.8</u>	<u>4.9</u>	<u>5.0</u>	<u>5.2</u>	<u>5.3</u>	<u>29.9</u>
TOTAL	140.0	128.6	92.8	92.7	73.6	107.5	635.3
Special Funds	128.7	127.9	91.8	92.7	73.6	107.5	622.3
Federal Funds	2.5	0.8	1.0	-	-	-	4.2
Other Funds	8.8	-	-	-	-	-	8.8



PROJECT: Hart-Miller Island Related Projects

DESCRIPTION: Hart-Miller Island is an 1,140 acre, two-cell containment island, off-shore from Baltimore County. The island has been in continuous operation as a dredge disposal site since 1984. The southern part of the island has been prepared for a wildlife habitat. The dikes on the north cell were raised by 16 feet in FY 1997 to increase capacity by 30 million cubic yards, giving the site additional operational life. This project provides for operation of the site at Hart-Miller Island, and monitoring the quality of water released from the site. Hart-Miller Island will be closed to accepting dredge material after 2009.

JUSTIFICATION: The disposal capacity of the island is needed to allow maintenance dredging of the Port's harbor and shipping channels. The capacity is also needed for selected harbor and channel improvement projects planned for the Port. Continued use of Hart-Miller Island represents one of the most cost efficient dredge disposal options available. Use of the site for the maintenance of the Port's channel ensures the safe and efficient operation of approximately 2,100 ships calling on the Port each year.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- Dredge Material Placement Monitoring -- Line 2
- Seagirt Marine Terminal Dredging -- Line 9
- Dredge Material Management Program -- Line 12

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

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007			YEAR 2008	YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,454	4,098	233	400	493	430	400	400	2,356	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	88,062	48,099	4,135	3,500	3,523	8,380	7,980	12,445	39,963	0
Total	94,516	52,197	4,368	3,900	4,016	8,810	8,380	12,845	42,319	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5013



PROJECT: Dredge Material Placement and Monitoring

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

JUSTIFICATION: The Governor's Strategic Plan for Dredge Material Management identified either specific sites and projects, or types of sites or projects for future dredge material placement. This program will fund the construction and monitoring during the development of selected sites. With approximately 2,100 ships a year calling on the Port of Baltimore's shipping lanes, there is a need to maintain the channels for the Port to remain competitive and increase economic development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Hart-Miller Island Related Projects -- Line 1
 Dredge Material Management Program -- Line 12

STATUS: Alternative dredge material placement sites are being evaluated. The MPA is conducting studies on the horizontal and lateral expansion of Poplar Island. The dike at Cox Creek was raised to 36'. Masonville and Seagirt construction are underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Total program cost increased \$87.9 million due to the addition of costs for Seagirt Marine Terminal dredging and increases for Masonville dredged material containment facility (DMCF) construction projects. \$7.3 million was added to the project as a result of the Revenue Increase.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007			.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,500	500	0	250	500	250	0	0	1,000	0
Engineering	2,871	2,851	20	0	0	0	0	0	20	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	447,797	138,176	71,804	60,667	40,636	48,043	30,180	58,291	309,621	0
Total	452,168	141,527	71,824	60,917	41,136	48,293	30,180	58,291	310,641	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5105, 5206, 5208, 5211, 5215, 5221, 5230, 5231, 5232, 5233, 5235, 5237, 5238, 5241, 5300, 5305, 5307



STATUS: Construction for Phase I was completed in December 2006. Additional funding is needed for Phase II (Berth 4, \$14 million estimated cost).

PROJECT: Rehabilitation of Berths 1- 6 at Dundalk Marine Terminal, Phase I

DESCRIPTION: The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1930s; the marginal wharf was constructed in the early 1960s. This project will plan and design the work needed (in a phased approach) to replace and deepen the berths to meet future cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet. The first phase funds reconstruction of Berths 5 and 6. (Berth 4 is the next phase, which is not yet funded.)

JUSTIFICATION: Berths 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off, other breakbulk (van packs) and passengers from cruise vessels. Age and harsh marine environment require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are used for other cargo (containers and RoRo) and are too distant from the warehouses and automobile lots. The MPA Facilities Plan ranks this project with the highest priority.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost decreased \$4.5 million due to savings in reduced contractor claims.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	396	396	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,869	23,869	0	0	0	0	0	0	0	0
Total	24,265	24,265	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Increase in larger, deeper vessel calls.



PROJECT: Niche Cargo Shed 6B

DESCRIPTION: This shed will provide covered storage of niche cargoes at MPA terminals. This versatile facility is to be approximately 108,000 square feet, with 30 foot eaves, 1,200 pounds/square foot floor load, and truck and rail access. Location near the berths is necessary to keep labor and operational costs low due to the very competitive nature of the East Coast markets. The warehouse will be located at Lot 600 at Dundalk Marine Terminal.

JUSTIFICATION: Only 44% of MPA warehouse area meets Industry Standards. Many of the cargo commodities in the MPA Strategic Plan require covered storage, i.e. breakbulk/machinery, forest products, and some steel and RoRo products. Additional covered storage space is necessary for continued growth.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: This project is being deleted from the program.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Funding for the Niche Cargo Shed has been reprogrammed to higher priority needs.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



STATUS: Dundalk and Seagirt Terminal Gates are nearly completed; Remote Video Surveillance and Enhanced Terminal Security systems construction are underway. The MPA received \$1.9 million in the 7th round of Port Security Grants.

PROJECT: Terminal Security Program

DESCRIPTION: The Terminal Security Program uses state-of-the-art technologies to secure MPA terminal facilities against unauthorized intrusions. Current projects include: Terminal Video Surveillance System to observe four MPA terminals, Access Control (gate improvements), and Visitor Control at Dundalk Marine Terminal and Locust Point. Terminal Perimeter Security will integrate a detection intrusion system.

JUSTIFICATION: Federal Regulations enacted under the Maritime Transportation Security Act of 2002 require the MPA to develop a security plan for MPA terminals that handles foreign cargo or passengers. These projects are being developed to comply with this act. The Security Program will allow the MPA to enhance its capability to prevent unauthorized intrusions onto its terminals and facilities. A large portion of the Federally approved project's cost is funded by Federal Port Security Grants.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The program increased \$7.1 million due to a \$1.9 million Access Control grant, TWIC implementation and other security enhancements. \$2.5 million was added to the project as a result of the Revenue Increase.

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	Federal	5,018

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	30,100	19,202	5,489	4,409	1,000	0	0	0	10,898	0	
Total	30,100	19,202	5,489	4,409	1,000	0	0	0	10,898	0	
Federal-Aid	12,830	8,613	2,463	754	1,000	0	0	0	4,217	0	

1062, 1093, 1618, 1780, 1781, 1782, 1783, 1784, 1789, 1796, 1797, 1798



STATUS: Construction is nearly complete.

PROJECT: Fruit Slip Fill - South Locust Point Marine Terminal

DESCRIPTION: This project will prevent further deterioration of the bulkhead. The project will fill in the north half of the unused Fruit Slip at South Locust Point Marine Terminal and pave for cargo storage and circulation.

JUSTIFICATION: The project is needed to modernize the terminal for additional cargo space. United Brand's white banana boats used the Fruit Slip from 1958 to 1981. The slip is no longer used as a vessel berth. Its bulkheads are badly deteriorated, showing signs of collapse and in need of complete reconstruction. However, reconstruction of existing bulkheads would be unwise since the slip is obsolete and an obstacle to circulation and efficiency at the terminal. It has been partially filled, and will be paved to improve circulation and provide 3.6 additional acres for cargo storage.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

South Locust Point Paper Shed - Line 8

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost decreased \$1.2 million due to project will be completed under budget.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,035	2,835	200	0	0	0	0	0	200	0
Total	3,035	2,835	200	0	0	0	0	0	200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Project funding includes conversion of the existing cargo shed; demolition of ancillary structures, paving, striping, fencing and lighting to create surface parking located at the South Locust Point terminal; security enhancements and relocation of the existing fixed gangway from Dundalk Marine Terminal. This project includes the acquisition and development of adjacent land for additional parking.

JUSTIFICATION: Development of this facility will eliminate the conflict between passenger and cargo activity at the Seagirt and Dundalk Marine Terminals. This facility is closer to tourist attractions located at the Inner Harbor and has excellent visibility and access to I-95.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: The terminal started operations in FY 2006. The remaining funds will be used to acquire and develop adjacent land for passenger parking.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increased \$4.4 million to fund the development of the cruise parking area. \$5.0 million was added to the project as a result of the Revenue Increase.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,629	0	1,000	1,629	0	0	0	0	2,629	0
Construction	15,343	10,122	221	2,500	2,500	0	0	0	5,221	0
Total	17,972	10,122	1,221	4,129	2,500	0	0	0	7,850	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction started in FY 2007. The stern ramp is operational and the shed should be completed in early 2008.

PROJECT: South Locust Point Paper Shed

DESCRIPTION: A 215,000 square foot shed will be built at South Locust Point to accommodate the importing of Northern European forest products. The shed will be located at the northeastern part of the facility behind the main entrance gate. Shed construction will also include demolition work, railroad track work and RoRo ramp installation. The construction of this shed will accommodate paper previously imported through the Port of Philadelphia.

JUSTIFICATION: Construction of this shed will provide adequate capacity to store paper currently housed at the North Locust Point terminal. Sheds located at the North and South Locust Point terminals do not have sufficient capacity to store the additional cargo to be generated by this forest product shipper. The shipper signed a six-year agreement with the MPA. This contract has two options that will potentially extend the agreement term to eighteen years. A Certificate of Participation (COPs) will be used to fund this project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Fruit Slip Fill - South Locust Point Marine Terminal - Line 6

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,665	1,035	630	0	0	0	0	0	630	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,670	16,523	8,147	0	0	0	0	0	8,147	0
Total	26,335	17,558	8,777	0	0	0	0	0	8,777	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1624, 1625, 1626, 1627



STATUS: Project is underway.

PROJECT: Seagirt Marine Terminal Dredging

DESCRIPTION: This is the first phase of an effort to construct a 50' berth for the new fleet of container vessels. The 50' depth will be the same level as the main channel to the Port of Baltimore. The marginal wharf will be constructed under Phase II. Phase III will purchase and install Post-Panamax cranes. Also, the depth at the existing Berths 1-3 will be increased from 42' to 45' to accommodate the larger vessels currently calling on the East Coast.

JUSTIFICATION: To take full advantage of the 50' channel that leads into the Port of Baltimore, MPA needs a 50' container berth. Carriers are consolidating their facilities, concentrating vessel calls to fewer ports and building deeper draft ships. This new 50' berth will position the Port for the next large container contract. The dredging should be completed before the end of 2009 when Hart-Miller Island will no longer receive dredge material. Seagirt customers now have vessels that can draw 45'.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- Hart-Miller Island Related Projects -- Line 1
- Dredge Material Placement and Monitoring -- Line 2
- Canton Warehouse Facility -- Line 10

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Funding for this project was transferred to Line 2, Dredge Material Placement and Monitoring.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Canton Warehouse Facility

DESCRIPTION: This project will remove the existing foundation and develop a 17 acre container storage facility with fencing, lighting and a gate adjacent to the Seagirt Marine Terminal. This project will make improvements to the Keith Avenue and Vail Street intersection.

JUSTIFICATION: Current projections of container growth at Seagirt Marine Terminal will result in reaching maximum storage capacity in the near future. The development of the Canton Warehouse facility will enable the MPA to route empty containers off Seagirt Marine Terminal. The transfer of these containers will allow the Seagirt Marine Terminal to increase the storage capacity from 349,000 to 450,000 lifts/year. This is necessary to retain current customers by allowing them to grow.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: The MPA is currently negotiating with MdTA to purchase this property in FY 2008.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The \$7.6 million increase will finance Canton Warehouse site development.

		POTENTIAL FUNDING SOURCE:									
		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning		0	0	0	0	0	0	0	0	0	0
Engineering		0	0	0	0	0	0	0	0	0	0
Right-of-way		3,000	0	3,000	0	0	0	0	0	3,000	0
Construction		7,590	0	0	4,000	3,590	0	0	0	7,590	0
Total		10,590	0	3,000	4,000	3,590	0	0	0	10,590	0
Federal-Aid		0	0	0	0	0	0	0	0	0	0

2000, 2010



STATUS: Feasibility studies are underway.

PROJECT: Dredge Material Management Program

DESCRIPTION: This project conducts detailed studies with the US Army Corp of Engineers to identify and assess potential dredged material placement sites consistent with Maryland's Dredge Material Management Program, emphasizing beneficial uses of dredged material for projects such as island and shoreline reclamation.

JUSTIFICATION: Available placement capacity for sediment dredged from navigational channels serving the Port of Baltimore is completely committed. The MPA must identify placement sites and uses for future dredge material. Studies and investigations are necessary to meet the requirements of the Dredge Material Management Act of 2001.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Hart-Milller Island Related Projects - Line 1
Dredge Material Placement and Monitoring - Line 2

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: \$9.8 million program increase is due to the addition of FY 2013 budget and additional dredge placement options studies. \$0.7 million was added to the project as a result of the Revenue Increase.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	61,249	33,774	5,785	5,890	2,450	4,550	4,400	4,400	27,475	0
Engineering	27,160	9,239	1,451	5,170	4,740	2,260	2,150	2,150	17,921	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,997	2,997	0	0	0	0	0	0	0	0
Total	91,406	46,010	7,236	11,060	7,190	6,810	6,550	6,550	45,396	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5216, 5217, 5220, 5224, 5226, 5228, 5400, 5401, 5402, 5404, 5406, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5419

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2008 and Prior</u>		
	<u>All Terminals</u>		
1	Fresh Water Pits (1763)	732	Complete
2	Environmental Best Practices (1738)	1,328	Underway
3	Concrete Deck Repair II (1788)	750	Underway
4	Diving Services (1790)	200	Underway
5	Open Ended Construction (1761)	301	Underway
6	Environmental Remediation (1400)	798	Underway
7	Paving Repair V (1733)	4,237	Underway
8	Berth Substructure IV (1787)	4,000	Underway
9	Comprehensive Facility Inspection Diving (1725)	200	Underway
10	Hawkins Point Navigation Marker Repair (1770)	300	Underway
11	Storm Water Pollution Prevention (1410)	200	Underway
	<u>Dredging - General</u>		
12	Environmental Management/Compliance System (5418)	549	Ongoing
	<u>Dundalk Marine Terminal</u>		
13	Gasoline Alley (Bldg 7) Demolition - DMT (1052)	377	Complete
14	Dunmar Roof Repair (1095)	57	Complete
15	Shed 201B Siding Repair (1085)	148	Complete
16	Demolition of Shed 5 and Surcharge (1067)	4,000	Underway
17	PBX Upgrade - DMT (1092)	89	Underway
18	Shed 4&6 Ventilation (1082)	545	Underway
19	Shed Sprinkler System Rehabilitation (3125)	4,600	Underway
20	Whirley Crane Relocation (1065)	1,000	Underway
21	Crane Rail Damage - Crane 8 DMT (1117)	34	Underway
22	Lamp Post Repair at the Intersection of C and 1st (1086)	25	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>Dundalk Marine Terminal (cont'd)</u>			
23	MIT Gate Demolition (1078)	350	Underway
24	Demolition of APM Gate - DMT (1111)	300	Spring, 2008
25	Fuel Island Renovation - DMT (1121)	1,284	Spring, 2008
26	Maintenance Building Electrical Testing - DMT (1115)	25	Spring, 2008
<u>Environmental</u>			
27	Storm Drain Repair - DMT (1068)	500	Underway
28	COPR Air Monitoring (1120)	250	Underway
29	Honeywell Administrative Expenses (1106)	100	Underway
30	Honeywell Remediation (1108)	14,842	Underway
31	Ground Water Treatment (1104)	4,885	Underway
32	Chrome Ore Removal (1102)	2,870	Ongoing
33	Dundalk Marine Terminal O&M (1011)	3,000	Ongoing
34	Hawkins Point O&M (1707)	942	Ongoing
<u>Facilities and Equipment</u>			
35	Emergency Repair Diesel Engine - Crane (3031)	46	Complete
36	Trolley Rail Maintenance (3034)	775	Underway
37	Crane Festoons and Elevators (3032)	427	Underway
38	GPS Tracking System (3033)	248	Underway
39	Rebuild Diesel Generator Crane #6 DMT (3039)	80	Underway
40	Railroad Crane Inspection and Construction (3106)	158	Ongoing
41	Fleet Replacement Dump Trucks (3035)	550	Spring, 2008
42	Sprinkler Repairs (3038)	500	Spring, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>Masonville Auto Terminal</u>			
43	Kurt Iron Phase II - Terminal Development (1719)	4,338	Complete
44	Kurt Iron Environmental Phase I - Clean-up (1210)	4,775	Underway
45	Fairfield Marine Terminal Pier 4 Repair (1758)	1,000	Underway
<u>North Locust Point</u>			
46	Fender Repair Pier 10 NLP (1811)	16	Complete
47	NLP Record Bldg Roof Repair (1806)	60	Underway
<u>Open-Ended Consulting</u>			
48	Construction Management Inspection (1226)	1,891	Complete
49	Portwide Engineering IV - URS (1223)	1,109	Underway
50	Misc Engineering Services - Small Procurement I (1231)	200	Underway
51	Claims and Schedule Review (1230)	257	Underway
52	Misc. Engineering Services - Small Procurement II (1232)	200	Underway
53	Portwide Engineering & Design A - Moffat-Nichols (1233)	3,000	Underway
54	Portwide Engineering & Design B - WBCM (1234)	2,421	Underway
55	Portwide Engineering & Design C - STV (1235)	1,095	Underway
56	Portwide Engineering & Design D - JMT (1236)	1,042	Underway
57	Portwide Engineering & Design E - RK&K (1237)	1,000	Underway
58	Claims and Schedule Review - 2007 (1245)	200	Underway
59	Construction Management Inspection 2007 (1240)	2,000	Underway
60	Miscellaneous Survey III (1239)	200	Underway
61	Portwide Engineering and Design (1252)	2,500	Underway
62	Portwide Engineering & Design FY 08 JMT (1253)	2,000	Underway
63	Portwide Engineering & Design FY 08 WBCM (1251)	3,000	Underway
64	Portwide Engineering & Design FY 08 WR (1254)	1,500	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>Port - Wide</u>			
65	Open Ended Studies - Planning II (3116)	535	Underway
66	CTIPP Equipment (3124)	390	Ongoing
<u>Seagirt Marine Terminal</u>			
67	Substructure Repair SMT (1318)	2,966	Complete
68	RTG Runway Resurfacing (1709)	4,400	Underway
69	SMT Canopy Panel Repair (1334)	23	Underway
70	SMT Radio Data Terminal Coverage Lot (1333)	40	Underway
71	Seagirt Marine Terminal HVAC Replacement (1332)	708	Underway
72	Replace Trolley Rails & Wheels on Crane #34 (3040)	475	Spring, 2008
<u>South Locust Point</u>			
73	Ft. McHenry Wetlands Engineering (1612)	189	Underway
<u>World Trade Center</u>			
74	Fire/Life Safety Code - Elevator Enhancements (1514)	3,057	Underway
75	WTC Sump Pump Modification (1521)	25	Underway
76	Fire Pumps and Domestic Water Systems (1509)	1,902	Underway
77	Tenant Renovation - Meridian WTC (3107)	229	Underway
78	WTC - Security Improvement (1512)	1,201	Underway
79	WTC Hurricane Barrier (1516)	500	Underway
80	WTC Renovations - DBED (3108)	2,500	Spring, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

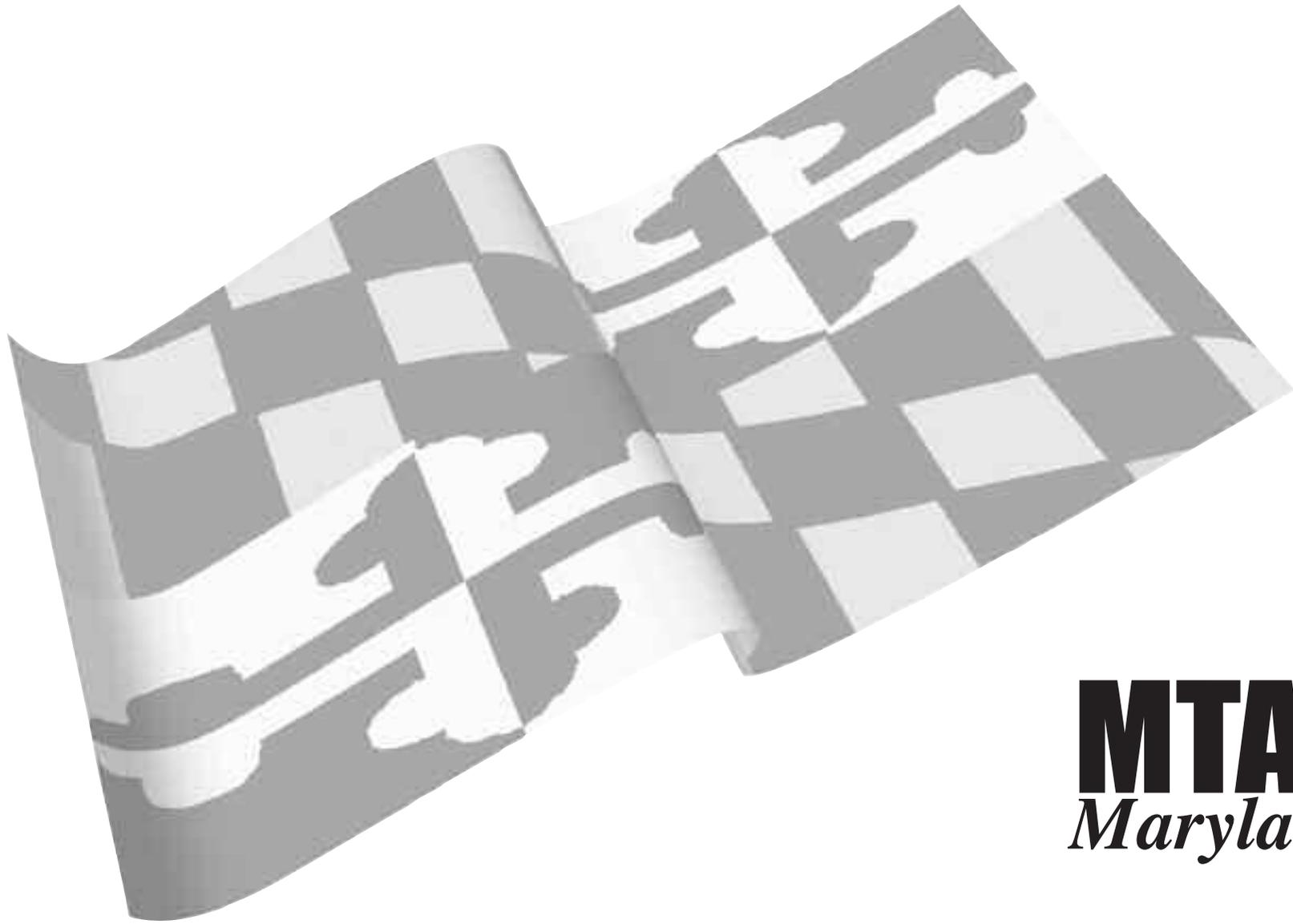
MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

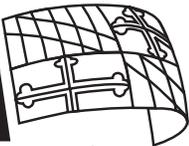
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2009</u>		
	<u>All Terminals</u>		
81	Paving Repair Balance (1706)	2,000	Summer, 2008
82	Comprehensive Facility Inspection III (1824)	400	Fall, 2008
83	Concrete Deck Repair III (1821)	1,000	Fall, 2008
84	Pricing Contingency Change (1742)	1,002	Fall, 2008
	<u>Dredging - General</u>		
85	Environmental Management/Compliance System (5418)	350	Ongoing
	<u>Dundalk Marine Terminal</u>		
86	9th Street Substation Repair (1109)	500	Summer, 2008
87	Boiler Replacement Bldg 301 - DMT (1119)	180	Summer, 2008
88	Crane Rail Rehabilitation Berths 9 through 12 (1110)	1,000	Summer, 2008
89	Emergency Generator POV Gate - DMT (1118)	100	Summer, 2008
90	Salt Dome Demolition - DMT (1116)	100	Summer, 2008
91	High Mast Lighting - APM area DMT (1112)	1,500	Fall, 2008
92	Rail Improvement - Lot 1800 DMT (1114)	300	Fall, 2008
93	DMT Maintenance Building HVAC (1113)	200	Spring, 2009
	<u>Environmental</u>		
94	Chrome Ore Removal (1102)	2,570	Ongoing
95	Dundalk Marine Terminal O&M (1011)	3,110	Ongoing
96	Hawkins Point O&M (1707)	340	Ongoing
97	Honeywell Remediation (1108)	9,860	Summer, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2009 (cont'd)</u>		
	<u>Facilities and Equipment</u>		
98	Railroad Crane Inspection and Construction (3106)	175	Ongoing
99	Crane Elevator Rehabilitation (3036)	300	Summer, 2008
100	High Voltage Cables - Elevators (3037)	300	Fall, 2008
	<u>North Locust Point</u>		
101	Grain Pier Demolition - NLP (1812)	250	Fall, 2008
102	Pier 10 Dolphin Repair (1813)	100	Spring, 2009
	<u>Open-Ended Consulting</u>		
103	Schedule Claims Review 2008 (1246)	200	Summer, 2008
	<u>Port - Wide</u>		
104	CTIPP Equipment (3124)	238	Summer, 2008
105	Open Ended Studies - Planning II (3116)	350	Summer, 2008
	<u>Seagirt Marine Terminal</u>		
106	Berth Substructure Repair Phase II (1335)	2,000	Summer, 2008
	<u>South Locust Point</u>		
107	Cruise Terminal Electrical (1621)	200	Summer, 2008
	<u>World Trade Center</u>		
108	Tenant Renovation - Meridian WTC (3107)	500	Summer, 2008



MTA 
Maryland



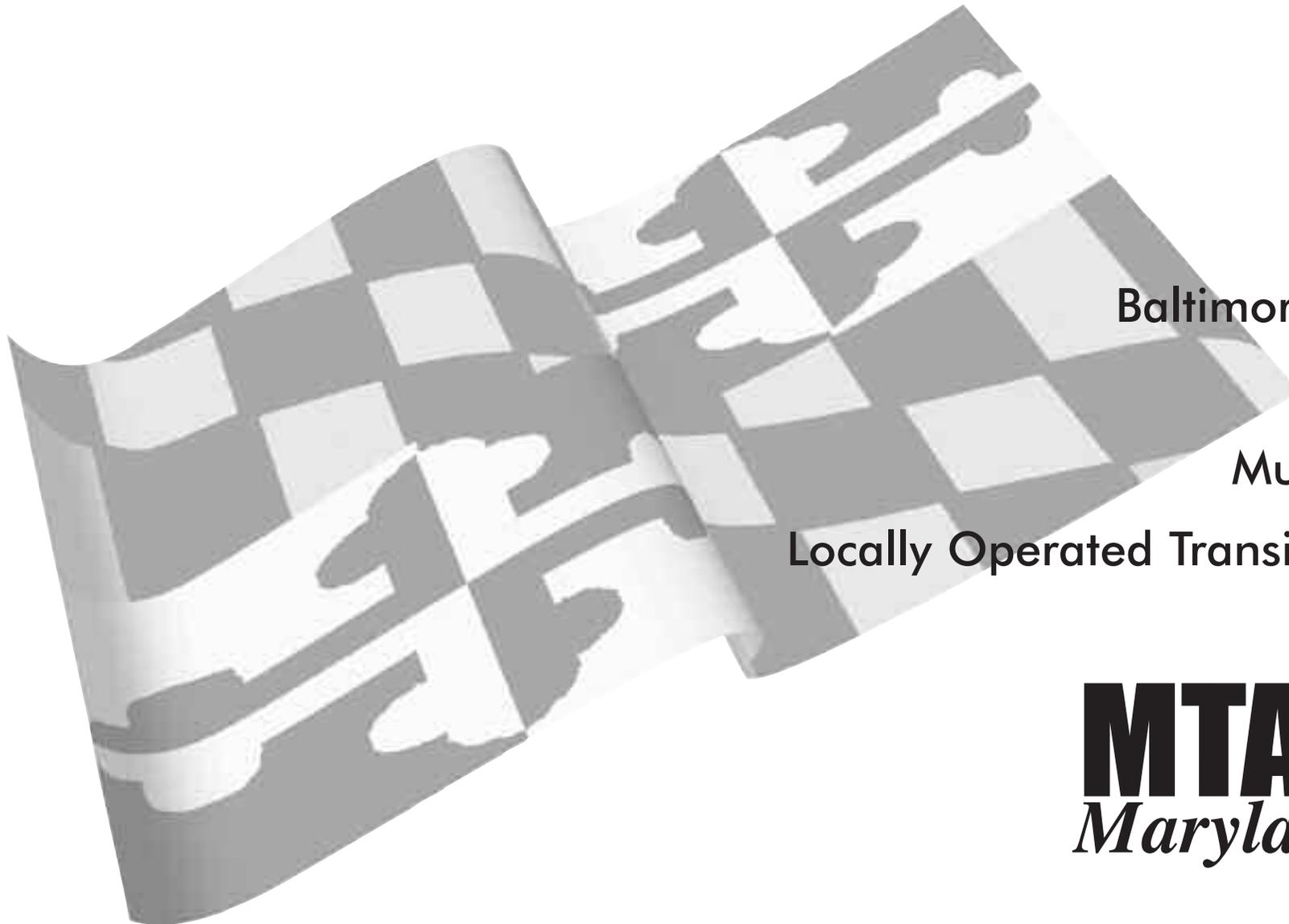
MARYLAND TRANSIT ADMINISTRATION

**MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	92.7	221.6	325.4	358.8	299.2	213.4	1,511.0
System Preservation Minor Projects	63.2	117.1	113.5	115.3	90.8	89.0	588.9
<u>Development & Evaluation Program</u>	<u>9.6</u>	<u>11.7</u>	<u>22.8</u>	<u>43.9</u>	<u>54.8</u>	<u>45.5</u>	<u>188.2</u>
SUBTOTAL	165.4	350.4	461.6	517.9	444.8	347.9	2,288.1
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.5</u>	<u>8.3</u>	<u>7.8</u>	<u>8.0</u>	<u>8.1</u>	<u>8.3</u>	<u>45.0</u>
TOTAL	169.9	358.7	469.4	525.9	452.9	356.2	2,333.1
Special Funds *	79.8	206.3	278.1	334.8	312.2	263.8	1,475.1
Federal Funds	88.0	144.6	181.0	184.5	139.0	90.5	827.5
Other Funding **	2.1	7.9	10.3	6.6	1.8	1.8	30.5

* Includes local share reimbursement to the State by non-profit organization grant recipients

** Includes Local Share for the Locally Operated Transit System (LOTS)



MARC

Freight

Light Rail

Baltimore METRO

Bus

Multi-Modal

Locally Operated Transit Systems



MTA CONSTRUCTION PROGRAM



STATUS: Revenue service began December 2001. Remaining funds are being utilized for safety and storage track enhancements.

PROJECT: MARC Frederick Extension

DESCRIPTION: Service extension from Point of Rocks to City of Frederick, including downtown Frederick and suburban stations connecting to the Brunswick Line and providing access to Washington, D.C.

JUSTIFICATION: This extension assists in meeting travel demands of the I-270 corridor by providing additional MARC stations. The Frederick downtown station supports the revitalization of the downtown area in conjunction with the Carroll Creek Project and office development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MARC Point of Rocks Station Parking Expansion -- Line 12

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,314	3,312	2	0	0	0	0	0	2	0
Right-of-way	6,134	6,094	0	40	0	0	0	0	40	0
Construction	45,362	43,380	383	1,599	0	0	0	0	1,982	0
Total	55,486	53,462	385	1,639	0	0	0	0	2,024	0
Federal-Aid	44,338	42,482	385	1,471	0	0	0	0	1,856	0

USAGE: There was an average of 804 boardings per day on the MARC Frederick Extension in CY 2007.

OPERATING COST IMPACT: Approximately \$2.6 million per year.



STATUS: Engineering is underway for the Washington Mid-Day Storage Yard. Initial feasibility assessment complete for the Aberdeen Proving Grounds site.

PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Funding for planning, environmental documentation, design and property acquisition of maintenance, layover and storage facilities. Funding includes construction for the Washington Mid-Day Storage Yard as well as Planning and Environmental Documentation for a new MARC Layover and Maintenance Facility on a site within the Aberdeen Proving Grounds, near the Edgewood MARC Station in Harford County.

JUSTIFICATION: Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The storage facility will reduce interference to Amtrak operations in Washington and provide urgently needed mid-day storage away from the passenger platforms at Washington Union Station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	4,014	3,058	75	381	250	250	0	0	956	0
Engineering	9,869	2,728	941	1,200	500	1,500	1,500	1,500	7,141	0
Right-of-way	9,972	9,472	0	500	0	0	0	0	500	0
Construction	38,279	35	0	0	1,000	20,000	13,244	4,000	38,244	0
Total	62,134	15,293	1,016	2,081	1,750	21,750	14,744	5,500	46,841	0
Federal-Aid	45,371	7,404	1,016	1,805	1,400	19,812	9,534	4,400	37,967	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	M-5309FG	916
CO	2011	M-5309FG	761
CO	2012	M-5309FG	2,794



STATUS: Improvements are ongoing.

PROJECT: MARC Efficiency Improvements on Camden, Brunswick and Penn Lines

DESCRIPTION: Project reflects an ongoing program of improvements on the Camden, Brunswick and Penn MARC lines to ensure safety and quality of service. Program is carried out through operating agreements with CSX and Amtrak.

JUSTIFICATION: Investments in passenger rail corridor infrastructure improvements are necessary to continue MARC quality service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increased \$1.2 million to cover additional improvements on the Penn Line.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,838	1,655	183	0	0	0	0	0	183	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	103,748	50,424	14,312	6,500	11,632	7,500	8,000	5,380	53,324	0
Total	105,586	52,079	14,495	6,500	11,632	7,500	8,000	5,380	53,507	0
Federal-Aid	82,397	40,274	11,609	5,200	8,610	6,000	6,400	4,304	42,123	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	1,000
CO	2009	M-5307	444
CO	2010	M-5309FG	4,304
CO	2010	M-5307	3,944
CO	2011	M-5307	1,597
CO	2012	M-5309FG	732
CO	2012	M-5307	3,572



STATUS: Overhaul activity underway.

PROJECT: MARC II Vehicle Mid-Life Overhaul

DESCRIPTION: Conduct a 20-year midlife overhaul of 26 MARC II cars that became part of the MARC fleet between 1985 and 1987. Overhaul will consist of complete carbody interior and exterior overhaul. Includes 10-year overhaul of 34 MARC IIB railcars. Regulatory requirements triggered by Capital Overhaul will also be included.

JUSTIFICATION: The overhauls will extend the lives of mechanical systems and car bodies.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: \$8.1 million in prior funding was transferred to 1203 MARC HHP 5-Year Electric Locomotive Overhauls. The 0181 MARC IIB Railcar Overhauls and 1161 MARC IIA Vehicle Replacements have been consolidated under this Major project.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	782	488	113	100	81	0	0	0	294	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,150	4,592	6,000	4,513	8,045	10,000	3,000	0	31,558	0
Total	36,932	5,080	6,113	4,613	8,126	10,000	3,000	0	31,852	0
Federal-Aid	25,586	3,821	4,897	3,690	6,718	5,300	1,160	0	21,765	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	208
CO	2012	M-5309FG	1,160



STATUS: Engineering complete. Procurement underway for 26 remanufactured diesel locomotives. Construction underway for AEM-7 electric locomotives.

PROJECT: MARC Locomotive Overhauls

DESCRIPTION: Conduct a midlife overhaul of the 4 AEM-7 electric MARC locomotives and a 5-year overhaul of high-horsepower (HHP) units. All 19 existing GP-40 locomotives will be traded in towards purchase of 26 fully remanufactured diesel locomotives that will have higher tractive horsepower and that will be able to meet EPA Tier III air quality standards. The existing 6 remaining GP-39 locomotives will be retained for Maryland freight service use and MARC. This is a Revenue Increase project.

JUSTIFICATION: Locomotives are at the midpoint of their service lives and need to be overhauled to maintain reliable operation. HHP overhauls are mandated by federal maintenance regulations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increased by \$55.0 million to fund purchase of 26 remanufactured locomotives and for 5-year overhaul of HHP units; \$13.0 million is from Revenue Increase.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	27	27	0	0	0	0	0	0	0	0
Engineering	787	581	41	165	0	0	0	0	206	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	115,500	4,509	3,076	15,514	27,624	33,229	23,998	7,550	110,991	0
Total	116,314	5,117	3,117	15,679	27,624	33,229	23,998	7,550	111,197	0
Federal-Aid	79,131	3,688	2,512	12,781	20,299	25,872	13,979	0	75,443	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	6,849
CO	2008	M-5309FG	8,748
CO	2009	M-5307	7,687
CO	2009	M-5309FG	6,348
CO	2010	M-5309FG	6,349
CO	2010	M-5307	5,439
CO	2011	M-5309FG	7,995
CO	2011	M-5307	1,162
CO	2012	M-5309FG	6,326
CO	2012	M-5307	6,715

1053, 1055, 1095, 1162, 1203, 1245



STATUS: Preliminary environmental studies complete. Negotiations underway with CSX on cost-sharing of environmental cleanup.

PROJECT: Riverside Maintenance Facility

DESCRIPTION: Acquire the CSX Riverside Maintenance Facility for development into a MARC maintenance facility. Cost includes right-of-way acquisition and improvements to the property. This project is BRAC related.

JUSTIFICATION: Acquisition of facility will provide more control over maintenance schedules, support subcontracting of aspects of MARC operations in the future as well as address the maintenance needs of vehicles to meet current and future ridership.

SMART GROWTH STATUS:

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

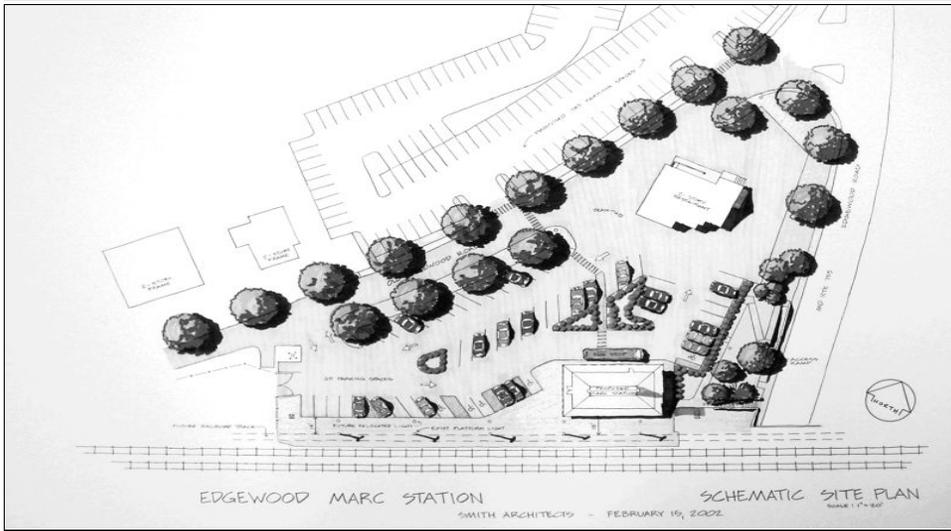
ASSOCIATED IMPROVEMENTS:

Assessment of Transit Needs for Maryland Base Realignment and Closure D & E -- Line 35

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost decreased \$10.0 million due to need to fund other critically needed projects. Cost may be adjusted pending resolution of CSX negotiations.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	10,000	12	0	500	9,488	0	0	0	9,988	0
Construction	5,000	0	0	0	2,000	2,000	1,000	0	5,000	0
Total	15,000	12	0	500	11,488	2,000	1,000	0	14,988	0
Federal-Aid	9,560	0	0	400	6,160	2,000	1,000	0	9,560	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5309FG	2,657
CO	2009	M-5307	2,710
CO	2009	M-5309FG	1,193
CO	2010	M-5309FG	1,734
CO	2011	M-5307	1,266



STATUS: Parking expansion is complete. Planning is underway for station building and ADA access improvements.

PROJECT: MARC Edgewood Station

DESCRIPTION: Replacement of the existing station trailer with a building to enhance customer service. Includes ADA upgrades. This project is BRAC related.

JUSTIFICATION: Current ridership and anticipated growth due to BRAC will be better accommodated in a permanent facility.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Assessment of Transit Needs for Maryland Base Realignment and Closure D & E -- Line 35

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	200	0	200	0	0	0	0	0	200	0
Engineering	773	137	100	336	200	0	0	0	636	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,708	1,974	0	0	0	880	854	0	1,734	0
Total	4,681	2,111	300	336	200	880	854	0	2,570	0
Federal-Aid	2,516	433	267	269	160	704	683	0	2,083	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	B-5309-OE	380
CO	2008	4309-SHA	276
CO	2009	4309-SHA	257

USAGE: Approximately 294 boardings per day occurred during CY 2007.

Other funding includes \$180,000 contribution from Harford County and a \$1.5 million federal earmark to Harford County.



STATUS: New project.

PROJECT: MARC Growth and Investment Plan

DESCRIPTION: This project will purchase new railcars, construct new stations and station buildings, construct storage yards and additional parking, lay additional track, and make other associated right of way improvements. This is a Revenue Increase project. This project is BRAC related.

JUSTIFICATION: MARC train service is already at capacity and with the anticipated impacts associated with BRAC, the MARC service must grow to meet this demand. This funding will implement the first elements of the MARC Growth and Investment Plan.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added as a Revenue Increase project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	12,225	0	275	3,800	5,750	1,600	800	0	12,225	0
Engineering	8,600	0	100	1,550	1,750	3,100	2,100	0	8,600	0
Right-of-way	38,000	0	0	0	0	10,000	14,000	14,000	38,000	0
Construction	142,500	0	1,000	20,500	41,800	18,500	27,500	24,200	133,500	9,000
Total	201,325	0	1,375	25,850	49,300	33,200	44,400	38,200	192,325	9,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1263, 1264, 1265, 1266



PROJECT: Paul S. Sarbanes Transit Center

DESCRIPTION: This project provides a fully integrated transit center at the Silver Spring Metrorail Station. It includes the construction of bus bays for Metrobus and Ride On, an intercity bus facility, a taxi queue area, kiss and ride parking and a MARC ticketing office. Provision is also made for a future Purple Line Station and hiker/biker trail.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Purple Line Study -- Line 38

STATUS: Engineering and environmental work are complete. The project is being managed by Montgomery County with construction to be completed in conjunction with a joint developer through WMATA.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	867	867	0	0	0	0	0	0	0	0
Engineering	11,963	7,324	1,500	3,139	0	0	0	0	4,639	0
Right-of-way	605	605	0	0	0	0	0	0	0	0
Construction	69,091	6,570	1,500	6,809	32,542	21,670	0	0	62,521	0
Total	82,526	15,366	3,000	9,948	32,542	21,670	0	0	67,160	0
Federal-Aid	59,726	12,164	2,400	7,958	26,034	11,170	0	0	47,562	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	B-5309SS	5,793
CO	2009	B-5309SS	824

USAGE: An average of 655 boardings per day occurred during CY 2007.

Project total reflects \$6.8 million in local contribution from Montgomery County. In addition, Montgomery County is to reimburse MDOT \$6.0 million from Montgomery County's share of future WMATA Transportation Infrastructure Investment Fund (TIIF).

0143, 0254



STATUS: Construction of Phase I surface parking is complete. Engineering for Phase II is underway. Construction delayed until budget year due to Amtrak review and approval of Phase II.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: \$7.7 million in Revenue Increase funds have been added to fully fund the project.

PROJECT: MARC Halethorpe Station Improvements

DESCRIPTION: Phase I of the project provides an additional 428 surface parking spaces at the Halethorpe MARC Station. Phase II includes installation of high level platforms, a pedestrian bridge, new shelters, lighting, streetscaping and improved ADA access. This is a Revenue Increase project.

JUSTIFICATION: Insufficient station parking results in commuters parking along US 1 and within adjacent residential communities. Platform and access improvements will improve service and reduce boarding times.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

<u>POTENTIAL FUNDING SOURCE:</u>										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	2,361	1,139	422	700	100	0	0	0	1,222	0
Right-of-way	1,690	1,600	0	90	0	0	0	0	90	0
Construction	19,710	3,392	4	2,250	6,980	7,084	0	0	16,318	0
Total	24,063	6,433	426	3,040	7,080	7,084	0	0	17,630	0
Federal-Aid	11,738	4,065	341	2,360	4,972	0	0	0	7,673	0

USAGE: An average of 1,173 boardings per day occurred during CY 2007.



STATUS: Project complete and open to service.

PROJECT: MARC Odenton Station Parking Expansion

DESCRIPTION: Expansion of Odenton Station parking facilities. Project includes site selection, preparation of environmental documents, preliminary design and development of short-term parking solutions. Funding will also include land acquisition, engineering and construction of a 704-space surface parking lot expansion from 1,266 spaces to 1,970 spaces with pedestrian access under MD 175 to the station platform.

JUSTIFICATION: Existing parking is insufficient to meet the increasing ridership demand.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007			2008	20092010.....2011.....	2012.....2013.....	YEAR	TO
Planning	660	660	0	0	0	0	0	0	0	0	0
Engineering	534	534	0	0	0	0	0	0	0	0	0
Right-of-way	1,890	1,890	0	0	0	0	0	0	0	0	0
Construction	4,342	4,192	150	0	0	0	0	0	150	0	0
Total	7,426	7,276	150	0	0	0	0	0	150	0	0
Federal-Aid	5,901	5,751	150	0	0	0	0	0	150	0	0

USAGE: An average of 2,185 boardings per day occurred during CY 2006.



STATUS: Construction underway.

PROJECT: MARC Point of Rocks Station Parking Expansion

DESCRIPTION: Construct 227 additional parking spaces at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28 adjacent to station park and ride lot.

JUSTIFICATION: Parking demand regularly exceeds the existing 276-space lot.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MARC Frederick Extension -- Line 1

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	CURRENT YEAR EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	721	721	0	0	0	0	0	0	0	0
Engineering	681	684	-3	0	0	0	0	0	-3	0
Right-of-way	829	829	0	0	0	0	0	0	0	0
Construction	5,935	1,884	3,391	660	0	0	0	0	4,051	0
Total	8,166	4,118	3,388	660	0	0	0	0	4,048	0
Federal-Aid	6,533	2,722	3,283	528	0	0	0	0	3,811	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	390

USAGE: An average of 439 boardings per day occurred during CY 2007.



STATUS: Inspection, design and repairs are underway.

PROJECT: Freight Bridge Rehabilitation

DESCRIPTION: Funding for the inspection and rehabilitation of State-owned freight bridges. Bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific, axle-load requirements and economic necessity. This is a Revenue Increase project.

JUSTIFICATION: Rehabilitation of freight bridges is necessary for safe and efficient operations. These freight operations are essential to the economic welfare of the areas they serve.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increased \$7.3 million because of increased rail usage due to Cambridge Line remaining open and addition of High Road Bridge rehabilitation; \$3.5 million is from Revenue Increase funds.

<u>POTENTIAL FUNDING SOURCE:</u>										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,608	1,215	481	138	135	239	200	200	1,393	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,026	5,496	877	1,765	1,262	1,126	2,700	2,800	10,530	0
Total	18,634	6,711	1,358	1,903	1,397	1,365	2,900	3,000	11,923	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Cypress St (MD 291) has been rehabilitated under an emergency contract. Current year crossings include: Massey Rd (MD 299), Chesterville Rd (MD 290), Lynch Rd (MD 561) and Worton Rd (MD 297) all located in Kent County and Price Station Rd (MD 405) located in Queen Anne's County.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increase of \$5.5 million reflects anticipated program needs; \$5.0 million is in Revenue Increase funds.

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State. Funding is provided for the rehabilitation of the grade crossings on a priority basis. This is a Revenue Increase project.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	606	359	147	100	0	0	0	0	247	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,992	1,336	700	1,111	1,483	1,282	640	2,440	7,656	0
Total	9,598	1,695	847	1,211	1,483	1,282	640	2,440	7,903	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Project scope is being finalized.

PROJECT: Light Rail Vehicle Mid-Life Overhaul

DESCRIPTION: Design and construction of a mid-life overhaul of the Light Rail fleet. A 15-year inspection and overhaul of the major and subassemblies of the original Light Rail fleet of 35 vehicles will be performed and will involve identifying and remedying obsolete parts issues. This is a Revenue Increase project.

JUSTIFICATION: Periodic overhauls of the Light Rail fleet will ensure safe operation, reduce ongoing maintenance costs and increase reliability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction program. \$46.0 million is Revenue Increase funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	50	94	119	119	118	0	0	450	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,514	68	1,360	11,229	11,229	13,228	13,200	9,200	59,446	0
Total	60,014	118	1,454	11,348	11,348	13,346	13,200	9,200	59,896	0
Federal-Aid	5,164	0	967	0	0	996	3,201	0	5,164	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2011	R-5309FG	996
CO	2012	R-5309FG	3,201



STATUS: Complete and open to service. FY 2008 funding reflects adjustments due to Federal grant funds being received.

PROJECT: Light Rail Double Track

DESCRIPTION: Project adds a second track to the existing single track sections between Warren Road Station and Cromwell Station. Approximately 9.4 miles has been upgraded to two tracks. Boarding platforms for the second track have been constructed at Mt. Washington, Baltimore Highlands, Linthicum and Cromwell stations.

JUSTIFICATION: Installation of double track on eight sections enhances operational flexibility by eliminating train delays at single track sections. The double track will also allow maintenance operations during revenue hours. The result of the double tracking will be improved service and increased ridership.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	7,819	7,819	0	0	0	0	0	0	0	0
Engineering	14,958	14,957	1	0	0	0	0	0	1	0
Right-of-way	699	699	0	0	0	0	0	0	0	0
Construction	130,847	134,579	-3,732	0	0	0	0	0	-3,732	0
Total	154,323	158,054	-3,731	0	0	0	0	0	-3,731	0
Federal-Aid	123,246	130,206	-6,960	0	0	0	0	0	-6,960	0

Fiscal year 2008 cash flows reflect Federal receivables still outstanding at the end of the State fiscal year 2007.

0492



STATUS: Construction on the first garage is complete. Construction of second garage will start during current fiscal year.

PROJECT: Owings Mills Joint Development

DESCRIPTION: Project involves a master plan and site infrastructure improvements for joint development of the existing 46-acre surface parking lot at Owings Mills Metro Station. Site infrastructure includes replacement parking structures and utilities.

JUSTIFICATION: This project will provide state and local economic development benefits while supporting the State's goal to develop areas adjacent to transit stations. The project will also increase ridership through mixed-use development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	271	271	0	0	0	0	0	0	0	0
Engineering	439	439	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,814	14,523	2,330	4,731	4,900	2,330	0	0	14,291	0
Total	29,524	15,233	2,330	4,731	4,900	2,330	0	0	14,291	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Funding reflects \$13.1 million contribution from Baltimore County.
0057



STATUS: Rehabilitation complete. Remote monitoring system is under procurement. Project will be complete upon final closeout expected to occur in current fiscal year.

PROJECT: Metro Escalator Rehabilitation

DESCRIPTION: Escalators in the Metro system will be rehabilitated and upgraded. Station entrance canopies will be modified or new canopies installed. Additional enhancements include snowmelt equipment, safety switches and a remote monitoring system.

JUSTIFICATION: Escalator components have deteriorated due to age and weather. Rehabilitation of existing escalators will improve reliability. Escalators are being upgraded to comply with code mandated safety features.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,235	1,235	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	56,242	55,552	690	0	0	0	0	0	690	0	
Total	57,477	56,787	690	0	0	0	0	0	690	0	
Federal-Aid	35,798	34,961	837	0	0	0	0	0	837	0	



STATUS: Overhaul project is complete. 5- and 10-year overhauls will be ongoing.

PROJECT: Metro Railcar Overhauls

DESCRIPTION: Overhaul of structural elements and systems of 100 Metro railcars. The mid-life overhaul provided for the upgrade and installation of new vehicle systems (propulsion logic, passenger seating, flooring, audible and visual announcement system and new video surveillance system). Remaining electrical, pneumatic and mechanical systems (door, brake, heating and air conditioning, wheel trucks, communications and electrical systems) were overhauled in kind. Metro railcar subsystems are to undergo future 5- and 10-year ongoing overhauls to reduce system failures and to continue reliability. This is a Revenue Increase project.

JUSTIFICATION: The Metro railcars are over 20 years old. Rehabilitation of major railcar systems and components during the mid-life overhaul was required to enable the railcars to reach their useful life cycle of 30 years. Numerous components were seriously deteriorated and some of the technology and parts were obsolete. Timely, scheduled periodic overhauls of the Metro railcars on a 5- and 10-year basis will ensure safe operation, reduce ongoing maintenance costs and increase reliability.

SMART GROWTH STATUS:

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

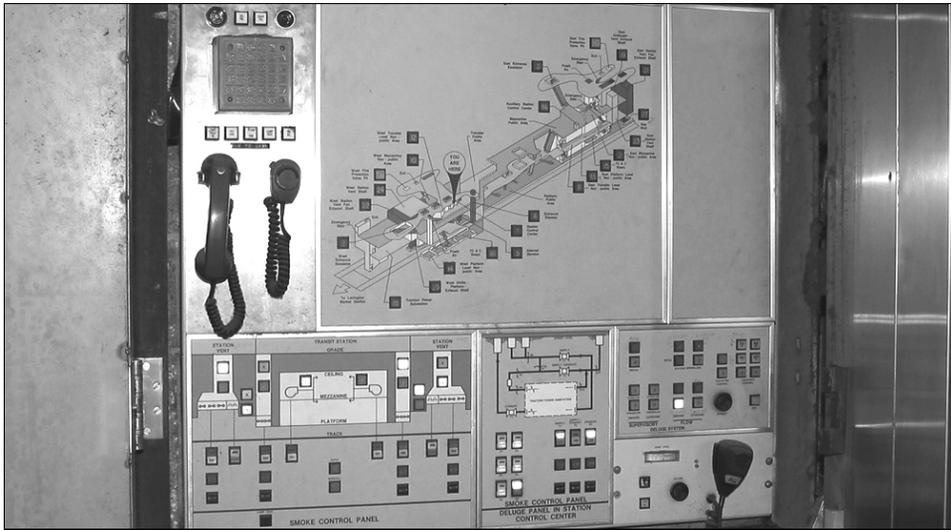
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increased \$49.4 million due to addition of Metro Railcar Ongoing Overhaul project (0091) which was previously in the Minors program; reflects \$26.0 million in additional Revenue Increase funds.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	104	104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	145,223	99,713	4,575	5,036	8,881	21,508	5,510	0	45,510	0
Total	145,327	99,817	4,575	5,036	8,881	21,508	5,510	0	45,510	0
Federal-Aid	56,599	47,075	3,654	244	3,395	2,231	0	0	9,524	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2009	5307	244
CO	2010	5307	3,395
CO	2011	R-5309FG	1,603
CO	2011	5307	628



STATUS: SCADA project is under construction. Lighting and sprinkler work is substantially complete.

PROJECT: Metro Fire and Security Management Systems

DESCRIPTION: The project will modernize the entire passenger station Life Safety and Supervisory Control and Data Acquisition (SCADA) systems and replace the obsolete control center systems required to manage the overall Metro SCADA function. This effort will affect the existing fire detection and management system with the associated station ventilation and smoke removal systems, the SCADA system for the primary control of passenger station security, smoke and fire suppression systems, and the motor controls of the ventilation and smoke removal electric fan motors.

JUSTIFICATION: The existing SCADA system is nearing the end of its useful life. A new system will provide enhanced life safety functionality.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Project increased by \$5.6 million due to a high bid for this project.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	201	201	0	0	0	0	0	0	0	0
Engineering	6,507	4,480	174	398	760	684	11	0	2,027	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,888	13,584	8,386	11,139	10,678	9,615	11,493	2,993	54,304	0
Total	74,596	18,265	8,560	11,537	11,438	10,299	11,504	2,993	56,331	0
Federal-Aid	50,573	5,405	6,951	9,230	9,150	8,239	9,203	2,395	45,168	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	5307	4,064
CO	2008	R-5309FG	10,484
CO	2009	5307	2,061
CO	2009	R-5309FG	10,876
CO	2010	R-5309FG	6,161
CO	2011	R-5309FG	2,910
CO	2011	5307	1,450



STATUS: Procurement of one hundred twenty-five 40' buses, three 30' buses and ten hybrid electric buses is complete. Annual ongoing bus replacements are underway.

PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of 40-foot buses to replace those that have been in service for 12 or more years. Project also provides for the replacement of MTA's existing 30 articulated buses which will have exceeded their 12-year useful life cycle.

JUSTIFICATION: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses are hybrid electric to reduce emissions and noise levels.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Replacement of Fare Collection Equipment and Implement Smart Card -- Line 24

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost decreased by \$49.8 million due to refinement of bus needs. Procurements have been added for FY13 and the purchase of additional articulated buses.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	225	225	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	259,653	80,480	1,914	28,220	48,096	50,857	40,086	10,000	179,173	0
Total	259,878	80,705	1,914	28,220	48,096	50,857	40,086	10,000	179,173	0
Federal-Aid	173,800	35,355	-426	22,564	37,247	39,060	30,125	9,875	138,445	0

Fiscal year 2008 cash flow reflects overall adjustments made to the projects Federal aid distribution.
0299, 0464, 0509, 0518, 1172, 1173, 1199, 1226

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	CMAQ-SHA	21,701
CO	2008	CMAQ	3,900
CO	2008	B-5309	1,370
CO	2009	CMAQ	3,900
CO	2009	B-5309	1,370
CO	2009	CMAQ-SHA	12,300
CO	2010	CMAQ-SHA	8,700
CO	2010	CMAQ	8,900
CO	2010	B-5309	1,370
CO	2011	CMAQ-SHA	13,000
CO	2011	CMAQ	8,900
CO	2011	B-5309	1,370
CO	2012	B-5309	1,870
CO	2012	CMAQ	8,900



STATUS: Project planning phase is underway.

PROJECT: Bus Kirk Division

DESCRIPTION: The existing 60-year old Kirk Division will be replaced with a modern facility on an expanded site. The new facility will be able to accommodate buses of all types. This is a Revenue Increase project.

JUSTIFICATION: The replacement facility will be able to handle the newer generation of transit buses more efficiently. Present neighborhood concerns regarding noise and air quality will also be addressed.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: This project was previously in the Minors and has been added to the Construction program. \$65.0 million is Revenue Increase funding.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,547	1,032	250	265	0	0	0	0	515	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,050	15	8	2,027	0	0	0	0	2,035	0
Construction	65,000	0	0	1,500	18,000	25,000	20,500	0	65,000	0
Total	68,597	1,047	258	3,792	18,000	25,000	20,500	0	67,550	0
Federal-Aid	2,514	422	258	1,834	0	0	0	0	2,092	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	5307	388



STATUS: Procurement underway.

PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicles.

JUSTIFICATION: Mobility vehicles are required to meet service demand and adhere to performance standards. An increase to the normal acquisition numbers is required to maintain set service benchmarks in ontime performance, travel time and schedule compliance. Mobility acquired large vehicle fleet numbers during the new service model startup in FY 2005. Many of these revenue vehicles will meet the end of their useful life cycles at the same time thus requiring large replacement efforts. The MTA is attempting to mitigate this issue by procuring smaller numbers more often to stabilize the replacement cycle.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost decreased \$1.3 million due to refinement of estimates.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	500	220	230	30	20	0	0	0	280	0
Engineering	2,950	12	25	1,475	1,438	0	0	0	2,938	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	56,573	15,491	5,396	7,615	8,631	8,754	7,255	3,431	41,082	0
Total	60,023	15,723	5,651	9,120	10,089	8,754	7,255	3,431	44,300	0
Federal-Aid	7,258	1,008	3,216	1,194	585	585	585	85	6,250	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	B-5309	585
CO	2009	B-5309	585
CO	2010	B-5309	585
CO	2011	B-5309	585
CO	2012	B-5309	85

USAGE: Service demand increased 16% in FY2007 compared to FY2006.



STATUS: Installation of Bus fareboxes, Light Rail and Metro ticket vending machines is complete. Schedule for MARC and Commuter Bus is under development.

PROJECT: Replacement of Fare Collection Equipment and Implement Smart Card

DESCRIPTION: Replace existing fare collection equipment on core Bus, Metro, Light Rail, MARC, Commuter Bus and Locally Operated Transit Systems with automatic fare collection equipment or with electronic fare collection option. Includes establishment of a financial clearinghouse to process transactions among participating agencies and users to support regional Smart Card.

JUSTIFICATION: New fare collection equipment will increase efficiency of operations, reduce fraud, improve data collection and enhance reliability. The new fareboxes will replace obsolete equipment with a recent design that will be stronger and able to withstand damage from normal operation.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Bus Procurement -- Line 21

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	408	386	0	22	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	89,731	76,081	4,041	6,653	2,956	0	0	0	13,650	0
Total	90,139	76,467	4,041	6,675	2,956	0	0	0	13,672	0
Federal-Aid	17,896	14,436	2,166	1,294	0	0	0	0	3,460	0



STATUS: Metro tunnel radiax system installation is complete. Contract is in close-out phase.

PROJECT: Radio Communication Trunking

DESCRIPTION: Replace and upgrade mobile radio equipment, complete the conversion of the communication system from a conventional to a trunked system, and replace the tunnel antenna system.

JUSTIFICATION: Radio communication is critical for safe and reliable operations. A trunked system enables more voice and data transmissions than a conventional system over the same number of channels.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	583	583	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,170	10,832	40	298	0	0	0	0	338	0
Total	11,753	11,415	40	298	0	0	0	0	338	0
Federal-Aid	4,600	4,546	32	22	0	0	0	0	54	0



STATUS: Installation of the CAD/AVL system is underway.

PROJECT: CAD/AVL Systems

DESCRIPTION: The computer-aided dispatch and automated vehicle location (CAD/AVL) project provides radio data channel expansion to improve bus fleet voice and data communication. It includes upgrades to the existing CAD/AVL system hardware and software as well as upgrading obsolete vehicle equipment with state of the art replacements. Also included are the design and construction of electronic signs to aid and advise patrons of next bus arrival information at 200 bus stop locations.

JUSTIFICATION: The procurement of an updated and enhanced CAD/AVL system together with the expanded data channel and installation of 200 Next Vehicle Arrival signs will improve the operational efficiency of the bus fleet and provide better customer service by providing real time management and scheduling adherence.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Moved from the Minors program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	144	144	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,939	7,582	2,400	1,500	457	0	0	0	4,357	0
Total	12,083	7,726	2,400	1,500	457	0	0	0	4,357	0
Federal-Aid	120	120	0	0	0	0	0	0	0	0



STATUS: Installation of cameras at Phase I locations is underway.

PROJECT: CCTV Improvements

DESCRIPTION: The CCTV system will provide effective surveillance of MTA stations and maintenance facilities. Sites are prioritized on a systemwide threat vulnerability assessment. This is a Revenue Increase project.

JUSTIFICATION: Improvements to the CCTV system will enhance safety and security at key MTA locations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Moved from the Minors program. \$6.3 million is Revenue Increase funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,800	4,670	3,416	4,100	3,831	0	6,783	0	18,130	0
Total	22,801	4,671	3,416	4,100	3,831	0	6,783	0	18,130	0
Federal-Aid	13,096	3,097	2,849	2,535	2,708	0	1,907	0	9,999	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	5307	1,207
CO	2009	5307	1,615
CO	2010	5307	2,708
CO	2011	5307	594
CO	2012	5307	1,313



STATUS: LaPlata Park and Ride lot completed and open to service. Prince Frederick Park and Ride lot will be under construction in budget fiscal year.

PROJECT: Southern Maryland Commuter Bus Initiative

DESCRIPTION: Construction of Commuter Bus Park and Ride lots at Dunkirk, Prince Frederick, Waldorf, LaPlata, Charlotte Hall and New Market in Southern Maryland. This is a Revenue Increase project.

JUSTIFICATION: Southern Maryland has been identified as one of the fastest growing regions in Maryland. The project will assist in keeping up with demand for commuter parking which continues to grow as more people move into the region.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Individual projects have been moved from the Minors program. \$16.4 million is Revenue Increase funds.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	3,026	2,538	428	60	0	0	0	0	488	0
Engineering	2,258	818	540	385	515	0	0	0	1,440	0
Right-of-way	4,626	1,136	490	2,000	1,000	0	0	0	3,490	0
Construction	31,800	2,407	450	181	9,480	11,282	2,000	6,000	29,393	0
Total	41,710	6,899	1,908	2,626	10,995	11,282	2,000	6,000	34,811	0
Federal-Aid	22,930	3,447	1,749	2,100	8,796	6,726	112	0	19,483	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	B-5309CB	3,000
CO	2009	B-5309CB	2,713

1035, 1036, 1037, 1038, 1040, 1041



STATUS: Funds awarded base on an annual application cycle.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: Funding to rural and small jurisdictions for transit vehicles, equipment and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. This is a Revenue Increase project. This project is BRAC related.

JUSTIFICATION: Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet Federal clean air requirements.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2008 and Prior -- Line 51

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Total cost increased by \$71.6 million due to anticipated growth in demand, addition of FY 2013 and addition of projects 1143, 1144, 1184, 1150, 1260, 1261 and 1262 to the Major Construction program. \$56.8 million is Revenue Increase funds.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,429	13,022	1,930	1,485	1,485	1,485	1,485	1,537	9,407	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	192,039	53,691	14,698	35,355	21,894	21,271	21,043	24,087	138,348	0
Total	214,468	66,713	16,628	36,840	23,379	22,756	22,528	25,624	147,755	0
Federal-Aid	124,080	51,668	12,682	16,667	10,757	10,203	10,000	12,103	72,412	0

0045, 0211, 0217, 0218, 0826, 0828, 0878, 0885, 1025, 1143, 1144, 1150, 1184, 1260, 1261, 1262

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	L-5307	1,325
CO	2008	L-5309	2,100
CO	2008	L-5309MPG	1,375
CO	2008	CMAQ	1,240
CO	2008	L-5311	1,500
CO	2009	CMAQ	1,240
CO	2009	L-5309MPG	1,375
CO	2009	L-5309	2,100
CO	2009	L-5311	1,500
CO	2009	L-5307	1,325
CO	2010	CMAQ	1,240
CO	2010	L-5307	1,325
CO	2010	L-5309	2,100
CO	2010	L-5309MPG	1,375



STATUS: Funds awarded based on an annual application cycle. A detailed list of FY 2008 Non-Profit Agencies receiving vehicles in current fiscal year is provided in Line 51.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Private Non-Profit Agencies)

DESCRIPTION: The MTA administers a grant program that provides funding to private non-profit agencies for the transportation of the elderly and persons with disabilities.

JUSTIFICATION: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2008 and Prior -- Line 51

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Total cost increased by \$7.3 million due to anticipated growth in demand and addition of FY 2013.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	32,917	12,150	1,176	5,789	3,402	3,250	3,400	3,750	20,767	0
Total	32,917	12,150	1,176	5,789	3,402	3,250	3,400	3,750	20,767	0
Federal-Aid	26,333	10,265	940	4,631	2,722	2,600	2,720	2,455	16,068	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	L-5310	2,000
CO	2009	L-5310	2,000
CO	2010	L-5310	2,000
CO	2011	L-5310	2,000
CO	2012	L-5310	2,000
CO	2013	L-5310	2,000



STATUS: Funds are awarded on an annual basis.

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement. The current program funds approximately six to ten buses for replacement of existing Ride On vehicles. This is a Revenue Increase project. This project is BRAC related.

JUSTIFICATION: These investments will make the Ride On bus system more convenient while improving passenger access to the Metrorail system.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Total cost increased by \$8.9 million due to anticipated growth in demand and addition of fiscal year 2013; \$5.0 million is Revenue Increase funds.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	56,749	32,977	1,672	10,080	5,240	2,740	2,740	1,300	23,772	0	
Total	56,749	32,977	1,672	10,080	5,240	2,740	2,740	1,300	23,772	0	
Federal-Aid	5,528	6,323	-2,595	0	1,800	0	0	0	-795	0	

0892, 0894, 1075



STATUS: Funding is awarded on an annual basis.

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Annual funding for approximately 3 - 5 buses per year to replace existing vehicles in the County's "The Bus" fleet. This is a Revenue Increase project. This project is BRAC related.

JUSTIFICATION: These investments will make The Bus system more convenient while improving passenger access to the Metrorail system.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increased \$1.8 million due to anticipated growth in demand; \$1.2 million is Revenue Increase funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	9,019	4,087	632	1,820	620	620	620	620	4,932	0	
Total	9,019	4,087	632	1,820	620	620	620	620	4,932	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Red Line Corridor Transit Study

DESCRIPTION: The Red Line Corridor Transit Study will identify and analyze several potential bus rapid transit and light rail alignment alternatives for an east-west rapid transit system from the Woodlawn area through downtown Baltimore to the Bayview area. The study includes preliminary engineering and mode feasibility analyses, environmental screening, identification of right-of-way issues, ridership potential, capital and operating cost estimation and identification of social, cultural and economic development benefits and impacts.

JUSTIFICATION: The Red Line will improve transit mobility in an east-west corridor of the Baltimore region. This project is intended to address traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts and address regional air quality issues.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Green Line Corridor Transit Study - Line 39

STATUS: Alternatives Analysis (AA) underway. Preparation of Draft Environmental Impact Statement (DEIS) underway.

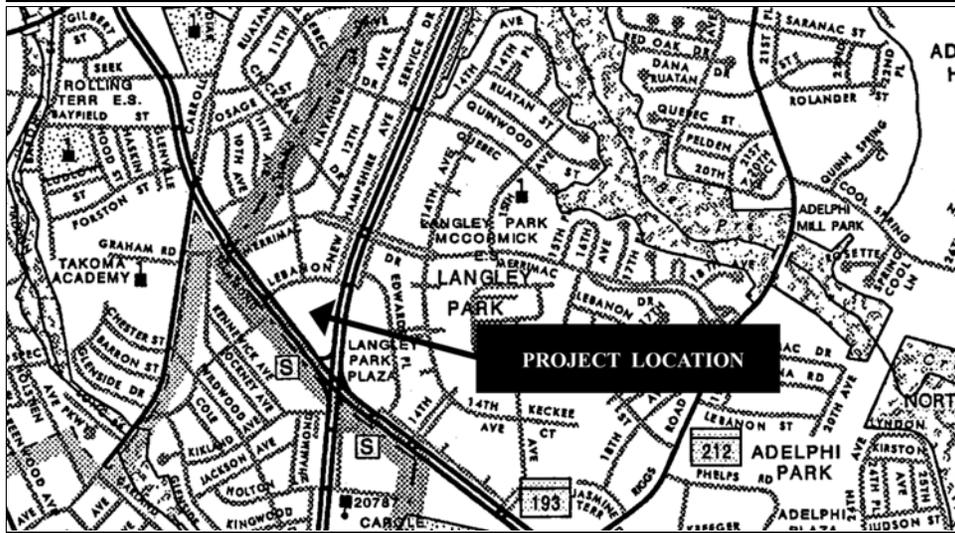
SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The project funding schedule reflects the continued work needed on the AA/DEIS, especially travel demand forecasting and the FTA New Starts requirements.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	46,071	21,774	4,297	3,500	9,000	7,500	0	0	24,297	0
Engineering	58,000	0	0	0	0	23,000	25,000	10,000	58,000	0
Right-of-way	80,000	0	0	0	0	13,500	40,500	26,000	80,000	0
Construction	54,914	0	0	0	0	0	0	54,914	54,914	0
Total	238,985	21,774	4,297	3,500	9,000	44,000	65,500	90,914	217,211	0
Federal-Aid	122,264	5,838	3,437	2,800	7,200	24,250	32,750	45,989	116,426	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	R5309FGRG	4,500
CO	2009	R5309FGRG	4,500
CO	2010	R5309FGRG	4,500
CO	2011	R5309FGRG	87,000
CO	2011	5307	1,292
CO	2012	5307	4,211
CO	2013	5307	9,806

Funding for construction is contingent upon successfully securing a Full Funding Grant Agreement with the Federal Transit Administration.

0862



PROJECT: Takoma/Langley Park Transit Center

DESCRIPTION: Construction of an off-street transit center at the intersection of MD 193 and MD 650 in the Takoma/Langley Park community. Associated SHA improvements include roadway and intersection improvements, pedestrian safety measures, and new sidewalks and crosswalks.

JUSTIFICATION: This area is the busiest transit transfer point outside a rail station in the region with 11 Metrobus, Ride On, The Bus and shuttle van routes. The project will address pedestrian safety issues

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

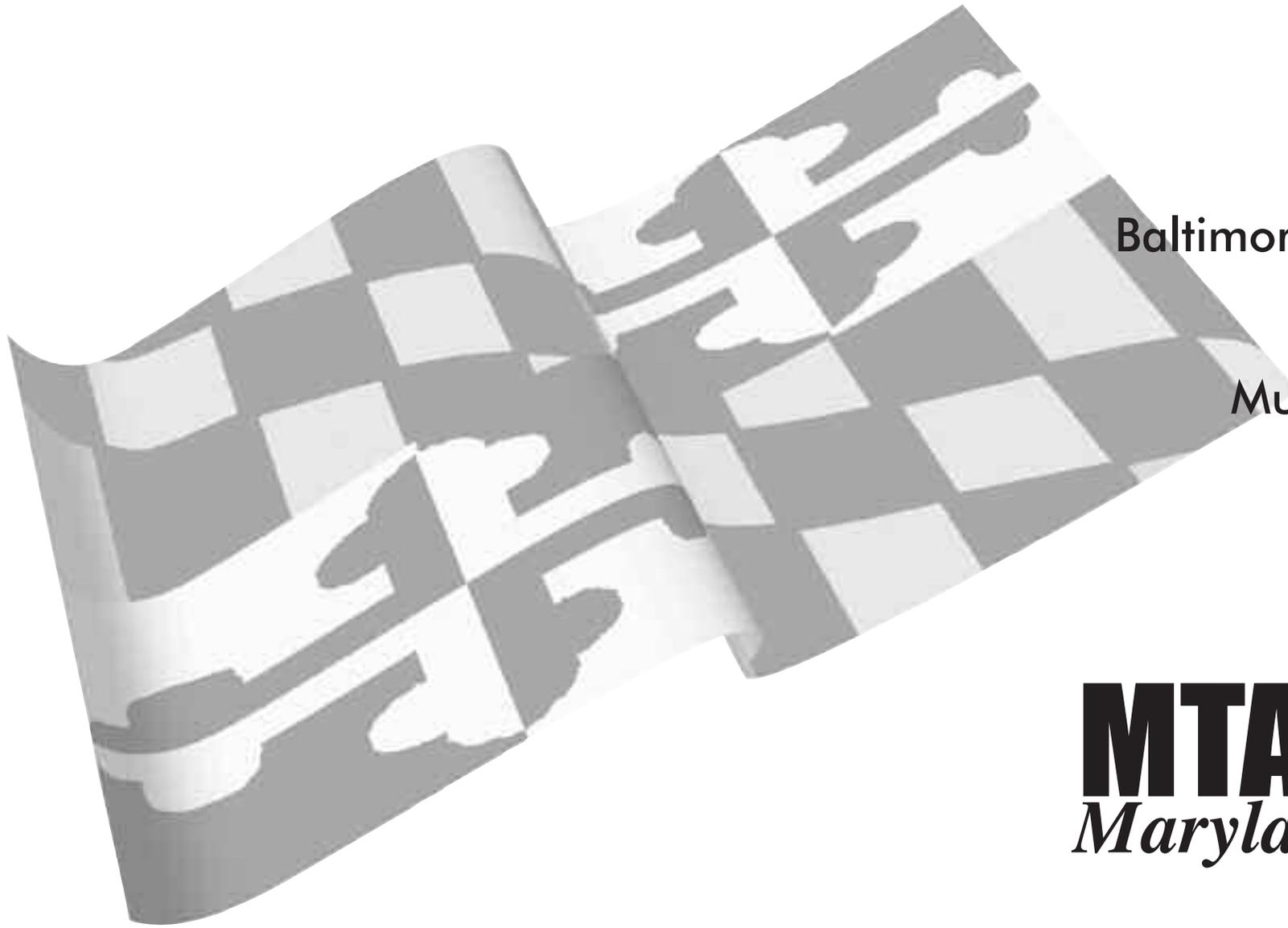
Purple Line Study -- Line 38

STATUS: Project planning is currently underway. Construction of the intersection and roadway improvements by SHA is underway. Negotiations for right-of-way acquisition are ongoing.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	453	351	100	2	0	0	0	0	102	0
Engineering	600	43	50	407	100	0	0	0	557	0
Right-of-way	3,720	0	0	3,720	0	0	0	0	3,720	0
Construction	7,537	0	0	0	3,500	4,037	0	0	7,537	0
Total	12,310	394	150	4,129	3,600	4,037	0	0	11,916	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The estimated cost of \$12.31 million is being funded by Montgomery County (\$2.5 million), Prince Georges County (\$2.5 million), and Maryland Transportation Infrastructure Investment Funding (TIIF) revenues through WMATA (\$7.31 million).



MARC

Light Rail

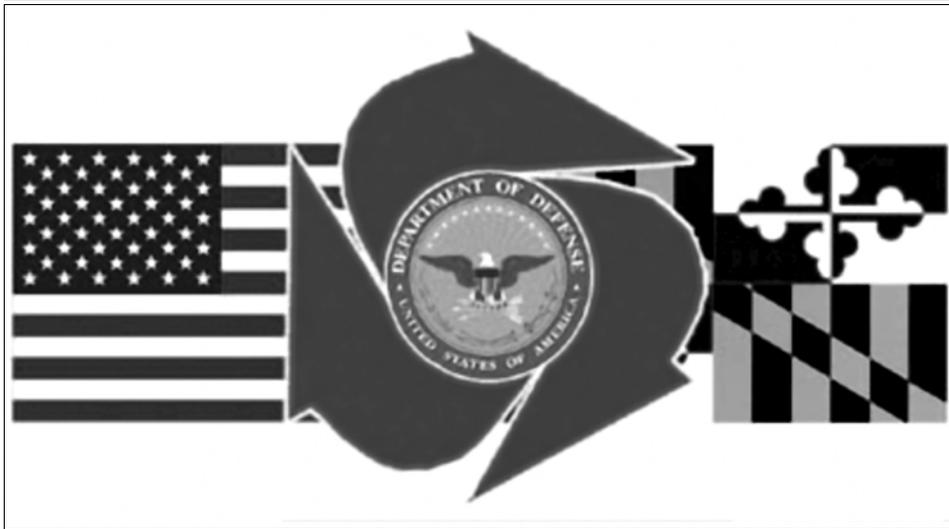
Baltimore METRO

Bus

Multi-Modal



MTA DEVELOPMENT & EVALUATION PROJECTS



STATUS: Studies underway.

PROJECT: Assessment of Transit Needs for Maryland Base Realignment and Closure

DESCRIPTION: Assess transit needs related to the proposed BRAC assignments and prepare proposals to address identified needs. Focus will be on Fort Meade, Bethesda, Aberdeen, Fort Detrick and Andrews AFB. This is a BRAC related project.

JUSTIFICATION: Central Maryland is expected to experience additional growth due to BRAC. Funding is provided to study transit improvements needed to support additional travel demand.

SMART GROWTH STATUS:

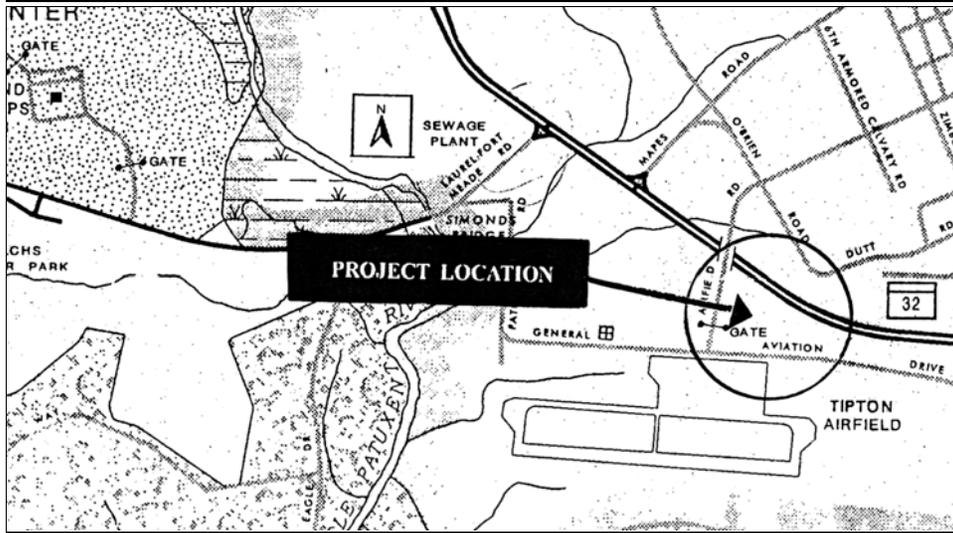
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- Riverside Maintenance Facility -- Line 6
- MARC Edgewood Station -- Line 7
- Central Maryland Transit Maintenance Facility -- Line 36

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the D & E program.

<u>POTENTIAL FUNDING SOURCE:</u>										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	5,500	115	485	500	2,900	1,500	0	0	5,385	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,500	0	0	0	1,750	1,750	0	0	3,500	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,000	115	485	500	4,650	3,250	0	0	8,885	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Central Maryland Transit Maintenance Facility

DESCRIPTION: Planning and design of a publicly-owned bus transit maintenance facility to support transit operations in Howard County, western Anne Arundel County and the City of Laurel. This is a BRAC related project.

JUSTIFICATION: The project will reduce operating costs associated with the maintenance support function and support local bus service in the Ft. Meade area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

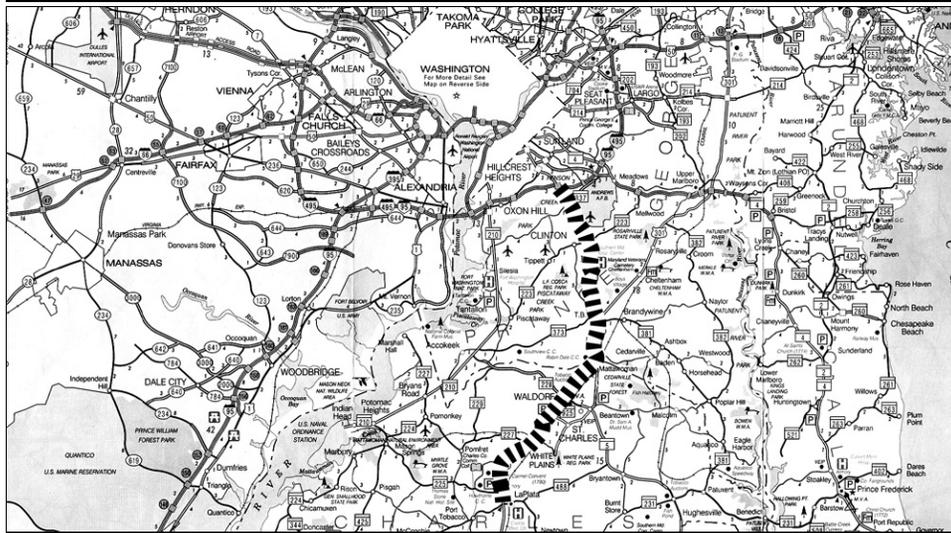
Assessment of Transit Needs for Maryland Base Realignment and Closure D & E -- Line 35

STATUS: Howard and Anne Arundel Counties are working jointly on the project. Howard County has lead responsibility. Project planning is underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	2,100	283	0	217	800	800	0	0	1,817	0
Engineering	3,030	30	0	0	0	1,000	1,000	1,000	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,130	313	0	217	800	1,800	1,000	1,000	4,817	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

A \$5.5 million FTA earmark to Howard County along with matching funds from Howard and Anne Arundel Counties will be applied towards total estimated project cost of \$24.26 million. MDOT is contributing \$800k towards the planning and design.



STATUS: Corridor preservation underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increased by \$3.6 million due to the addition of the Southern Maryland Transit Corridor Preservation Study (1206).

PROJECT: Southern Maryland Mass Transportation Analysis

DESCRIPTION: Planning activities to identify and protect an alignment for future development of high-capacity transit services in the US 301/MD 5 corridor from White Plains to the Branch Avenue Metrorail Station. This project is BRAC related.

JUSTIFICATION: Continued growth in Southern Maryland has created high levels of traffic congestion in the US 301/MD 5 corridor. Planning is needed to determine the role of a high capacity transit service in the corridor.

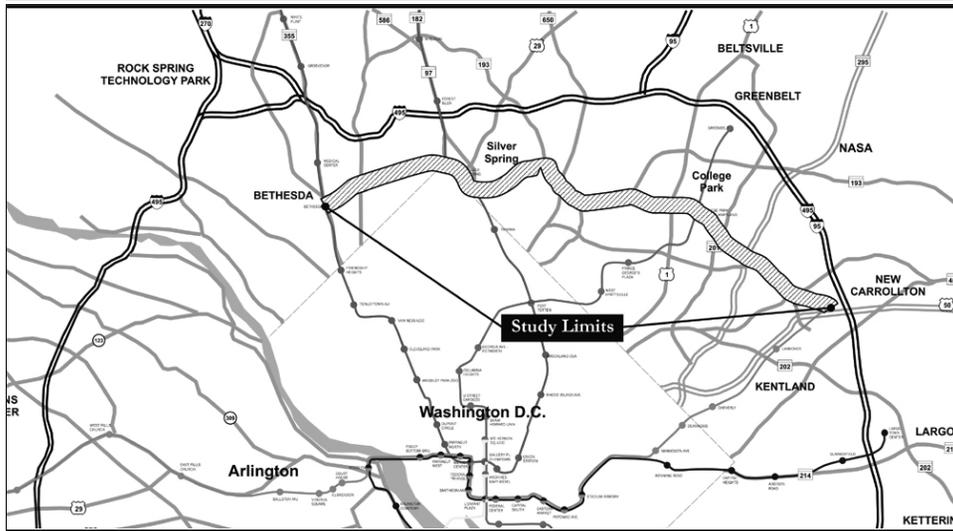
SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- SHA - I-95/I-495 Branch Avenue Metro Station Access Study
- SHA - MD 5, from US 301 Interchange at T.B. to north of I-95/I-495
- SHA - MD 5/MD 373/Brandywine Road Relocated Interchange

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	4,554	554	250	550	1,200	1,000	1,000	0	4,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,554	554	250	550	1,200	1,000	1,000	0	4,000	0
Federal-Aid	422	422	0	0	0	0	0	0	0	0



PROJECT: Purple Line

DESCRIPTION: 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. This includes Alternatives Analysis, Draft Environmental Impact Statement and Preliminary Engineering/Final Environmental Impact Statement. This is a Revenue Increase project.

JUSTIFICATION: This transit line would serve a highly congested corridor in Prince George's and Montgomery Counties connecting the Metrorail Red, Green and Orange lines to key employment, residential and institutional destinations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- Paul S. Sarbanes Transit Center -- Line 9
- Takoma/Langley Park Transit Center -- Line 34

STATUS: The Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS) phase is expected to be completed during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: \$100 million has been added to PE phase, all in Revenue Increase funding.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	30,845	17,147	5,063	4,000	4,635	0	0	0	13,698	0
Engineering	100,000	0	0	0	0	18,000	30,000	26,000	74,000	26,000
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	130,845	17,147	5,063	4,000	4,635	18,000	30,000	26,000	87,698	26,000
Federal-Aid	20,223	9,397	4,237	3,200	3,389	0	0	0	10,826	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	2,835

Funding is contingent upon successfully securing a Full Funding Grant Agreement with the Federal Transit Administration.



PROJECT: Green Line Corridor Transit Study

DESCRIPTION: The Green Line Transit Corridor Study will address potential alignment and modal alternatives to provide service to Northeast Baltimore City and Baltimore County. The study entails public involvement, environmental screening, right-of-way assessment, ridership forecasts, capital and annual operating cost evaluation, assess social/cultural impacts and project transit economic development benefits and impacts. This is a Revenue Increase project.

JUSTIFICATION: The Green Line is projected to improve mobility in Northeast Baltimore City, improve travel time and modal access, support the market for future transit-oriented economic development and revitalization efforts and address regional air quality issues.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Red Line Corridor Transit Study -- Line 33

STATUS: The Draft Environmental Impact Statement (DEIS) is underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: \$5.0 million in additional PP funds have been added, all Revenue Increase funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	17,945	997	1,000	2,200	4,011	3,340	3,397	3,000	16,948	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	17,945	997	1,000	2,200	4,011	3,340	3,397	3,000	16,948	0
Federal-Aid	3,511	0	1,000	1,760	751	0	0	0	3,511	0

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	R5309FGRG	500
CO	2008	5307	1,298
CO	2009	R5309FGRG	500
CO	2009	5307	76
CO	2010	R5309FGRG	500



STATUS: The Alternatives Analysis and environmental assessment are underway.

PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: Transit portion of a multi-modal corridor study to consider transit and highway improvements in the I-270/US 15 corridor in Montgomery and Frederick Counties from Shady Grove Metro Station to I-70. The Corridor Cities Transitway (CCT) would be either a light rail transit (LRT) or bus rapid transit (BRT) line along a 14-mile corridor from Rockville through Quince Orchard, Gaithersburg and Germantown to Clarksburg. Another option under study is "premium bus" service along proposed I-270 High Occupancy Vehicle (HOV)/managed lanes. This is a Revenue Increase project.

JUSTIFICATION: The purpose and need for the project is to relieve congestion and improve safety due to existing and projected growth within the I-270/US 15 Corridor. The CCT would also enhance mobility by serving existing and future transit-oriented land uses in the corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- SHA - I-70/I-270 Interchange
- SHA - I-70, MD 85 Extended and MD 355 Relocated
- SHA - MD 80 and MD 355 Relocated
- SHA - I-70, Mt. Phillip Road to MD 144

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: \$80.0 million has been added to PE phase, all in Revenue Increase funding.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	8,564	2,564	500	1,000	2,500	2,000	0	0	6,000	0
Engineering	82,436	0	0	0	0	13,000	17,936	14,000	44,936	37,500
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	91,000	2,564	500	1,000	2,500	15,000	17,936	14,000	50,936	37,500
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The estimated cost is for the entire project in Montgomery and Frederick Counties and is reported in the SHA program. Funding is contingent upon successfully securing a Full Funding Grant Agreement with the Federal Transit Administration.



PROJECT: Maglev System Study

DESCRIPTION: Study feasibility and prepare environmental documentation involved with operating magnetic levitation trains between Baltimore and Washington, with a stop at BWI-Thurgood Marshall Airport.

JUSTIFICATION: MTA has received special federal funding as part of a national demonstration of Maglev technology. If feasibility is demonstrated, Maglev could provide rapid and efficient transportation between Baltimore, Washington and BWI-Thurgood Marshall Airport.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: The Draft Environmental Impact Statement (DEIS) and environmental reevaluation are complete. In consultation with the Federal Railroad Administration, an administrative draft FEIS is being submitted during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	17,057	16,781	276	0	0	0	0	0	276	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	17,057	16,781	276	0	0	0	0	0	276	0
Federal-Aid	13,162	12,886	276	0	0	0	0	0	276	0

Funds in the amount of \$100,000 were contributed to this project by the City of Baltimore.

0483



STATUS: Phase I feasibility study completed, Transit Oriented Development proposal under review.

PROJECT: MARC Odenton Station Parking Garage D & E

DESCRIPTION: Planning and environmental documentation for a proposed 2500 - 3500 space parking garage at MARC Odenton Station. This project is BRAC related.

JUSTIFICATION: No additional area is available for additional surface parking. The existing surface parking lots are proposed to be developed.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

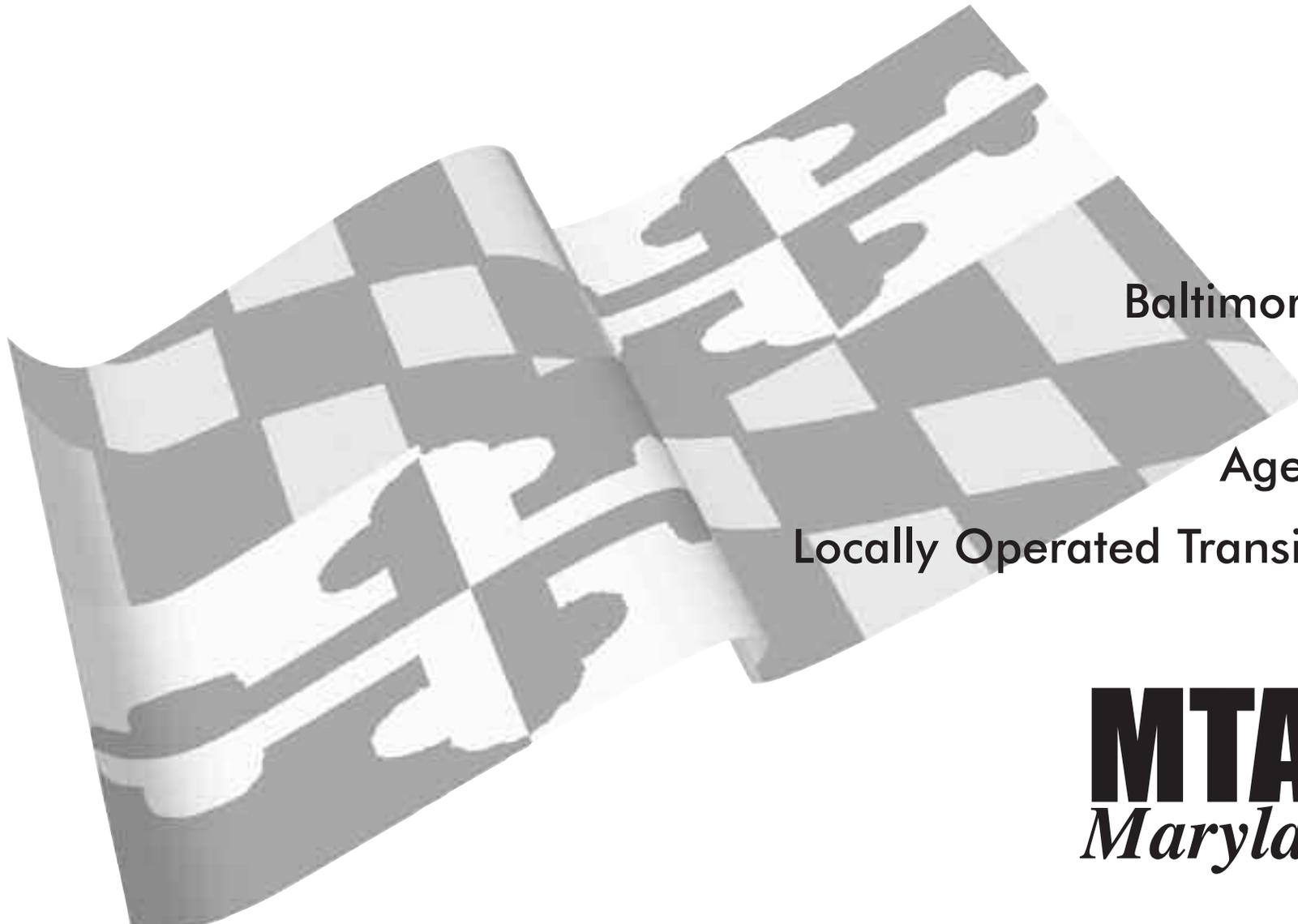
None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	600	24	0	10	566	0	0	0	576	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	600	24	0	10	566	0	0	0	576	0
Federal-Aid	480	0	0	10	470	0	0	0	480	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5307	139

USAGE: An average of 2,185 boardings per day occurred during CY 2007.



MARC

Freight

Light Rail

Baltimore METRO

Bus

Agency Wide

Locally Operated Transit Systems



MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2008 AND PRIOR</u>			
1	Homeland Security Canine Team (1198)	428	Complete
2	Value Capture Analysis D&E (1176)	66	Complete
3	Center Plaza Rehabilitation (1106)	583	Complete
4	Miscellaneous Parking Studies and Improvements (1050, 1080)	538	Complete
5	Transit Station Development Incentive Program (0559)	3,236	Complete
6	Automatic Entrance and Exit Gates (1111)	226	Complete
7	Miscellaneous Planning Studies (0510)	550	Underway
8	Station Signage Improvements (Rev. Inc. project) (0843)	150	Underway
9	Owner-Controlled Insurance Program (0832)	570	Underway
10	Safety & Infrastructure Improvements (1070)	495	Underway
11	Lexington Market Transit Improvement/West Side Development (1060)	895	Underway
12	Bedford Square Shelter Rehabilitation (1160)	230	Underway
13	Strategic and Other Transit Planning Studies (0221, 1047)	1,841	Underway
14	Document Control Imaging System (0184)	342	Underway
15	Third Trunked Radio Site (0812)	471	Underway
16	MAXIMO (1168)	2,200	Underway
17	Howard Street Revitalization D & E (1207)	250	Underway
18	System Preservation Process D & E (1195)	300	Underway
19	Roof Rehabilitation (Rev. Inc. project) (0300)	400	Underway
20	Homeland Security Grant 3 (1151)	3,510	Underway
21	ADA Compliance (Rev. Inc. project) (0266)	400	Underway
22	New IT Equipment (1103)	818	Underway
23	Transit Facilities Improvements (0447, 0461, 0844)	3,730	Underway
24	Fare Collection Maintenance Shop (1094)	485	Underway
25	Security Analysis and Improvements (1069, 1216)	601	Underway
26	Environmental Compliance (Rev. Inc. project) (1149)	4,012	Underway
27	Community Safety and Enhancement Projects (0709)	102	Underway
28	Scheduling System (0513)	3,913	Underway
29	Parking Lot Repaving Fund (Rev. Inc. project) (0177)	303	Underway
30	Baltimore Intercity Bus Terminal (1235)	2,500	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2008 AND PRIOR (cont'd)</u>			
31	Police Dispatching, Communications and Reporting Management (1163)	277	Underway
32	Bridge, Tunnel and Corrosion Inspection Services Program (0608, 0752)	700	Underway
33	PA/LED Signs (Rev. Inc. project) (0430)	698	Underway
34	Telephone Communications Systems (0493)	2,705	Underway
35	City of Rockville Transit Improvements (1238)	1,230	Spring, 2008
36	Print Shop Equipment (1214)	500	Spring, 2008
37	Engineering Management System (1204)	1,500	Spring, 2008
<u>AGENCYWIDE IMPROVEMENTS -- FY 2009</u>			
38	Roof Rehabilitation (Rev. Inc. project) (0300)	5,839	Summer, 2008
39	Baltimore Intercity Bus Terminal (1235)	2,750	Summer, 2008
40	Transit Facilities Improvements (0447)	442	Summer, 2008
41	Parking Lot Repaving Fund (Rev. Inc. project) (0177)	1,000	Summer, 2008
42	Lexington Market Transit Improvements/West Side Development (1060)	3,440	Summer, 2008
43	Third Trunked Radio Site (0812)	2,782	Summer, 2008
44	New IT Equipment (1103)	986	Summer, 2008
45	Environmental Compliance (Rev. Inc. project) (1149)	3,921	Summer, 2008
46	Strategic and Other Transit Planning Studies (0221)	230	Summer, 2008
47	Station Signage Improvements (Rev. Inc. project) (0843)	1,450	Summer, 2008
48	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	1,361	Fall, 2008
49	Homeland Security - 2006 (1240)	3,200	Fall, 2008
50	Washington Blvd Building Improvements (Rev. Inc. project) (1247)	3,000	Fall, 2008
51	ADA Compliance (Rev. Inc. project) (0266)	1,000	Fall, 2008
52	Community Safety and Enhancement Projects (0709)	178	Fall, 2008
53	Owner-Controlled Insurance Program (0832)	600	Fall, 2008
54	Safety & Infrastructure Improvements D & E (1070)	501	Fall, 2008
55	PA/LED Signs (Rev. Inc. project) (0430)	6,441	Fall, 2008
56	Miscellaneous Planning Studies (0510)	650	Winter, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>BUS SYSTEM IMPROVEMENTS -- FY 2008 AND PRIOR</u>			
1	Articulated Bus Purchase D & E (1157)	163	Complete
2	NABI Articulated Bus Transmissions Retrofit (1158)	1,043	Complete
3	Steam Cleaner/Pressure Washer Replacement (0781)	234	Complete
4	Automatic Vehicle Monitoring System (1071)	1,915	Complete
5	NABI Bus Wheelchair Lift Rehab (1155)	1	Complete
6	Systemwide Improvements and Rehabilitation (0783, 0845, 0849, 1027, 1099, 1148)	1,903	Underway
7	Wheelchair Restraint System Retrofit/9700 Series (1057)	550	Underway
8	Bus Lifts (Rev. Inc. project) (1096)	317	Underway
9	Equipment and Non Revenue Vehicles (1180)	1,000	Underway
10	Wireless LAN D & E (1210)	250	Underway
11	Fuel/Fluids Management System (1120)	750	Underway
12	Operators' Seat Replacement (1122)	450	Underway
13	Comprehensive Bus Stop Sign Replacement (1074, 1077)	2,685	Underway
14	Enhanced Bus Service (1174)	3,000	Underway
15	Division Maintenance Facility Ventilation Improvements (1073, 1181)	4,100	Underway
16	Non-Revenue Vehicle and Maintenance Support Improvement Fund (0554, 1079)	923	Underway
17	Automatic Passenger Counters (1241)	100	Underway
18	Northwest Yard Repaving (1179)	1,500	Underway
19	Facilities Rehabilitation (Rev. Inc. projects) (0193, 1076)	806	Underway
20	Replace/Add Trapeze Servers and Workstations (1194)	438	Spring, 2008
21	New Main Shop (1196)	500	Spring, 2008
<u>BUS SYSTEM IMPROVEMENTS -- FY 2009</u>			
22	Systemwide Improvements and Rehabilitation (0547, 0783, 0845, 0849, 1148)	1,991	Summer, 2008
23	Non-Revenue Vehicle and Maintenance Support Improvement Fund (0554, 1079)	1,130	Summer, 2008
24	Bus Lifts (Rev. Inc. project) (1096)	336	Fall, 2008
25	Facilities Rehabilitation (Rev. Inc. projects) (0193, 1076)	2,677	Fall, 2008
26	Cyclones and Bus Washers Replacement (1081)	1,060	Winter, 2009
27	Bicycle Racks (Rev. Inc. project) (1251)	1,700	Winter, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<p><u>BUS SYSTEM IMPROVEMENTS -- FY 2009 (cont'd)</u></p>		
28	Shuttle Bus Procurement (Rev. Inc. project) (1250)	4,000	Winter, 2009
29	Eastern Division Bus Facility D & E (1092)	3,000	Winter, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 46

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FREIGHT IMPROVEMENTS -- FY 2008 AND PRIOR</u>			
1	Freight Line Stabilization and Improvement Program (0876)	1,924	Complete
2	Capital Improvement Program (Rev. Inc. project) (0590)	253	Underway
3	Freight/LTR Rail Abandonment (1100)	593	Underway
<u>FREIGHT IMPROVEMENTS -- FY 2009</u>			
4	Capital Improvement Program (Rev. Inc. project) (0590)	4,107	Summer, 2008
5	Freight/LTR Rail Abandonment (1100)	664	Fall, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LIGHT RAIL IMPROVEMENTS -- FY 2008 AND PRIOR</u>			
1	UPS Signal Backup Power Replacement (1016)	192	Complete
2	Electrical Equipment Overhaul and Upgrade (1185, 1187)	2,320	Underway
3	Parking Expansion D & E (0871)	2,559	Underway
4	Rail Installation (Rev. Inc. project) (0797)	339	Underway
5	Grade Crossing Repair (Rev. Inc. project) (1048)	74	Underway
6	Bridge Preservation Fund (Rev. Inc. project) (0248)	598	Underway
7	Substation Installation (Rev. Inc. project) (0341)	246	Underway
8	Parking Garage at N. Linthicum (1086)	100	Underway
9	Howard Street Safety Improvements (0489)	130	Underway
10	Light Rail Enhancements (0790)	3,339	Underway
11	Clipper Mill Grade Crossing (1169)	445	Underway
12	Yard Switches Conversion (0451)	75	Underway
13	Light Rail Vehicle Overhaul (0116)	348	Underway
14	Facilities and Station Rehabilitation (0005, 0870, 1188, 1189)	3,063	Underway
15	Signal Priority (1142)	2,158	Underway
16	Rail Purchase and Upgrades (0660, 1013)	2,727	Underway
17	Convention Center Station Renovation (Rev. Inc. project) (1243)	1,000	Underway
18	Drainage Improvements (0856)	800	Underway
19	Storage Yard Rehabilitation (Rev. Inc. project) (1140)	14,336	Spring, 2008
20	Light Rail Vehicle Cameras D & E (1211)	200	Spring, 2008
<u>LIGHT RAIL IMPROVEMENTS -- FY 2009</u>			
21	Substation Installation (Rev. Inc. project) (0341)	1,899	Summer, 2008
22	Howard Street Safety Improvements (0489)	206	Summer, 2008
23	Facilities and Station Rehabilitation (0005)	944	Summer, 2008
24	Rail Purchase and Upgrades (0660, 1013)	263	Summer, 2008
25	Light Rail Vehicle Overhaul (0116)	120	Summer, 2008
26	Rail Installation (Rev. Inc. project) (0797)	345	Fall, 2008
27	Howard Street Enhancements (Rev. Inc. project) (1255)	5,000	Fall, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LIGHT RAIL IMPROVEMENTS -- FY 2009 (cont'd)</u>			
28	Crossover Near Warren Road (Rev. Inc. project) (1253)	4,100	Fall, 2008
29	Bridge Preservation Fund (Rev. Inc. project) (0248)	290	Fall, 2008
30	Yard Switches Conversion (0451)	125	Spring, 2009
31	Grade Crossing Repair (Rev. Inc. project) (1048)	750	Spring, 2009
32	Balance Weight Assembly (Rev. Inc. project) (1254)	500	Spring, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>MARC IMPROVEMENTS -- FY 2008 AND PRIOR</u>			
1	ADA Equipment (0684)	110	Complete
2	System Preservation Fund (0634)	6,464	Underway
3	Aberdeen Station Enhancements D & E (1182)	1,006	Underway
4	BWI-Thurgood Marshall Airport D & E (1209)	500	Underway
5	Passenger Warning System @ CSX Stations (0420)	118	Underway
6	Rolling Stock Maint. Tracking & Recordkeeping System (1052)	550	Underway
7	Laurel Station Platform (Rev. Inc. project) (1098)	523	Underway
8	Parking Lot Improvements (1006)	54	Underway
9	Electric Locomotive Parts Purchase (0348)	820	Underway
10	Miscellaneous Facility Improvements and Rehab. (0199)	3,427	Underway
11	MARC Project MGMT Consultants (Rev. Inc. project) (1267)	500	Spring, 2008
<u>MARC IMPROVEMENTS -- FY 2009</u>			
12	Parking Lot Improvements (1006)	546	Summer, 2008
13	Laurel Station Platform (Rev. Inc. project) (1098)	2,030	Summer, 2008
14	Passenger Warning System @ CSX Stations (0420)	579	Summer, 2008
15	Miscellaneous Facility Improvements and Rehab. (0199)	11,550	Summer, 2008
16	System Preservation Fund (0634)	11,250	Fall, 2008
17	Commuter Bus Automatic Passenger Counter Units (1242)	400	Winter, 2009
18	MARC Project MGMT Consultants (1267)	1,500	Winter, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>METRO IMPROVEMENTS -- FY 2008 AND PRIOR</u>			
1	Owings Mills Turnout Replacement (1154)	4,075	Complete
2	Reisterstown Plaza Station Improvements (0328)	4,330	Complete
3	Bridge & Elevated Structures Rehab. Fund (Rev. Inc. project) (0239)	215	Underway
4	Electrical Substation Improvements (0474)	2,170	Underway
5	Train Control Systems (Rev. Inc. project) (0840)	664	Underway
6	Tunnel Structural Repairs (Rev. Inc. project) (0529)	115	Underway
7	Communications Control Console Replacement (1244)	1,200	Underway
8	Rail Shop Equipment Improvements (Rev. Inc. project) (0838)	3,143	Underway
9	Twin Block Tie Replacement Phase II (0368)	3,639	Underway
10	Cable Assessment/Evaluation/Replacement (0839)	7,060	Underway
11	Miscellaneous System Preservation Improvements (0179, 1186)	1,568	Underway
12	Rail Inspection and Installation Program (0194, 0868)	239	Underway
13	Wayside and Station Emergency Telephones (Rev. Inc. project) (1093)	4,064	Underway
14	Replacement of Street Gratings (Rev. Inc. project) (1178)	2,900	Underway
15	Direct Fixation Rail Fasteners (Rev. Inc. project) (0455)	4,908	Underway
16	Owings Mills Station Improvements (Rev. Inc. project) (1183)	4,700	Spring, 2008
<u>METRO IMPROVEMENTS -- FY 2009</u>			
17	Bridge & Elevated Structures Rehab. Fund (Rev. Inc. project) (0239)	2,240	Summer, 2008
18	Train Control Systems (Rev. Inc. project) (0840)	1,050	Summer, 2008
19	Electrical Substation Improvements (0474)	3,669	Summer, 2008
20	Miscellaneous System Preservation Improvements (0179, 1186)	1,709	Summer, 2008
21	Rail Inspection and Installation Program (0194, 0868)	148	Fall, 2008
22	Miscellaneous Facility Improvements (Rev. Inc. project) (1259)	2,200	Fall, 2008
23	Rehabilitation of Crossovers (Rev. Inc. project) (1257)	700	Fall, 2008
24	Substations Roof Replacements (Rev. Inc. project) (1258)	4,000	Fall, 2008
25	Tunnel Structural Repairs (Rev. Inc. project) (0529)	1,860	Winter, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 50

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
1	<u>MOBILITY IMPROVEMENTS -- FY 2008 AND PRIOR</u> Mobility Data Backup and Communications Systems (1165, 1193)	1,778	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2008 AND PRIOR</u>			
<u>ALLEGANY COUNTY</u>			
1	Preventive Maintenance	330	Underway
2	Purchase Floor Cleaning Machine	12	Winter, 2008
3	Purchase Transmitter	5	Winter, 2008
4	Rehab/Renov Admin/Maint Facility (Tank Removal)	30	Winter, 2008
5	Replacement Buses	320	Winter, 2008
6	Vehicles to Non-Profit Organizations--Allegany Co., HRDC, In and Friends Aware, Inc.	200	Winter, 2008
7	Bus Parts	20	Winter, 2008
<u>ANNE ARUNDEL COUNTY</u>			
8	Bicycle Racks	2	Spring, 2008
<u>CITY OF ANNAPOLIS</u>			
9	Preventive Maintenance	110	Underway
10	Equipment - Facility Rehab - Security	50	Winter, 2008
11	Miscellaneous Equipment	27	Winter, 2008
12	30' Replacement Buses	800	Spring, 2008
13	Bicycle Equipment	5	Spring, 2008
14	Bys Rehabilitation	73	Spring, 2008
15	Radios	3	Spring, 2008
16	Roadside support vehicle	220	Spring, 2008
17	Vehicles - Replacement of 3 trolleys	993	Spring, 2008
<u>BALTIMORE COUNTY</u>			
18	Vehicles to Non-Profit Organizations - National Multiple Sclerosis, Associated Catholic Charities	214	Winter, 2008
19	Dispatching Software	80	Spring, 2008
20	Replacement Buses	200	Spring, 2008

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2008 AND PRIOR (cont'd)</u>			
<u>CALVERT COUNTY</u>			
21	Passenger amenities	1	Winter, 2008
22	Vehicles - Replacement of Vehicle 16/2	225	Winter, 2008
23	Wheel chair securement devices	3	Winter, 2008
24	Facility improvements (canopy)	417	Spring, 2008
25	Replacement Buses	164	Spring, 2008
<u>CAROLINE COUNTY</u>			
26	(Also, see Mid-Shore Regional Council)		
27	Vehicles - 1 16/2 Replacement vehicle	225	Winter, 2008
28	Office furniture	30	Spring, 2008
<u>CARROLL COUNTY</u>			
29	Preventive Maintenance	120	Underway
30	Phone System	20	Winter, 2008
31	Vehicles - 2 - 12/2 replacement vehicle	102	Winter, 2008
32	Vehicles to Non-Profit Organizations - Senior Overland Services Inc.	110	Winter, 2008
33	Expansion Buses	164	Spring, 2008
<u>CECIL COUNTY</u>			
34	Vehicles - Replacement bus 16/2	142	Winter, 2008
35	Vehicles to Non-Profit Organizations - Chesapeake Care Resources, Union Hospital Adult Day Care	150	Winter, 2008
36	Assoc. Capital Maint. Items (Rear Flip/Fold Seat)	1	Spring, 2008
37	Communication equipment	2	Spring, 2008
38	Passenger Amenities	3	Spring, 2008
39	Radios	83	Spring, 2008

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2008 AND PRIOR (cont'd)</u>			
<u>CHARLES COUNTY</u>			
40	Passenger stop amenities	16	Winter, 2008
41	Radios & Radio equipment	3	Winter, 2008
42	Ridesharing (See St. Mary's County)		
43	Vehicles - Small Bus	568	Winter, 2008
44	Vehicles to Non-Profit Organizations - Spring Dell Center	250	Winter, 2008
45	Expansion Buses	320	Spring, 2008
<u>DORCHESTER COUNTY</u>			
46	Vehicles - 1 16/2 replacement	204	Winter, 2008
47	Vehicles to Non-Profit Organizations - Delmarva Community Services, Dorchester Comm. on Aging	348	Winter, 2008
48	Equipment - Shop Equipment	13	Spring, 2008
<u>FREDERICK COUNTY</u>			
49	Preventive Maintenance	560	Underway
50	Equipment - Radios, Fareboxes	8	Winter, 2008
51	Vehicles	175	Winter, 2008
52	Bicycle Racks	7	Spring, 2008
53	Expansion Buses	66	Spring, 2008
54	Security System	17	Spring, 2008
<u>GARRETT COUNTY</u>			
55	Vehicles	575	Winter, 2008
56	Vehicles to Non-Profit Organizations - Appalachian Parent Assoc.	146	Winter, 2008
57	Dispatch software	45	Spring, 2008
58	Office Equipment	16	Spring, 2008
59	Shop equipment	72	Spring, 2008

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2008 AND PRIOR (cont'd)</u>			
<u>HARFORD COUNTY</u>			
60	Preventive Maintenance	210	Underway
61	Road side support vehicle	15	Winter, 2008
62	Vehicles - 2 replacement buses 29' - 27/2	759	Winter, 2008
63	Vehicles to Non-Profit Organizations - ARC of Northern Chesapeake, Family & Children Services	189	Winter, 2008
<u>HOWARD COUNTY</u>			
64	Preventive Maintenance	260	Underway
65	Vehicles to Non-Profit Organization - HUMANIM	154	Winter, 2008
66	30' Replacement Hybrid Buses	480	Spring, 2008
67	Communication System	150	Spring, 2008
<u>KENT COUNTY</u>			
68	(See Caroline County for Projects)		
<u>MONTGOMERY COUNTY</u>			
69	Preventive Maintenance	2,330	Underway
70	Vehicles	3,045	Spring, 2008
71	Vehicles to Non-Profit Organizations - CHI Center	150	Spring, 2008
<u>PRINCE GEORGE'S COUNTY</u>			
72	Vehicles	785	Spring, 2008
73	Vehicles for Corridor Transportation Corporation	1,350	Spring, 2008
<u>QUEEN ANNE'S COUNTY</u>			
74	Shelters	7	Winter, 2008
75	Vehicle safety equipment	2	Winter, 2008
76	Vehicles	410	Winter, 2008
77	Radio Equipment	9	Spring, 2008

LOCALLY OPERATED TRANSIT SYSTEMS

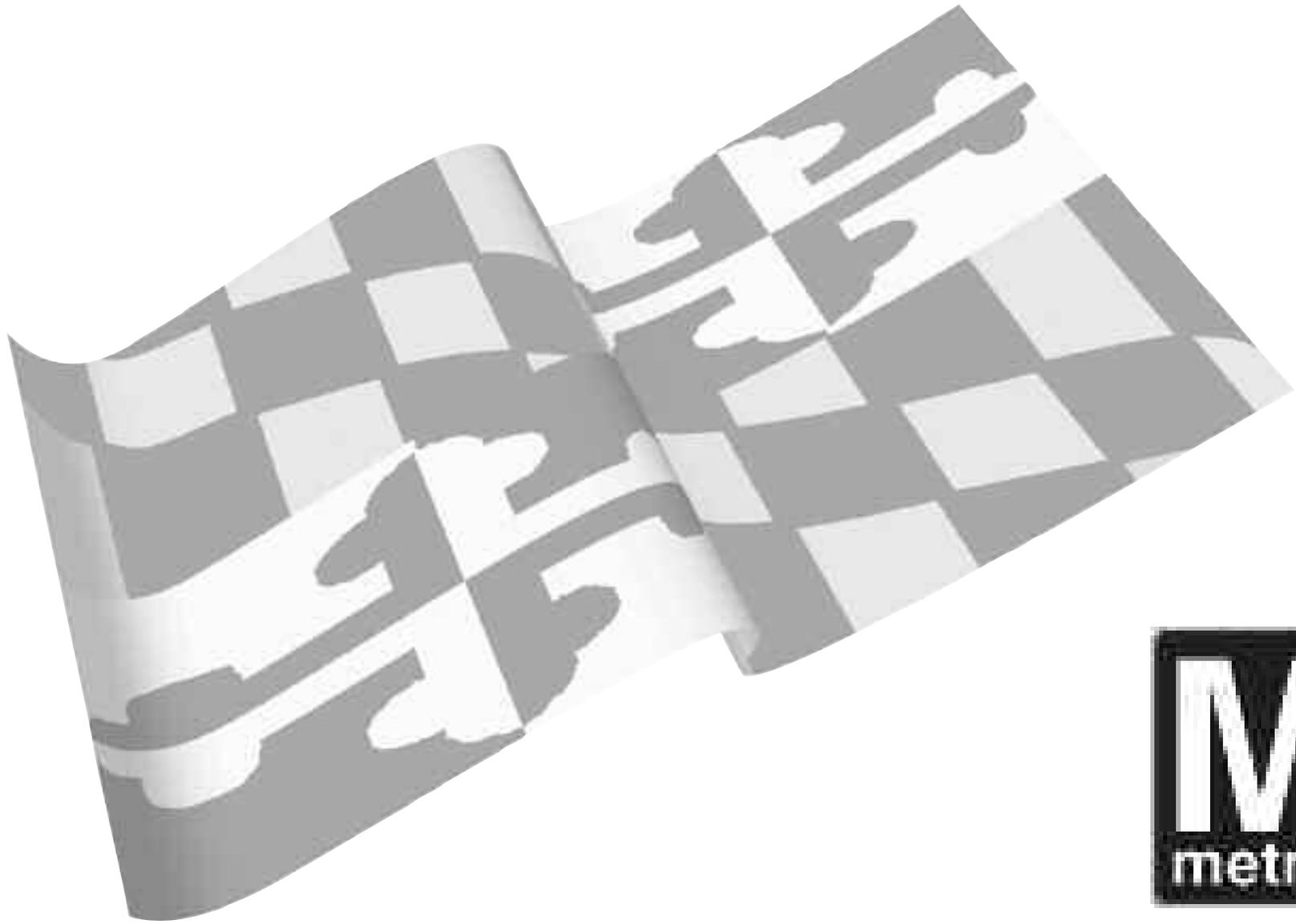
MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2008 AND PRIOR (cont'd)</u>			
<u>ST. MARY'S COUNTY</u>			
78	Dispatch software	50	Winter, 2008
79	Vehicle maintenance diagnostic equipment	9	Winter, 2008
80	Vehicles	313	Winter, 2008
81	Vehicles to Non-Profit Organization - St. Mary's Nursing Center	200	Winter, 2008
<u>SOMERSET COUNTY</u>			
82	(See Tri County Council for the Lower Eastern Shore for Projects)		
83	Vehicles to Non-Profit Organizations - Somerset Community Services	150	Winter, 2008
<u>TALBOT COUNTY</u>			
84	(See Caroline County and Mid-Shore Regional Council for Projects)		
<u>WASHINGTON COUNTY</u>			
85	Preventive Maintenance	65	Underway
86	3 - 30 ft. replacement buses	1,150	Winter, 2008
87	Radio and Mobile Data Communications System	123	Winter, 2008
88	Support Vehicle	25	Winter, 2008
89	Facility Rehabilitation	35	Spring, 2008
90	Farebox repair	5	Spring, 2008
91	Money counter	3	Spring, 2008
<u>WICOMICO COUNTY</u>			
92	(See Tri County Council for the Lower Eastern Shore for Projects)		
93	Vehicles to Non-Profit Organizations - Shore Up	163	Winter, 2008
<u>WORCESTER COUNTY</u>			
94	(See Tri County Council for the Lower Eastern Shore for Projects)		
95	Vehicles to Non-Profit Organizations - Worcester County Commission on Aging, Worcester County Developmental Center	210	Spring, 2008

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2008 AND PRIOR (cont'd)</u>			
<u>TOWN OF OCEAN CITY</u>			
96	Bus parts	115	Winter, 2008
97	Facility rehabilitation -- Overhead doors/Bus Wash Rehab	53	Winter, 2008
98	Shelters & Shelter parts	85	Winter, 2008
99	Vehicles	1,475	Summer, 2008
<u>BALTIMORE CITY</u>			
100	Vehicles to Non-Profit Organizations - Augsburg Lutheran Home of MD, Inc.	120	Spring, 2008
<u>TRI COUNTY COUNCIL FOR THE LOWER EASTERN SHORE</u>			
101	Dispatch software/Fleet Maint. Module	110	Spring, 2008
102	Equipment - Shop Equip.	54	Spring, 2008
103	Vehicles - 2 - 30 ft. replacement vehicles	606	Spring, 2008
104	Facility design and property acquisition	1,100	Summer, 2008



WASHINGTON METROPOLITAN AREA TRANSIT

**WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	169.2	173.2	177.6	221.2	224.2	225.2	1,190.7
Special Funds	68.3	64.3	62.7	113.8	114.8	115.8	539.6
Federal Funds	16.4	16.4	16.4	16.4	16.4	16.4	98.4
Federal Funds - WMATA *	84.5	92.5	98.5	91.0	93.0	93.0	552.6

* These federal funds are received by WMATA directly and are not included in the MDOT budget.



STATUS: Annual payments are made for debt service by MDOT in accordance with legislation enacted in 1980 and amended by the General Assembly. Maryland's share increased from 75% to 100% effective FY 2000.

PROJECT: Metrorail Debt Service

DESCRIPTION: Maryland Department of Transportation's share of Metrorail payments, which supplement the 103-mile rail system's construction.

JUSTIFICATION: Payments required to retire revenue bonds previously issued by the Washington Metropolitan Transit Authority to supplement construction costs of the Metrorail system. In December of 1993, WMATA refinanced its one-third share of these bonds to generate an additional \$54.0 million for the capital improvement program while retaining the original net cost and maturity date of 2014.

SMART GROWTH STATUS:

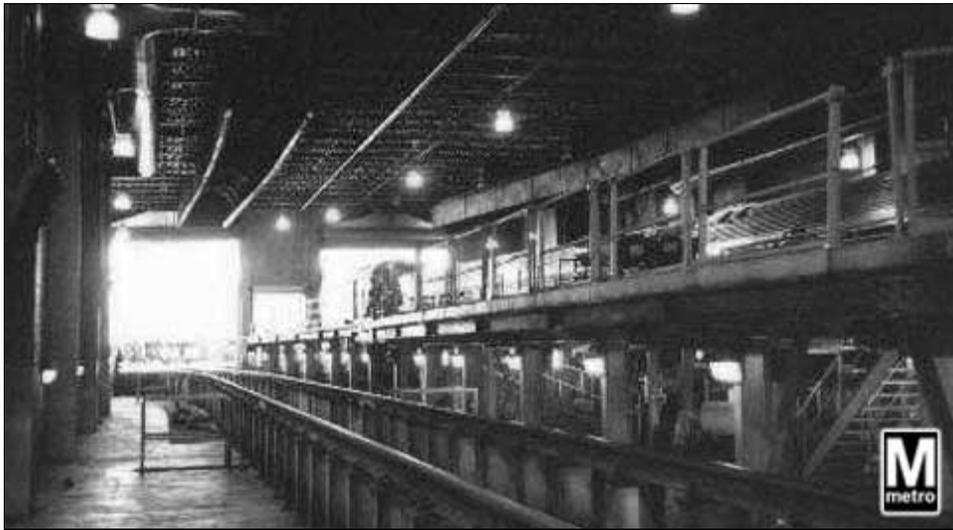
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metro Matters -- Line 2

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2010....	....2011....	....2012....	....2013....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	647,887	580,063	9,741	9,741	9,741	9,741	9,741	9,741	58,446	9,378	
Total	647,887	580,063	9,741	9,741	9,741	9,741	9,741	9,741	58,446	9,378	
Federal-Aid	354,882	354,882	0	0	0	0	0	0	0	0	



STATUS: Mid-life overhaul of rail cars is nearing completion; extending lifetime by 15 years. A 120 new rail car option was executed in November, 2004. Delivery expected through FY 2008. Clean diesel and Hybrid-electric buses delivery began in 2006, with exceptional results.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The Maryland share of the cost of this regional capital program is approximately \$370.0 million through FY 2011 and \$667.0 million through 2024. This agreement includes all projects previously covered by the IRP (Infrastructure Renewal Program). The increase in cost of \$148.3 million is due to the addition of FY 13.

PROJECT: Metro Matters Capital Program

DESCRIPTION: The Metro Matters Program includes both the former Infrastructure Renewal Program and the System Access Plan. The Metro Matters Funding Agreement was executed in October, 2004 and outlines an integrated financial plan that will fund the IRP and SAP through FY 2010. The plan will rely on local, state and federal funding and short and long term debt as necessary. Projects include all system infrastructure, rolling stock, vehicles and equipment.

JUSTIFICATION: All Metrorail lines are experiencing overcrowded conditions that will continue to worsen, according to WMATA's projections. The Metrorail system now carries 700,000 passengers daily and ridership growth continues. This program will allow WMATA to increase capacity by operating 8-car trains and bring buses within FTA guidelines for age and mileage to provide greater reliability and support for the rail system.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Metrorail Debt Service -- Line 1

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,276,372	316,463	143,857	156,799	167,876	161,452	164,452	165,473	959,909	0	
Total	1,276,372	316,463	143,857	156,799	167,876	161,452	164,452	165,473	959,909	0	
Federal-Aid	145,480	47,080	16,400	16,400	16,400	16,400	16,400	16,400	98,400	0	

A total of \$737.8 million federal funds are to be received directly by WMATA. The \$145.5 million in Federal funds shown above are Congestion Mitigation and Air Quality (CMAQ) funds provided by MDOT. 9003, 9004, 9005, 9006, 9007



STATUS: WMATA has completed testing and acceptance of all the 48 car (6000 series) order. All cars are in service.

PROJECT: Rail Cars/Capital Improvements Program

DESCRIPTION: One portion of this program funds Maryland's share of 48 new rail cars that were ordered in FY 2003. This procurement program is separate from and preceded Metro Matters. This program also provides for preliminary design and planning of Maryland directed projects within the WMATA region.

JUSTIFICATION: The addition of new rail cars has started to provide significant relief to certain severe overcrowding conditions, both at the outer Green Line terminating at Branch Avenue and all along the Red Line in Maryland. This 48 car order provided WMATA a continuity of rail car procurements at an affordable unit cost and provided the transition to the larger Metro Matters rail car order currently underway.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost decreased \$54.5 million. Funds were reallocated to a new project for initial dedicated funding for Maryland's share of the Davis bill.

		POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	72,693	50,393	15,600	6,700	0	0	0	0	22,300	0
Total	72,693	50,393	15,600	6,700	0	0	0	0	22,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011, 8013, 8014



STATUS: With the likely passage of the HR 401/S 1446, Maryland has set aside funding for the first year of Maryland's share.

PROJECT: Matching Funds for "Federal National Capital Transportation Amendments Act of 2007" - HR 401/S 1446

DESCRIPTION: The proposed federal legislation would authorize new federal funds to be appropriated over a 10 year period for the Washington Metropolitan Area Transit system. If the federal legislation passes, it could require as much as \$50.0 million per year from each jurisdiction in matching funds. Maryland has funded the first three years of this match in anticipation of the bill passing.

JUSTIFICATION: If the federal legislation is enacted and the compact amendments are enacted and ratified, Maryland is committed to paying up to \$50.0 million per year as part of the dedicated funding package for WMATA. Although not yet required, Maryland is setting aside the first three year's of dedicated funding. Compact amendments are enacted in all three jurisdictions and then ratified by Congress.

SMART GROWTH STATUS:

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

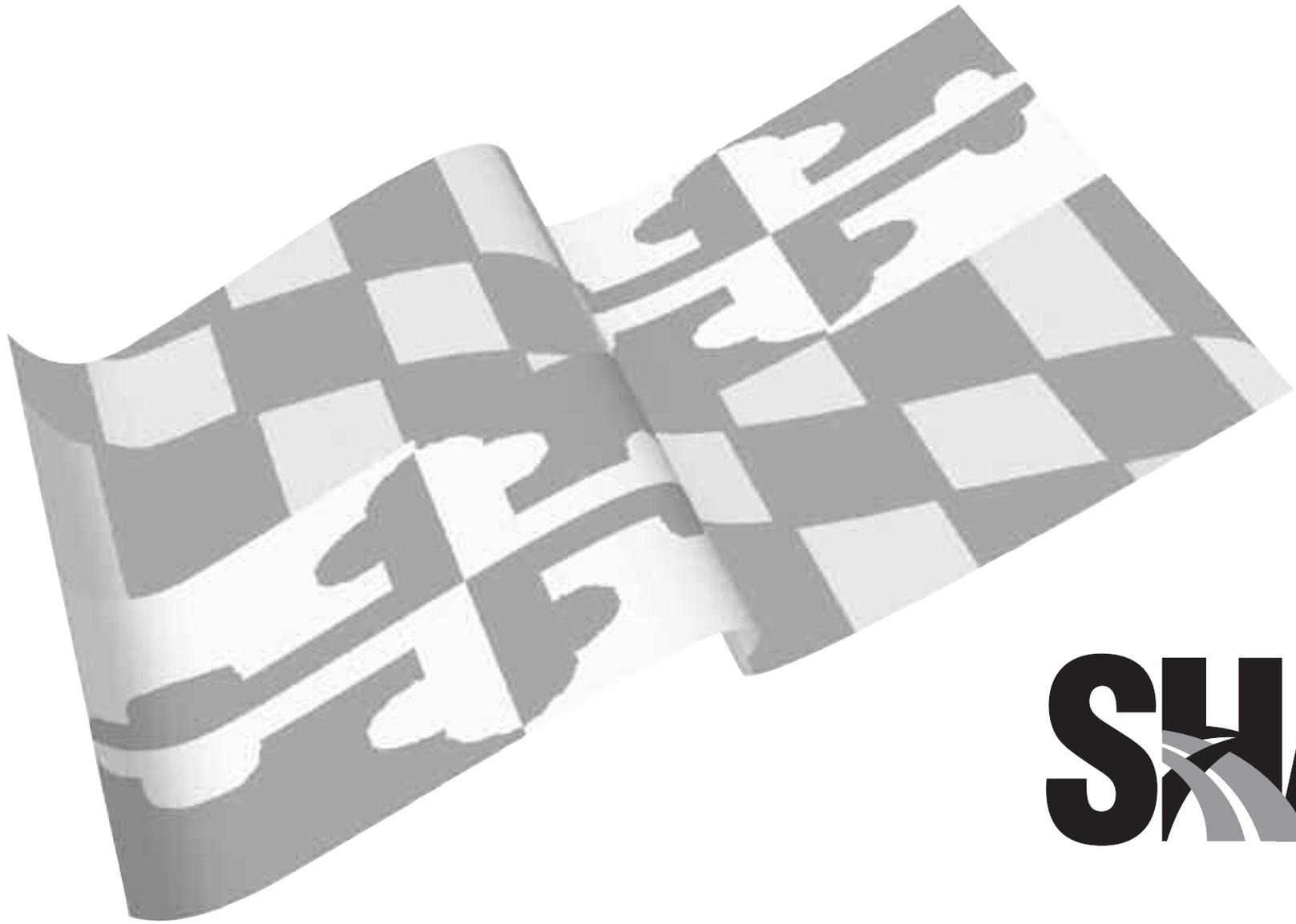
ASSOCIATED IMPROVEMENTS:

Metro Matters -- Line 2

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: New Project. Additional \$100.0 million as a result of Revenue Increase funds.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007			.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	150,000	0	0	0	0	50,000	50,000	50,000	150,000	0	
Total	150,000	0	0	0	0	50,000	50,000	50,000	150,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Funding is dependent upon the passing of federal legislation.
9008



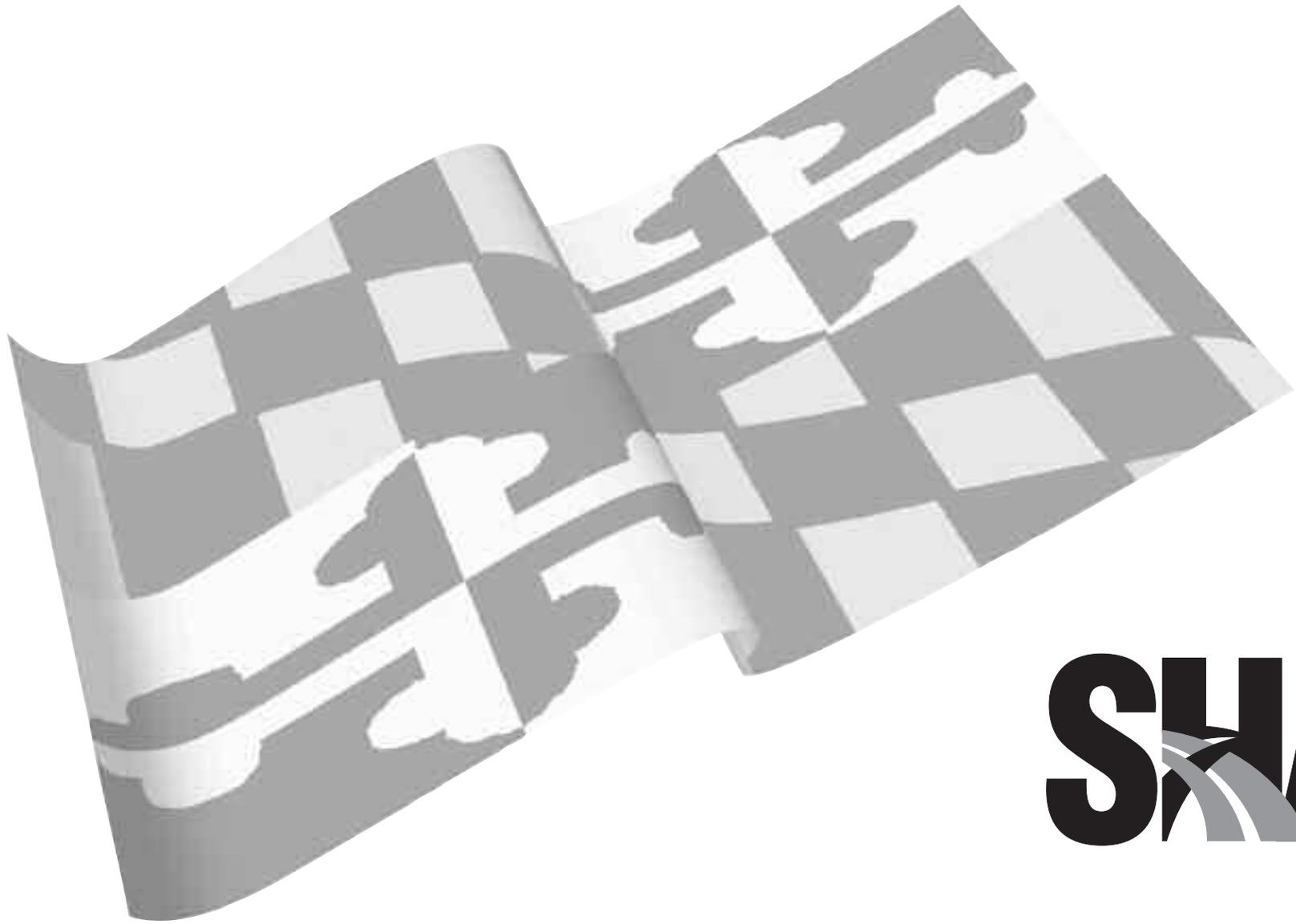
SHA



STATE HIGHWAY ADMINISTRATION

**STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	395.7	381.3	377.7	272.4	173.0	73.9	1,674.0
Safety, Congestion Relief and Community Enhancements	459.0	507.5	487.8	495.9	514.8	537.0	3,002.0
Other System Preservation	103.9	108.7	98.3	87.4	84.7	75.4	558.4
<u>Development & Evaluation Program</u>	<u>53.6</u>	<u>60.0</u>	<u>68.3</u>	<u>40.3</u>	<u>28.1</u>	<u>29.2</u>	<u>279.5</u>
TOTAL	1,012.2	1,057.5	1,032.1	896.0	800.6	715.5	5,513.9
Special Funds	500.2	665.9	683.0	620.7	585.9	489.7	3,545.3
Federal Funds	512.0	391.7	349.1	275.3	214.8	225.7	1,968.6



SHA



SHA STATEWIDE



PROJECT: Coordinated Highway Action Response Team (CHART)

DESCRIPTION: Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) "511" - Traveler's Information; 4) System Integration and Communication; 5) Traffic Management.

JUSTIFICATION: Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing any realistic hope of expanding capacity through building new highways, or expanding existing ones, it is imperative to operate the existing highway system more efficiently through the application of Intelligent Transportation System (ITS) technologies and interagency teamwork.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	3450	2730	1715	1586	5164	CMAQ/STP
RW	0	0	0	0	0	----
CO	7184	5814	3564	3254	10587	CMAQ/STP

STATUS: Engineering and Construction underway. This represents a summary of the Statewide CHART program. Individual corridor work is shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$22.0 million for CHART and \$4.0 million for "511" to FY08-13 due to the Revenue Increase. Also, added funding in FY13.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	62,556	37,491	4,470	5,180	4,355	3,900	3,490	3,670	25,065	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	216,175	164,040	9,330	11,020	9,045	8,000	7,410	7,330	52,135	
Total	278,731	201,531	13,800	16,200	13,400	11,900	10,900	11,000	77,200	
Federal-Aid	215,502	170,446	10,648	8,536	5,280	4,840	6,776	8,976	45,056	

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: Community Safety and Enhancement Program

DESCRIPTION: This is the SHA element of the Statewide Neighborhood Conservation Program. Funds will be made available for highway transportation projects in designated revitalization areas. Areas will be designated by local jurisdictions, taking into account factors such as the age and number of abandoned and substandard structures, the extent of unemployment, and the redevelopment plans and strategies of the local jurisdiction. Project improvements include roadway reconstruction, lighting and drainage improvements, streetscaping and roadway improvements.

JUSTIFICATION: Some of Maryland's older urban areas contain significant investments in physical infrastructure that are underutilized due to their inability to attract new investment. MDOT is joining with other State agencies to target resources for these areas with the goal of increasing their attractiveness to private investment.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	6100	6300	6000	4900	9900	STP

STATUS: Engineering, Right-of-way and Construction underway. This sheet represents a summary of this program. Individual projects are shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$22.5 million to FY09-13 due to the Revenue Increase. Also, added funding in FY13.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	77,148	42,613	3,180	7,340	5,570	5,555	5,525	7,365	34,535	0
Right-of-way	13,072	8,297	1,655	845	640	645	640	350	4,775	0
Construction	314,543	176,153	36,665	25,315	18,790	18,800	18,835	19,985	138,390	0
Total	404,763	227,063	41,500	33,500	25,000	25,000	25,000	27,700	177,700	0
Federal-Aid	80,121	46,921	6,100	6,300	6,000	4,900	3,800	6,100	33,200	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A

A complete list of projects is shown in the front of this CTP.



PROJECT: Sidewalk Program

DESCRIPTION: This program will provide matching funds for the construction of sidewalks adjacent to State highways. Fifty percent of project costs will be required from local and municipal project sponsors, except in urban revitalization areas where projects are eligible for 100 percent state funding, and in priority funding areas where projects are eligible for 75 percent state funding.

JUSTIFICATION: Program will support community revitalization efforts and efforts to encourage pedestrian usage along State highways consistent with the intent of the "Access 2000" legislation.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering, Right-of-way and Construction underway. Working with local jurisdictions to identify projects. This sheet represents a summary of the Program. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added funding in FY13.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,755	3,425	200	200	200	220	250	260	1,330	0	0
Right-of-way	420	270	25	25	25	25	25	25	150	0	0
Construction	39,903	28,183	1,775	1,775	1,775	1,955	2,225	2,215	11,720	0	0
Total	45,078	31,878	2,000	2,000	2,000	2,200	2,500	2,500	13,200	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A

A complete list of projects is shown in the front of this CTP.



PROJECT: Sound Barrier Program

DESCRIPTION: Funding to implement retrofit sound barrier projects that meet eligibility criteria.

JUSTIFICATION: Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3100	5400	1900	700	7900	NHS

STATUS: Engineering, Right-of-way and Construction underway. This consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$5.3 million in FY09-13 due to the Revenue Increase. Also, added funding in FY13.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	37,048	30,388	1,869	1,165	1,190	1,326	640	470	6,660	
Right-of-way	353	353	0	0	0	0	0	0	0	
Construction	286,403	257,763	5,131	7,835	5,110	2,274	3,960	4,330	28,640	
Total	323,804	288,504	7,000	9,000	6,300	3,600	4,600	4,800	35,300	
Federal-Aid	217,798	198,798	3,100	5,400	1,900	700	3,900	4,000	19,000	

FUNCTION :

STATE - N/A

FEDERAL - N/A

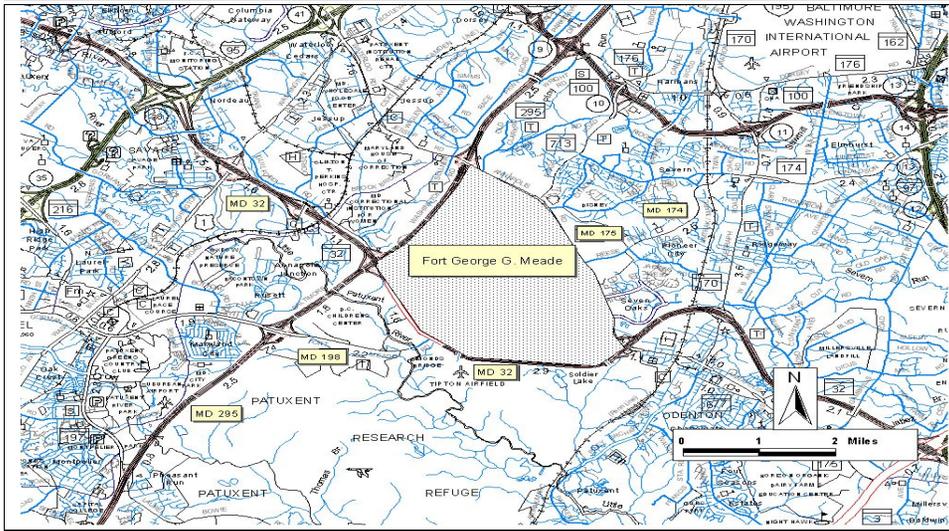
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: BRAC Intersections near Fort Meade

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Fort Meade is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 175, MD 295 to MD 170 (Line 7)
MD 198, MD 295 to MD 32 (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to Construction Program due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,400	0	500	3,700	3,200	0	0	0	7,400	0
Right-of-way	15,000	0	0	0	5,000	10,000	0	0	15,000	0
Construction	25,500	0	0	0	0	13,500	12,000	0	25,500	0
Total	47,900	0	500	3,700	8,200	23,500	12,000	0	47,900	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

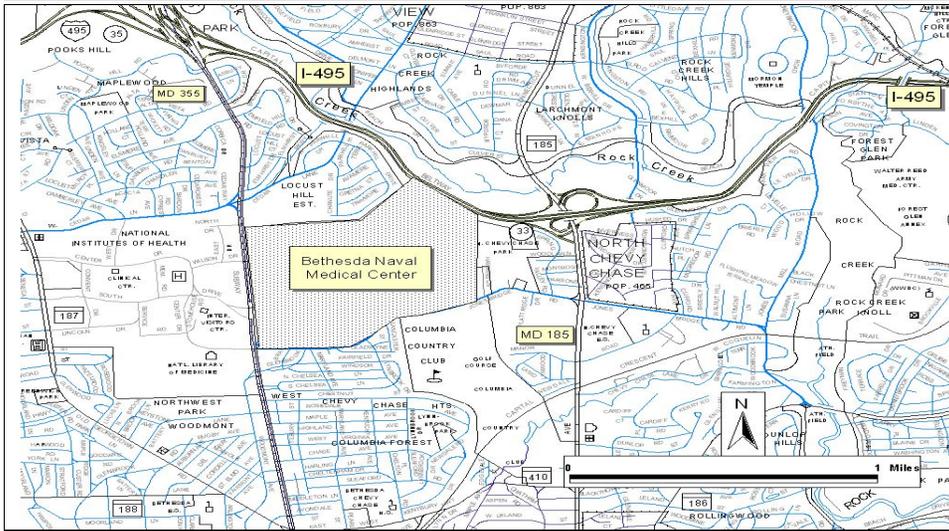
STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: BRAC Intersections near Bethesda Naval Center

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycles and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Bethesda Naval Center is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersections improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	450	0	0	0	0	OEA Grant
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program due to the Revenue Increase. Funding includes \$0.5 million from federal grant.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,100	0	250	3,050	2,800	0	0	0	0	6,100	0
Right-of-way	22,500	0	0	7,500	15,000	0	0	0	0	22,500	0
Construction	16,700	0	0	0	11,000	5,700	0	0	0	16,700	0
Total	45,300	0	250	10,550	28,800	5,700	0	0	0	45,300	0
Federal-Aid	450	0	225	225	0	0	0	0	0	450	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

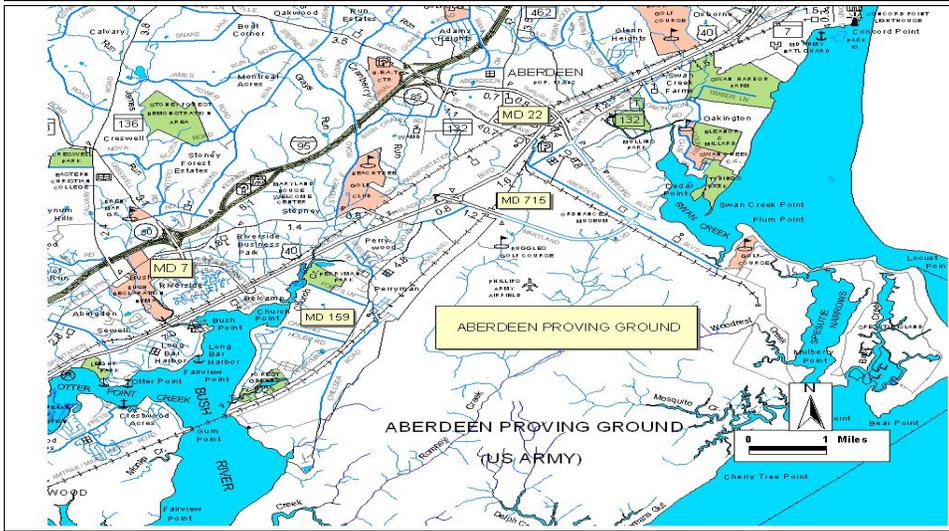
STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: BRAC Intersections near Aberdeen Proving Grounds

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Aberdeen Proving Grounds is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 24, Interchange at I-95 (Line 1)
- US 40, MD 152 to MD 24 (Line 4)
- Perryman, Access Study (Line 5)
- US 40, Interchange at MD 715 (Line 8)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program due to the Revenue Increase. Funding includes \$0.9 million from a federal grant. It is expected that Federal High Priority Funding from the US 40 interchange at MD 715 (Line 8) will be used to construct improvements at US 40 at MD 715 and MD 715 at MD 7.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	900	0	0	0	0	OEA Grant
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				YEAR 2010	YEAR 2011			YEAR 2012	YEAR 2013
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,500	0	500	5,300	4,700	0	0	0	0	0	0	0	10,500
Right-of-way	7,000	0	0	7,000	0	0	0	0	0	0	0	0	7,000
Construction	28,500	0	0	0	18,000	10,500	0	0	0	0	0	0	28,500
Total	46,000	0	500	12,300	22,700	10,500	0	0	0	0	0	0	46,000
Federal-Aid	900	0	450	450	0	0	0	0	0	0	0	0	900

FUNCTION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

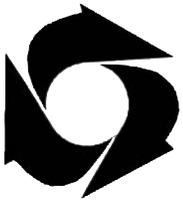
STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
		<u>Fiscal Year 2007 Completions</u>		
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
1		Watershed Revitalization Partnership - an initiative to expand existing efforts to protect and restore in-stream fish and wildlife habitat in targeted urban/suburban watersheds in partnership with the Maryland Department of Natural Resources	4,692	Completed
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
2		Civil War Driving Tour - Antietam - develop a driving tour associated with the Battle of Antietam, including trail blazer signing, mapping, waysides and interpretive signing	690	Completed
		<u>Fiscal Years 2008 and 2009</u>		
		<u>C.H.A.R.T. Projects</u>		
3		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	Underway
4		Statewide CCTV Camera Deployment	2,255	Underway
		<u>Environmental Preservation</u>		
5	I 70	Eisenhower Memorial Highway; Hollow Road to MD 68 in Washington County; reforestation	324	FY 2008
6	MD 100	I 97 to I 95; turfgrass restoration	91	FY 2008
7	MD 295	Baltimore Washington Parkway; I 695 to Baltimore City Line; landscaping	92	FY 2008

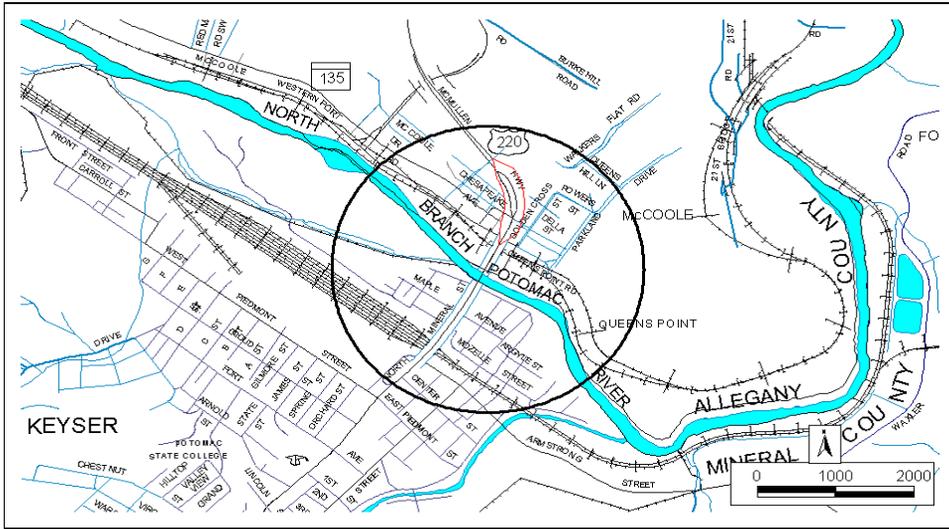
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
8		SHA's 100 Year History Project - full color commemorative book of roads and bridges in Maryland encompassing the years of 1908-2008	500	Underway
<u>Archaeological Planning & Research</u>				
9		Maryland Roadside Historic Markers Website - roadside historic marker research, database preparation and website development	182	Underway
<u>Landscaping/Scenic Beautification/Mitigation</u>				
10		Maryland Roadside Debris and Safety Campaign; educate the motoring public about the dangers and hazards of roadside debris	100	FY 2008
11		Environmental stewardship Initiative - Statewide Native Meadows Establishment - establishment of over 1,000 acres of native meadows statewide	785	Underway
<u>Environmental Mitigation</u>				
12		Stormwater Management Visual and Environmental Enhancements - make improvements to existing stormwater management facilities and improve the visual appearance, environmental diversity and water quality of nine sites in SHA Districts 4 and 5	609	Underway
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
13		Keep Maryland Beautiful III - Continuation of Keep Maryland Beautiful and Anti-Litter Initiatives	322	Underway
14		Civil War Driving Tour - Gettysburg - develop a driving tour to Gettysburg, including trail blazer signing, mapping, waysides, interpretive signing, and interactive signs and displays for the Emmitsburg Welcome Center	531	Underway



Allegany



PROJECT: US 220, McMullen Highway

DESCRIPTION: Replace Bridge 1060 over the Potomac River. Shoulders and sidewalks will accommodate bicycles and pedestrians. Existing structure will be removed.

JUSTIFICATION: The existing bridge is structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	718	0	0	0	0	HP
CO	0	8522	0	0	0	HP

STATUS: Engineering underway by West Virginia. Project schedule is controlled by West Virginia. The cost shown is the estimated cost for Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	35	500	1,000	465	0	0	0	1,965	0
Right-of-way	921	0	10	911	0	0	0	0	921	0
Construction	10,926	0	0	738	2,325	3,216	3,216	1,431	10,926	0
Total	13,847	35	510	2,649	2,790	3,216	3,216	1,431	13,812	0
Federal-Aid	10,800	27	398	2,066	2,177	2,509	2,509	1,114	10,773	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

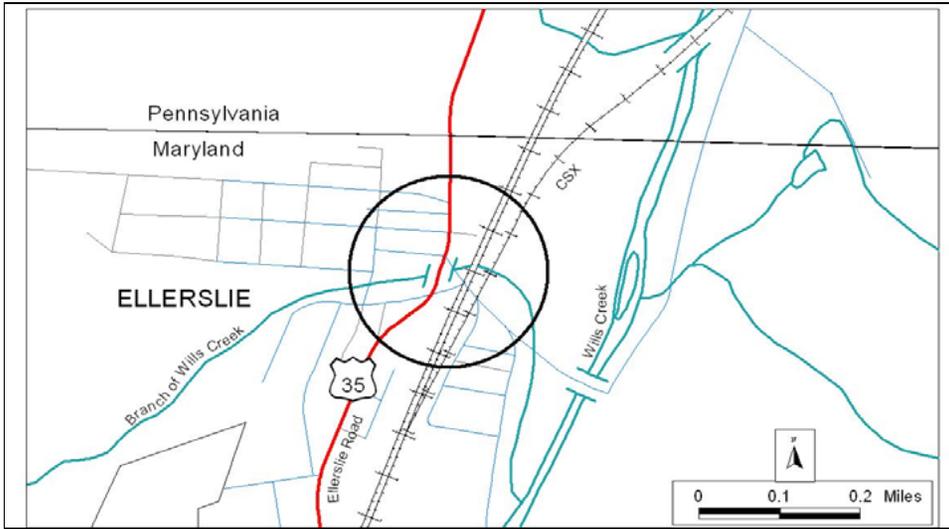
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 13,250

PROJECTED (2030) - 21,160

OPERATING COST IMPACT N/A



PROJECT: MD 35, Ellerslie Road

DESCRIPTION: Replace Bridge 1068 over Branch of Wills Creek. Shoulders will accommodate bicycles.

JUSTIFICATION: Bridge is functionally obsolete with substandard lane width and is also structurally deficient.

SMART GROWTH STATUS:

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

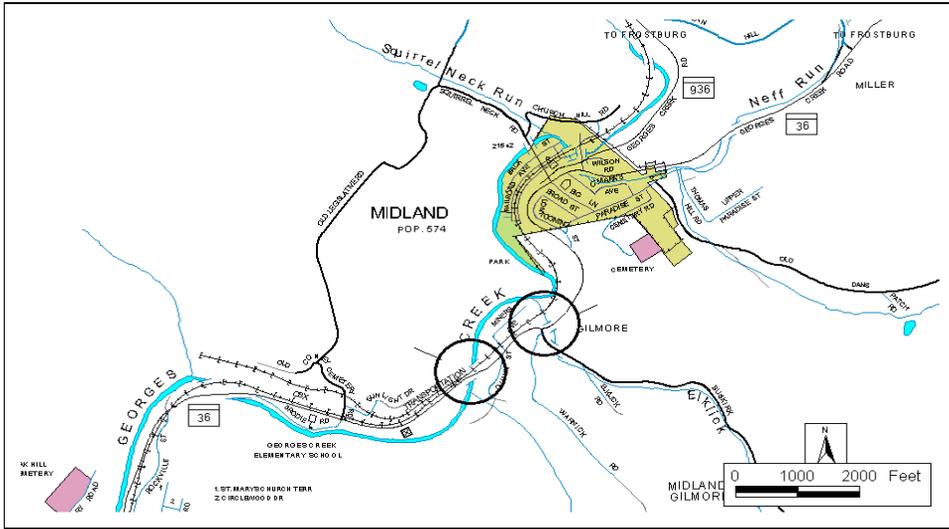
ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	961	0	0	0	0	BR

STATUS: Engineering and Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										FUNCTION :	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										STATE - Other Principal Arterial	
	PROJECT CASH FLOW										FEDERAL - Other Principal Arterial	
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	STATE SYSTEM : Secondary	
				.....2010.....	.....2011.....	.....2012.....	.....2013.....			DAILY TRAFFIC : (USAGE IMPACTS)	
Planning	0	0	0	0	0	0	0	0	0	0	CURRENT (2007) - 4,500	
Engineering	303	256	47	0	0	0	0	0	47	0	PROJECTED (2030) - 5,700	
Right-of-way	82	7	75	0	0	0	0	0	75	0	OPERATING COST IMPACT N/A	
Construction	1,227	0	612	615	0	0	0	0	1,227	0		
Total	1,612	263	734	615	0	0	0	0	1,349	0		
Federal-Aid	1,165	192	491	482	0	0	0	0	973	0		



PROJECT: MD 36, Lower George's Creek Road

DESCRIPTION: Replaced Bridge 1001 over Elklick Run and Bridge 1012 over George's Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Both bridges were functionally obsolete with substandard lane and shoulder widths. Bridge 1012 was also structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	955	944	10	1	0	0	0	0	0	11	0
Construction	5,330	3,902	1,428	0	0	0	0	0	0	1,428	0
Total	6,285	4,846	1,438	1	0	0	0	0	0	1,439	0
Federal-Aid	4,995	3,848	1,146	1	0	0	0	0	0	1,147	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

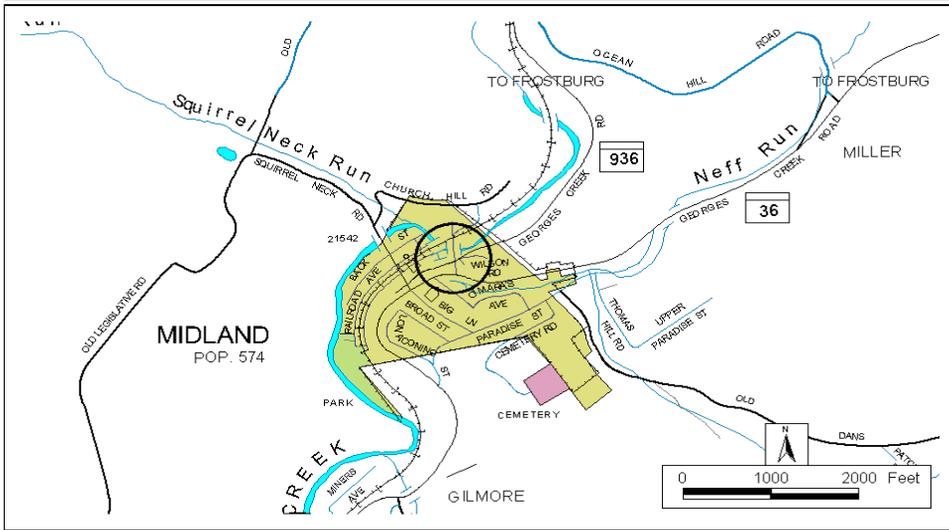
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 8,825

PROJECTED (2030) - 12,700

OPERATING COST IMPACT N/A



PROJECT: MD 936, Upper George's Creek Road

DESCRIPTION: Replaced Bridge 1010 over Neff Run. Shoulders accommodate bicycles and pedestrians.

JUSTIFICATION: The existing bridge was structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	167	167	0	0	0	0	0	0	0	0
Construction	1,959	1,906	53	0	0	0	0	0	53	0
Total	2,126	2,073	53	0	0	0	0	0	53	0
Federal-Aid	1,562	1,520	42	0	0	0	0	0	42	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

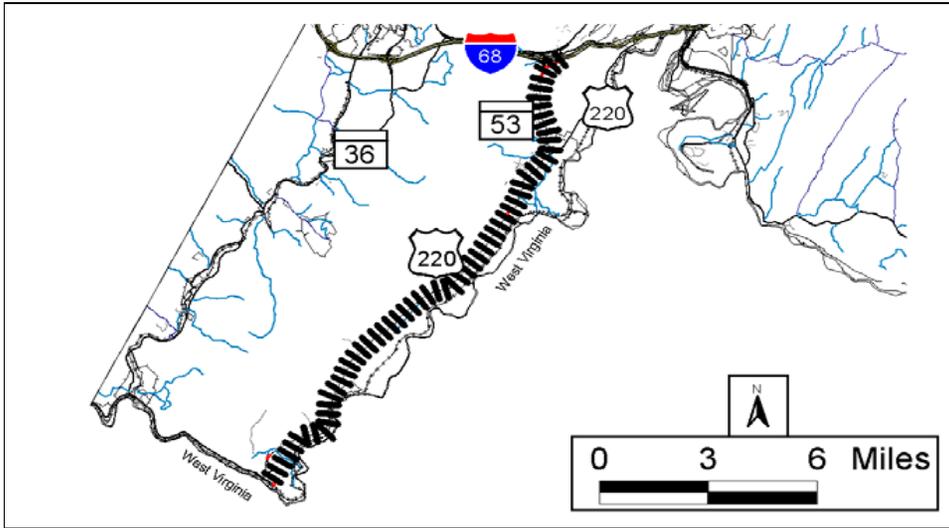
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 1,660

PROJECTED (2030) - 2,120

OPERATING COST IMPACT N/A



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 from I-68, via MD 53, to the West Virginia State Line (15.0 miles). This represents Maryland's portion of a larger joint study from I-68 to Corridor H in West Virginia.

JUSTIFICATION: Improvements along the US 220 South corridor would enhance accessibility and promote economic development in the Appalachian Region.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 219, I-68 to Pennsylvania State Line (Garrett County - Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning corridor studies underway. The cost shown is SHA share only. West Virginia is the lead in performing this study.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				FOR PLANNING PURPOSES ONLY						
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	3,021	170	200	834	850	850	117	0	2,851	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	3,021	170	200	834	850	850	117	0	2,851	0	
Federal-Aid	2,417	136	160	667	680	680	94	0	2,281	0	

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 7,750 - 20,300

PROJECTED (2030) - 11,800 - 32,650

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 220	McMullen Highway; MD 830A to Mill Run bridge 0107500; resurface	1,391	Completed
2	MD 638	Parkersburg Road; MD 743 to MD 36; resurface	1,665	Completed
<u>Safety/Spot Improvement</u>				
3	MD 51	Oldtown Road; Collier Run Road to 0.09 mile west of Kirk Hall Road; superelevation correction of curve, signing and replace existing traffic barrier with concrete jersey barrier	406	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 36	New George's Creek Road; 0.20 miles north of MD 935 to bridge 0101400; safety and resurface	954	Under construction
5	MD 51	Industrial Boulevard; Howard Street to West Third Street; safety and resurface	1,592	Under construction
6	I 68	National Freeway; MD 658 to Kelly Road; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	5,600	FY 2009
7	I 68	National Freeway; Old Cumberland Road bridge 01144 to M.V. Smith Road bridge 01130; resurface	4,697	FY 2008
8	I 68	National Freeway; Street Road bridge to MD 948 bridge; safety and resurface	3,138	Under construction
9	I 68	National Freeway; MD 936 bridge 0111300 to MD 55 bridge 0111500; resurface	2,989	Under construction
10	US 220	McMullen Highway; 0.41 miles north of MD 636 to Bunting Street; resurface	1,002	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

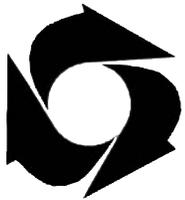
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
11	MD 36	New George's Creek Road; bridge over I-68; bridge deck replacement	3,334	FY 2008
12	I 68 EB	National Freeway; MD 736 to MD 658; bridge deck overlay eastbound and westbound	3,241	Under construction
<u>Safety/Spot Improvement</u>				
13	I 68	National Freeway; from Garrett County Line to milepoint 8.5 and from milepoint 37 to milepoint 49; guardrail (Project also shown in Washington County) (Preliminary Engineering and Construction added due to the Revenue Increase)	1,900	FY 2009
14	I 68 EB	National Freeway; at US 220 interchange; construct new southbound US 220 left turn lane to access existing northbound US 220 on ramp (Funded for preliminary engineering only)	215	FY 2009
15	MD 135	Mccoole Westernport Road; at MD 135B; geometric improvements	659	FY 2008
<u>Community Safety and Enhancements</u>				
16	US 40 ALT	National Pike; MD 658 to Braddock Street in LaVale; streetscape	7,150	Under construction
17	US 220	McMullen Highway; Lee Street to 0.38 mile north of MD 636 near Allegany Career Center (Cresaptown - Phase 1); streetscape	3,489	FY 2008
<u>Environmental Preservation</u>				
18	I 68	National Freeway; MD 36 to MD 53; turf renovation	172	FY 2008
<u>Sidewalks</u>				
19	MD 51	Industrial Boulevard; north of Pennsylvania Avenue to South Street at Wempe Drive; retrofit sidewalk - 670 linear feet	60	FY 2008

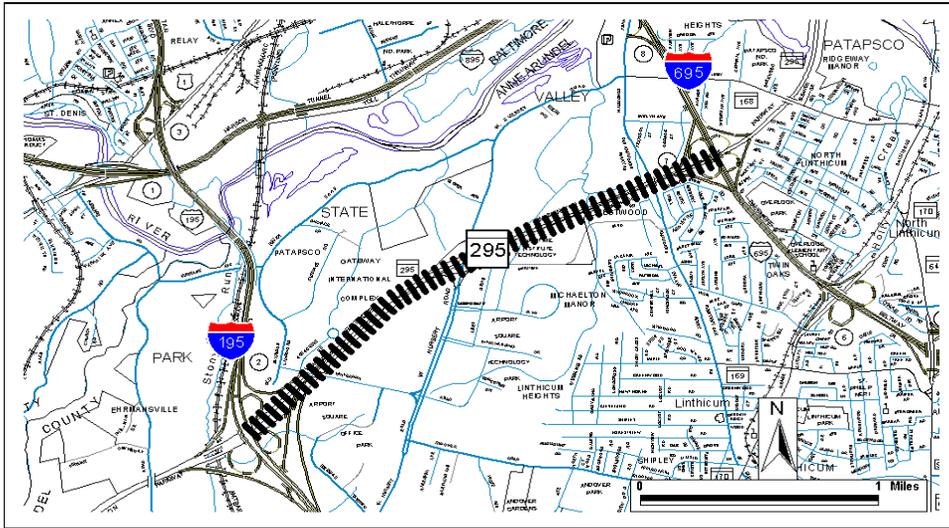
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
20	MD 51	Industrial Boulevard; .15 miles east of White Oaks Avenue to Oldtown Road; retrofit sidewalk - 1,700 linear feet northbound	41	Completed
<u>Intersection Capacity Improvements</u>				
21	I 68	National Freeway; at Mountain Road; superelevation correction - westbound lanes only	1,251	FY 2009
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
22		MD 36 Jennings Run Tributary Stabilization; stabilization of 920 feet of the tributary	275	FY 2008



Anne Arundel



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Widen MD 295 from 4 to 6 lanes from I-695 (Baltimore Beltway) to I-195 (1.50 miles).

JUSTIFICATION: This project will ease growing congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 295, MD 100 to I-195 (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	8980	0	0	0	0	NHS/HP

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost decrease of \$6.8 million is due to a favorable bid price.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					2010	2011	2012	2013			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,445	1,445	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	10,924	44	1,007	3,915	4,380	1,578	0	0	10,880	0	
Total	12,369	1,489	1,007	3,915	4,380	1,578	0	0	10,880	0	
Federal-Aid	10,136	1,191	828	3,219	3,601	1,297	0	0	8,945	0	

FUNCTION:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway

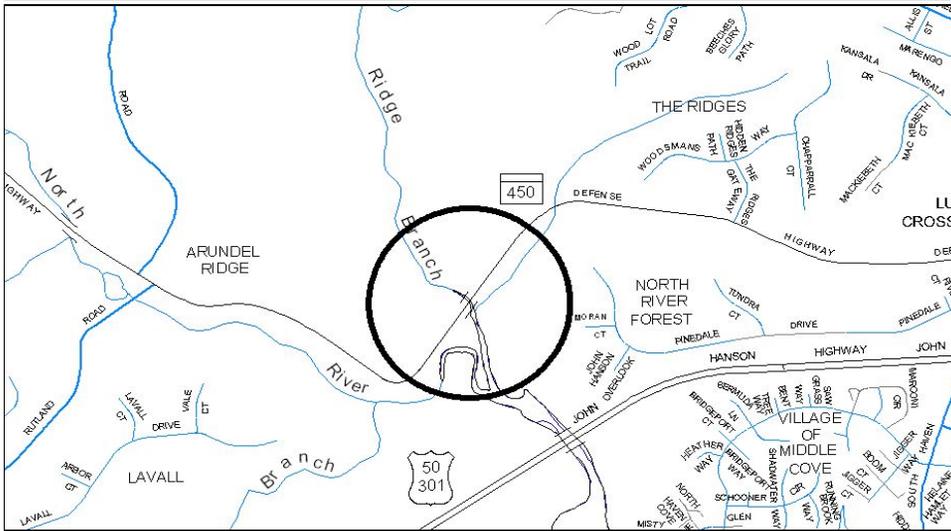
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 91,700

PROJECTED (2030) - 134,700

OPERATING COST IMPACT \$70,000 per year



PROJECT: MD 450, Defense Highway

DESCRIPTION: Replace Bridge 2072 over Bacon Ridge Branch. Bicycle and pedestrian compatible shoulders will be provided.

JUSTIFICATION: This project will replace the existing deteriorating bridge. Additionally the new structure will be placed at a higher elevation in order to reduce flooding in the area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1669	0	0	0	0	HFL\BR

STATUS: Engineering underway. Right-of-way and Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PROJECT CASH FLOW								
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	536	307	229	0	0	0	0	0	0	229	0
Right-of-way	414	0	414	0	0	0	0	0	0	414	0
Construction	2,288	0	572	1,716	0	0	0	0	0	2,288	0
Total	3,238	307	1,215	1,716	0	0	0	0	0	2,931	0
Federal-Aid	1,929	91	586	1,252	0	0	0	0	0	1,838	0

FUNCTION:

STATE - Rural Minor Arterial
 FEDERAL - Rural Major Collector

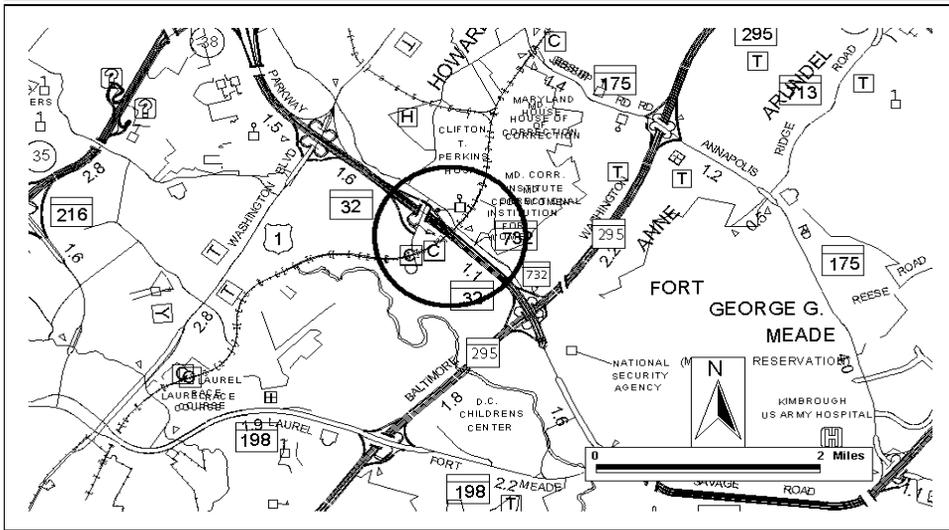
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 8,000

PROJECTED (2030) - 10,300

OPERATING COST IMPACT N/A



PROJECT: MD 732, Guilford Road

DESCRIPTION: Replace Bridge 13029 over CSX Railroad. Sidewalks and shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway. SHA, Anne Arundel County and Howard County are sharing the cost of construction. The cost shown is SHA share only. Project advertised by Howard County.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$1.5 million is due to a more detailed cost estimates.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	58	58	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,466	8	2,458	0	0	0	0	0	2,458	0
Total	2,524	66	2,458	0	0	0	0	0	2,458	0
Federal-Aid	43	43	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Local

FEDERAL - Local

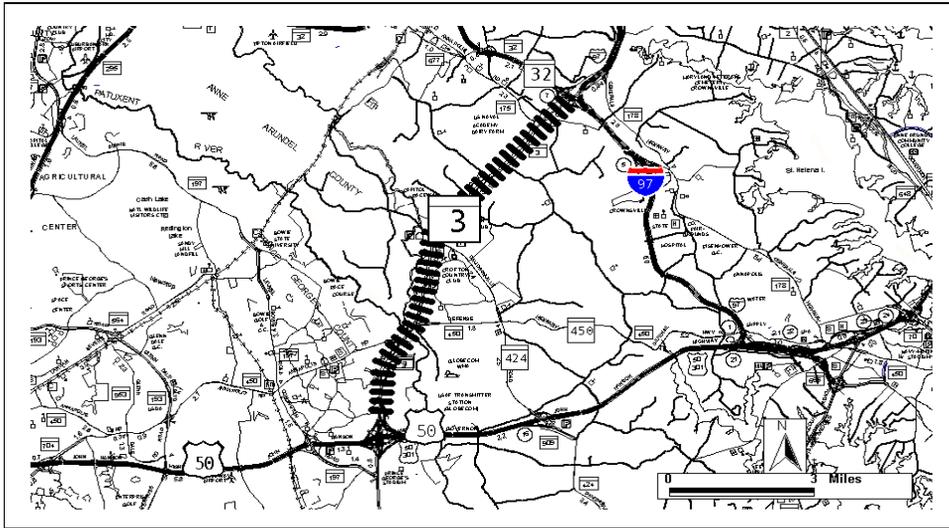
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 12,100

PROJECTED (2030) - 34,100

OPERATING COST IMPACT N/A



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Prince George's County - Line 23)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 24)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 31)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	3,397	3,147	200	50	0	0	0	0	250	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	4,646	4,646	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	8,043	7,793	200	50	0	0	0	0	250	0	
Federal-Aid	2,378	2,203	140	35	0	0	0	0	175	0	

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

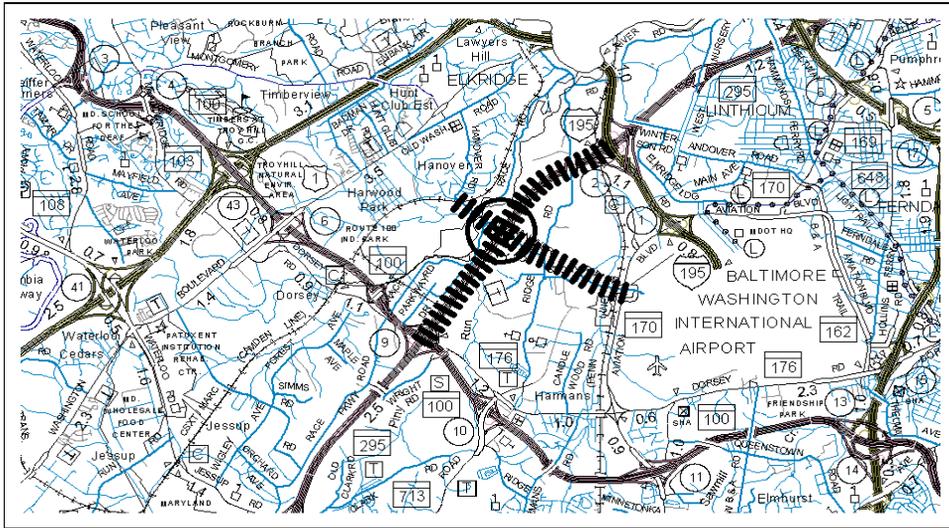
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 76,000

PROJECTED (2030) - 124,800

OPERATING COST IMPACT N/A



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

JUSTIFICATION: This project would help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 295, I-695 to I-195 (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
					2010	2011	2012	2013				
Planning	2,500	1,404	600	200	296	0	0	0	0	1,096	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	2,500	1,404	600	200	296	0	0	0	0	1,096	0	
Federal-Aid	2,000	1,123	480	160	237	0	0	0	0	877	0	

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

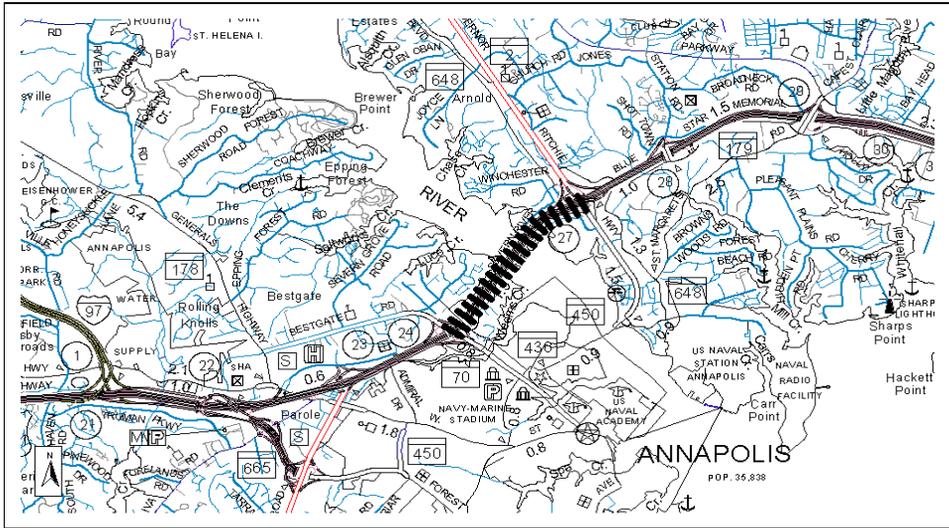
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 84,900 - 96,000

PROJECTED (2030) - 123,700 - 134,700

OPERATING COST IMPACT N/A



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Study to investigate options for alleviating congestion on US 50 from MD 70 to MD 2(north), including the Severn River/Pearl Harbor Memorial Bridge. (1.7 miles)

JUSTIFICATION: The approaches to the Severn River/Pearl Harbor Memorial Bridge experiences severe congestion, particularly the eastbound direction during the evening peak period.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
					.....2010.....	.....2011.....	.....2012.....			.....2013.....
Planning	1,000	1	150	409	440	0	0	0	999	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,000	1	150	409	440	0	0	0	999	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Urban Freeway/Expressway

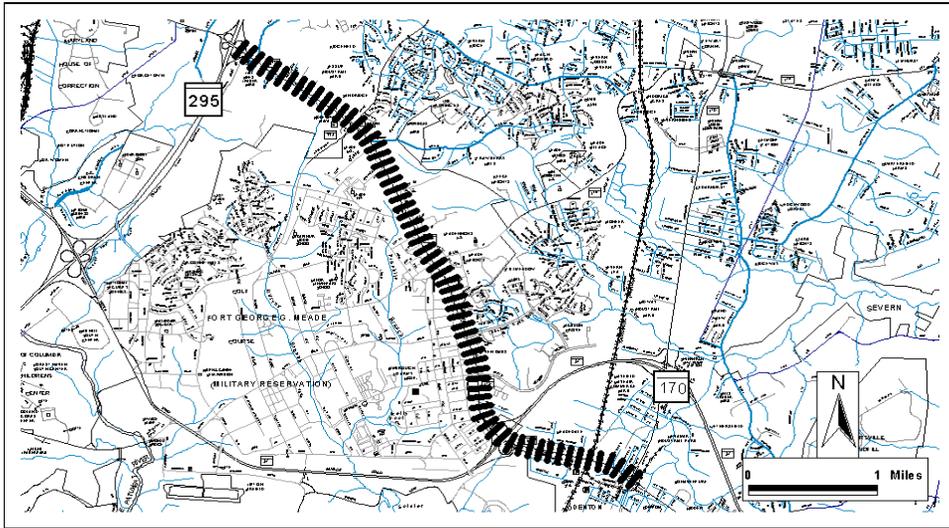
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 118,500

PROJECTED (2030) - 159,900

OPERATING COST IMPACT N/A



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170. (5.2 miles). Bicycles and pedestrian accommodations will be provided where appropriate. (BRAC Related)

JUSTIFICATION: This project would address current and future congestion along MD 175 and will improve access to Fort Meade.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

BRAC Intersection Improvements at Fort Meade (Statewide Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	6344	0	0	HP
RW	0	0	4229	0	0	HP
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$2.6 million to Engineering due to the Revenue Increase. Also, added \$8.1 million to Engineering and \$5.4 million to Right-of-way from Federal High Priority Funding.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	2,470	511	1,000	684	275	0	0	0	1,959	0
Engineering	10,712	0	0	0	536	1,071	1,071	8,034	10,712	0
Right-of-way	5,421	0	0	0	1,843	1,843	1,735	0	5,421	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,603	511	1,000	684	2,654	2,914	2,806	8,034	18,092	0
Federal-Aid	12,500	399	780	534	2,070	2,273	2,188	4,256	12,101	0

FUNCTION:

STATE - Urban Minor Arterial
 FEDERAL - Urban Minor Arterial

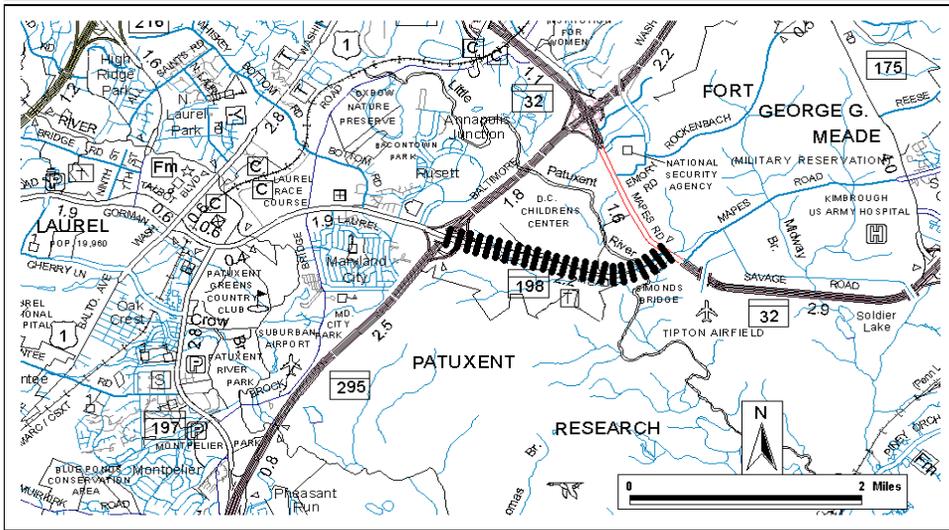
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 35,300

PROJECTED (2030) - 52,800

OPERATING COST IMPACT N/A



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.66 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

JUSTIFICATION: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. County contributing up to \$4.5 million for the planning phase.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 38,750

PROJECTED (2030) - 57,900

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 2	Governor Ritchie Highway; Robinson Road to MD 10; resurface	2,154	Completed
2	MD 2	Governor Ritchie Highway; South of MD 10 to MD 100; resurface	1,994	Completed
3	I 195 SB	Metropolitan Boulevard; US 1 to MD 170; resurface	3,978	Completed
<u>Safety/Spot Improvement</u>				
4	I 97	MD 450 to I 695; resurface	9,236	Completed
<u>Community Safety and Enhancements</u>				
5	MD 256	Deale Churchton Road; MD 258 to Rock Hold Creek; streetscape/roundabout	1,878	Completed
<u>Environmental Preservation</u>				
7	MD 295	Baltimore Washington Parkway; I 695 to the Baltimore City Line; landscaping	114	Completed
8	I 695	Baltimore Beltway; I 97 and I 695 sound walls; landscape	204	Completed
<u>Sidewalks</u>				
9	MD 435	Taylor Avenue; in Annapolis/Admiral Heights neighborhood; retrofit sidewalk - 1,500 linear feet	108	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
10	MD 2 NB	Solomons Island Road; South River Bridge to south of Forest Drive; resurface	569	FY 2008
11	MD 3 SB	Robert Crain Highway; Conway Road to St. Stephens Church Road; resurface	973	FY 2008
12	US 50	John Hanson Highway; south of Haven Road to Severn River bridge; resurface	8,142	Completed
13	MD 100 EB	MD 10 to MD 177 and MD 174 to I 97 westbound only; resurface	1,116	FY 2008
14	MD 170	Telegraph Road; Old Mill Road to Harvey Avenue; resurface	464	FY 2008
15	MD 177	Mountain Road; MD 2 to Freetown Road; resurface	571	FY 2008
16	MD 424	Davidsonville Road; MD 450 to MD 3; resurface	1,247	FY 2008
17	MD 450	West Street; MD 2 to South Brown Street; resurface	2,225	Under construction
18	MD 648 E	Baltimore Annapolis Boulevard; I 695 to Baltimore City Line; resurface	366	Completed
<u>Bridge Replacement/Rehabilitation</u>				
19	MD 214	Central Avenue; over Patuxent River; bridge rehabilitation (Also shown in Prince George's County)	3,024	Under construction
20	MD 258	Bay Front Road; over Rockhold Creek; bridge deck replacement	4,004	FY 2008
21	MD 908	Oceanic Drive; over US 50; bridge deck overlay	1,716	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
22		Various locations in Anne Arundel County; functional enhancement of stormwater facilities (This project is a split funded project with the Enhancement Program - Fund 25)	837	FY 2008
23		Functional Enhancement of stormwater management facilities 2nd Phase; reconstruction of stormwater management facilities (This project is a split funded project with the Enhancement Program - Fund 25)	1,038	Under construction
24	MD 2	Solomons Island Road; at Friendship Road/Sansbury Road; intersection improvements	1,507	Completed
25	MD 100	At MD 607; construct double left from MD 100 to MD 607 (Funded for preliminary engineering only)	260	FY 2009
26	MD 100 EB	At I 97 interchange; restripe and revise traffic control to convert existing eastbound lane addition from southbound I 97 ramp to a yield condition	1,000	FY 2009
27	MD 177	Mountain Road; at MD 648; geometric and traffic signal modifications	500	FY 2009
<u>Community Safety and Enhancements</u>				
28	MD 170	Belle Grove Road; 10th Street to MD 648 in Pumphrey; urban street reconstruct	5,023	Under construction
29	MD 648	Baltimore Annapolis Boulevard; Dorsey Road to MD 10 and MD 3 Business (Crain Highway) from 8th Avenue to Aquahart Road in Glen Burnie; streetscape (Note: Construction to begin after FY 2009) (Construction added due to the Revenue Increase)	7,500	FY 2009
<u>Streetscapes and Minor Reconstruction</u>				
30		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Noise Barriers</u>				
31	I 97 NB	MD 648 to Wellham Avenue; noise barriers	2,543	FY 2008
<u>Environmental Preservation</u>				
32	US 50	Blue Star Memorial Highway; MD 2 to South River along noise wall; landscaping	90	FY 2008
33	MD 468	Shadyside Road; at Franklin Point Park; reforestation	62	Under construction
<u>Sidewalks</u>				
34	MD 2	Governor Ritchie Highway; Warfield Road to Shelly Road; sidewalk retrofit - 1,900 linear feet	125	Under construction
35	MD 70	Rowe Boulevard; Taylor Avenue to Melvin Avenue; retrofit sidewalk - 930 linear feet	200	FY 2008
36	MD 393	Old Solomon's Island Road; West Street to Forest Drive; retrofit sidewalk - 1,630 linear feet	200	FY 2008
<u>Intersection Capacity Improvements</u>				
37	MD 2	Solomons Island Road; at MD 408/422; northbound bypass lane (Funded for preliminary engineering only)	150	FY 2009
<u>Enhancements</u>				
38		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	FY 2009
<u>Pedestrian/Bicycle Facilities</u>				
39		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction	500	FY 2008

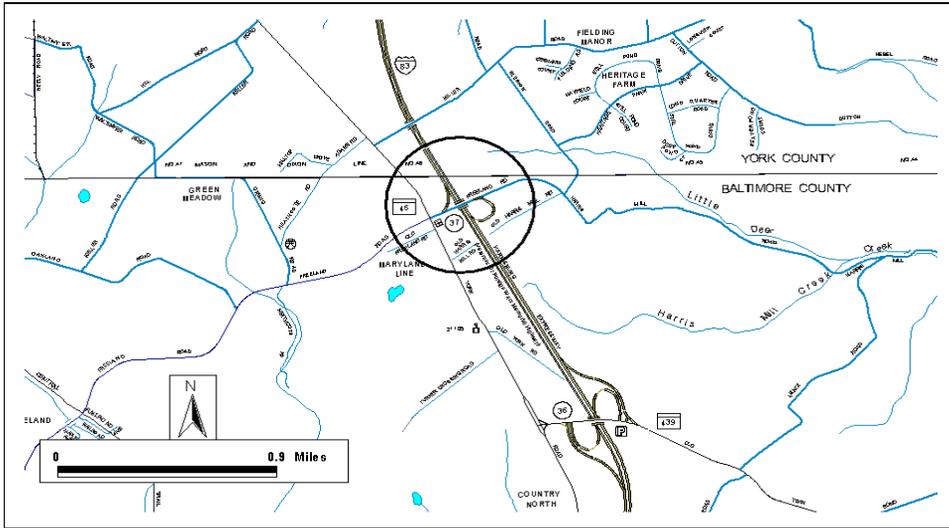
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Environmental Mitigation</u>				
40		Cypress Branch Stream Valley Restoration; restoration of 3,200 linear feet of stream and 12 acres of associated Atlantic White Cedar wetland in the Cypress Branch Stream valley	918	FY 2009
41		I 97 Stormwater Management Facilities Functional Upgrades; reconstruction of 13 stormwater management facilities along I 97 from south of MD 178 to MD 100 and 2 stormwater management facilities on MD 100 near MD 713 and near Wright Road to current standards	609	FY 2009
42		North Cypress Branch Stream Restoration; 2200 linear feet of stream restoration for creation of a one-acre stormwater wetland; restoration/creation of 3.3 acres of wetlands along the stream; environmental mitigation	650	FY 2008
43		Stony Run Fish Passage and Stream Enhancement; 2 locations along Stony Run restoration of fish passages; environmental mitigation	711	FY 2008
44		Functional Enhancement of Stormwater Management; 2nd phase; conversion of infiltration basins to treat additional stormwater runoff; environmental mitigation (This project is a split funded project with the Safety/Spot Improvement Program - Fund 74)	445	Underway
45		Functional Enhancement of Stormwater Management Facilities in Anne Arundel County - improvements to 28 existing stormwater management facilities (This project is a split funded project with the Safety/Spot Improvement Program - Fund 74)	1,363	FY 2008
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
46		London Town Visitor's Center & Museum - construct a Visitor's Center and Museum at Historic London Town and Gardens in Edgewater (Visitor's Center Complete)	2,647	Underway



Baltimore



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replaced Bridge 3207 on Freeland Road over I-83.

JUSTIFICATION: This project replaced the existing deteriorated bridge and provides increased structural and traffic safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	184	184	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	3,042	2,679	363	0	0	0	0	0	0	363	0
Total	3,226	2,863	363	0	0	0	0	0	0	363	0
Federal-Aid	2,828	2,517	311	0	0	0	0	0	0	311	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

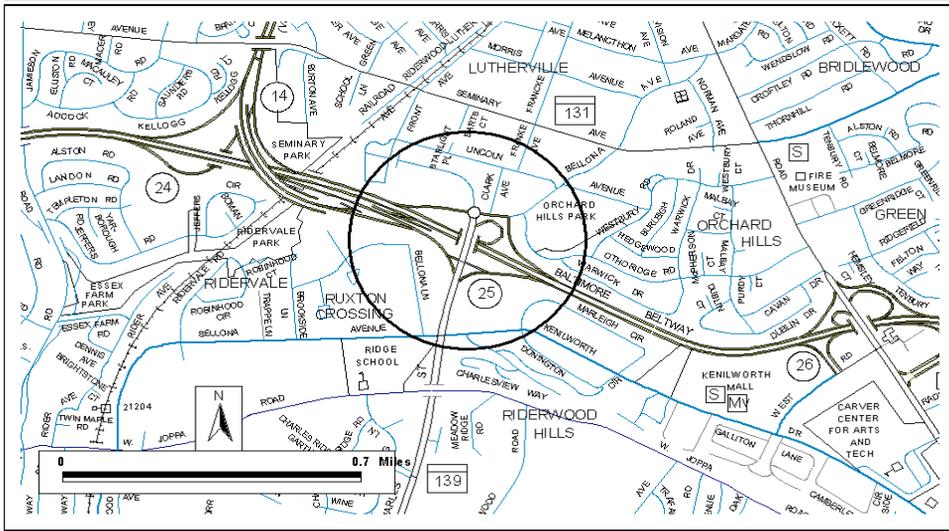
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 42,500

PROJECTED (2030) - 73,100

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of MD 139 Bridge (Charles Street).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety along this segment of the Baltimore Beltway including the redecking of the Light Rail Bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, I-83 to I-95 (Line 6)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering and Right-of-way for existing bridge replacement underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program. Added \$40.3 million to Construction due to the Revenue Increase.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE		
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				
	2010	2011	2012	2013									
Planning					0	0	0	0	0	0	0	0	
Engineering					6,882	1,737	1,100	4,045	0	0	0	5,145	
Right-of-way					54	4	10	40	0	0	0	50	
Construction					40,262	0	0	3,381	11,126	13,101	12,654	40,262	
Total					47,198	1,741	1,110	7,466	11,126	13,101	12,654	45,457	
Federal-Aid					5,206	1,248	803	3,155	0	0	0	3,958	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

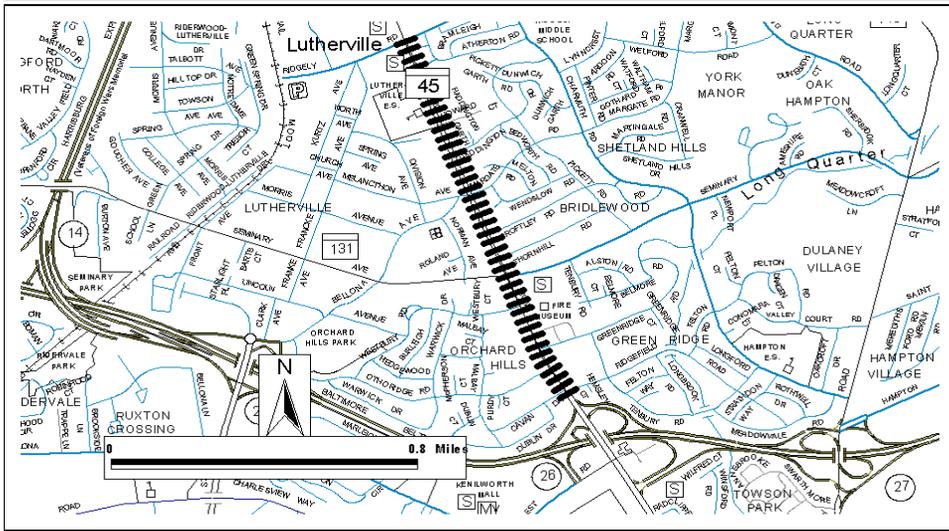
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 165,400

PROJECTED (2030) - 208,000

OPERATING COST IMPACT N/A



PROJECT: MD 45, York Road

DESCRIPTION: Widen MD 45 to provide a center turn lane from Cavan Drive to Ridgely Road. Project will include streetscape amenities and bicycle and pedestrian improvements where appropriate (1.09 miles).

JUSTIFICATION: This project will improve capacity, operational and safety issues associated with this segment of MD 45 (York Road), as well as enhance neighborhood appearance.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,168	2,168	0	0	0	0	0	0	0	0	0
Right-of-way	5,146	3,499	867	780	0	0	0	0	0	1,647	0
Construction	10,291	2,623	4,520	3,148	0	0	0	0	0	7,668	0
Total	17,605	8,290	5,387	3,928	0	0	0	0	0	9,315	0
Federal-Aid	12,404	4,820	4,367	3,217	0	0	0	0	0	7,584	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

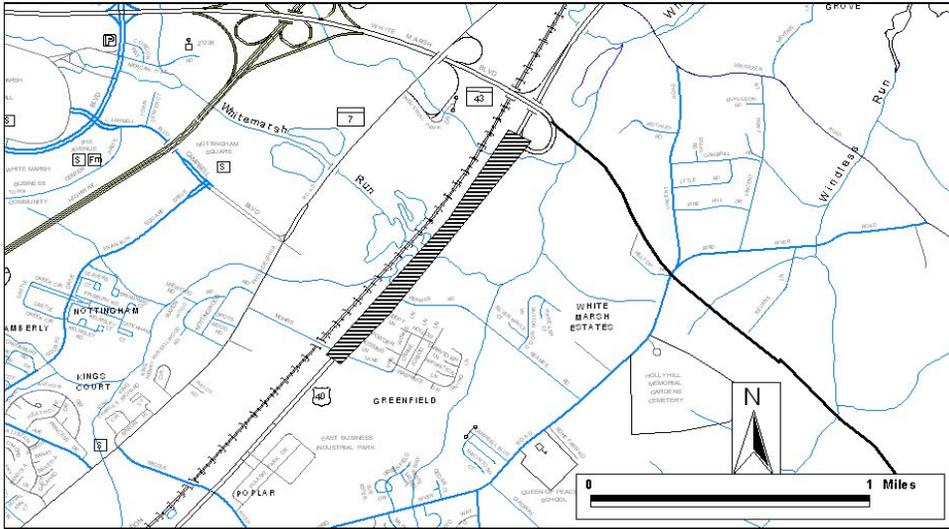
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 59,700

PROJECTED (2030) - 66,900

OPERATING COST IMPACT \$1,400 per year



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Improvements to US 40 from Middle River Road to MD 43 Interchange (2.16 miles). Project will include roadway resurfacing and replacement of the median jersey barrier with an aesthetically treated divider, landscaping, bicycle and pedestrian improvements.

JUSTIFICATION: This project will provide improved safety and traffic operations along with beautification of this segment of the corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program. Added \$2.0 million for Engineering and \$8.8 million for Construction due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	250	1,000	500	250	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	8,848	0	0	0	0	959	5,364	2,525	8,848	0	0
Total	10,848	0	250	1,000	500	1,209	5,364	2,525	10,848	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

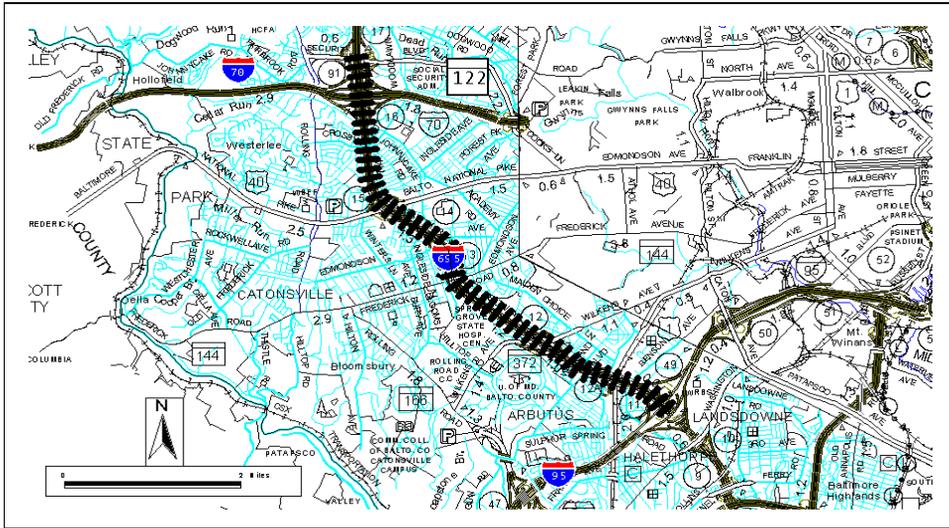
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 33,400

PROJECTED (2030) - 44,300

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.67 miles).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety on this segment of I-695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	1193	0	0	0	0	HP
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$40.0 million is needed to complete Engineering. Right-of-way for the segment from MD 144 to Ingleside Ave. to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										PROJECT CASH FLOW	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
Planning	1,426	1,426	0	0	0	0	0	0	0	0	0	0
Engineering	13,688	11,157	900	713	918	0	0	0	0	0	2,531	0
Right-of-way	1,825	295	20	750	760	0	0	0	0	0	1,530	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	16,939	12,878	920	1,463	1,678	0	0	0	0	0	4,061	0
Federal-Aid	11,007	7,912	718	1,141	1,236	0	0	0	0	0	3,095	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

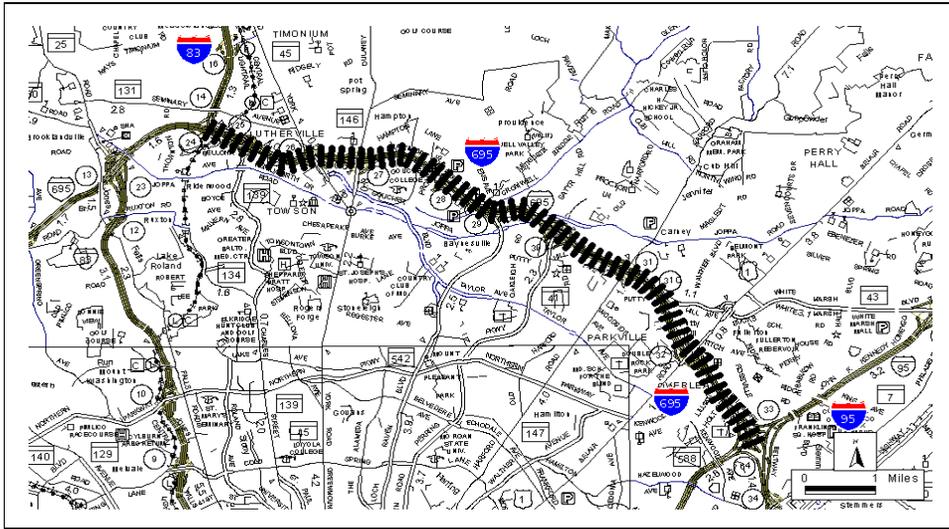
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 206,900

PROJECTED (2030) - 262,300

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (east) including the MD 139 (Charles Street) Interchange. (11.38 miles).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety of this segment of I-695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, at MD 139 (Line 2)
- I-695, Noise Barriers (System Preservation Program)

STATUS: Partial Engineering and Right-of-way underway for the segment from MD 41 to MD 147. An additional \$48.4 million is needed to complete Engineering for the entire segment.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The reconstruction of the MD 139 Bridge over I-695 was moved to the Construction Program (Line 2).

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					2010	2011	2012	2013			
Planning	1,515	1,515	0	0	0	0	0	0	0	0	0
Engineering	6,566	5,663	200	200	503	0	0	0	0	903	0
Right-of-way	65	24	41	0	0	0	0	0	0	41	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,146	7,202	241	200	503	0	0	0	0	944	0
Federal-Aid	4,947	4,577	82	82	206	0	0	0	0	370	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Interstate

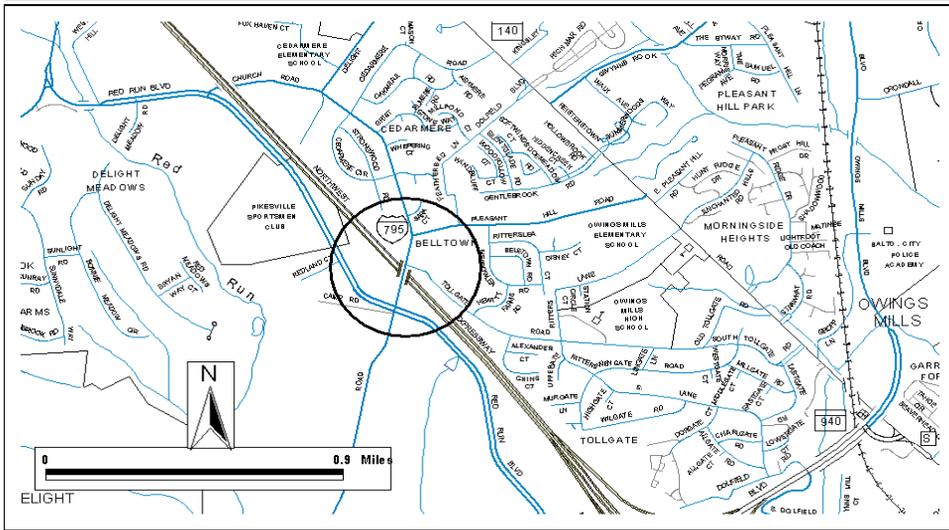
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 178,200

PROJECTED (2030) - 231,000

OPERATING COST IMPACT N/A



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Road.

JUSTIFICATION: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	1463	0	0	0	0	NHS
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Baltimore County is contributing \$0.625 million towards Project Planning. The cost shown is SHA share only

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$2.5 million for Project Planning. Added \$28.2 million for Engineering due to the Revenue Increase.

PHASE	POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	PROJECT CASH FLOW										
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
				.....2010.....	.....2011.....	.....2012.....	.....2013.....				
Planning	1,875	0	149	488	675	563	0	0	1,875	0	
Engineering	28,203	0	0	0	0	7,189	7,742	7,742	22,673	5,530	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	30,078	0	149	488	675	7,752	7,742	7,742	24,548	5,530	
Federal-Aid	1,463	0	117	380	527	439	0	0	1,463	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

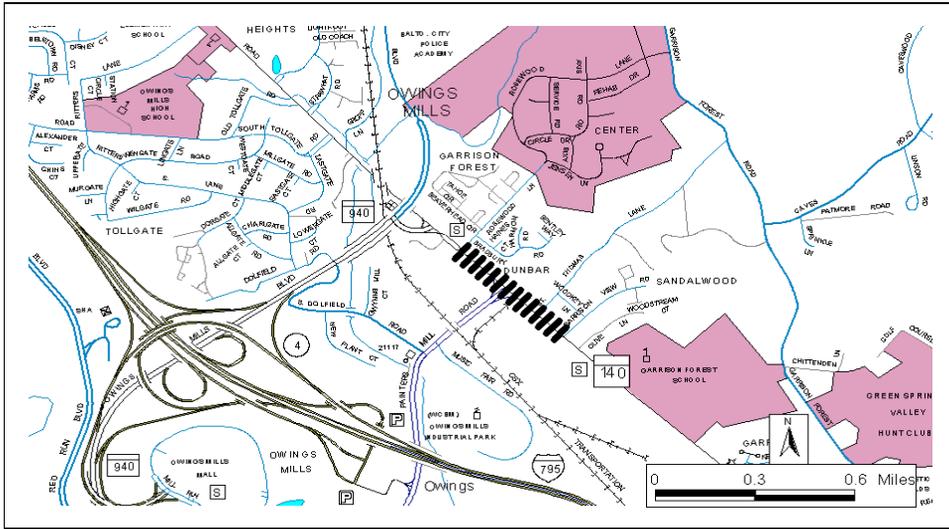
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 72,800

PROJECTED (2030) - 101,300

OPERATING COST IMPACT N/A



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from Garrison View Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.75 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center and the Owings Mills Metro Station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Transit Oriented Development at Owings Mills Metro Station (MTA Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Partial Right-of-way acquisition to begin during current fiscal year. An additional \$6.8 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,492	705	700	700	387	0	0	0	0	1,787	0
Right-of-way	7,000	0	10	6,090	900	0	0	0	0	7,000	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,492	705	710	6,790	1,287	0	0	0	0	8,787	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

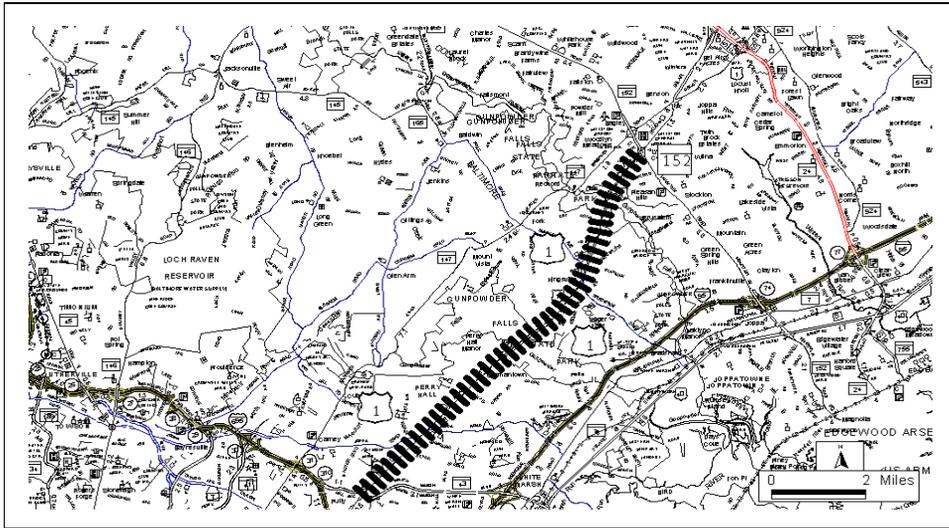
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 44,200 (MD 140)

PROJECTED (2030) - 67,700 (MD 140)

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This improvement would relieve congestion and improve safety and traffic operations on US 1. This project would also provide capacity for the planned residential and commercial development along US 1.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 1, MD 152 to Hickory Bypass (Harford County - Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,202	1,202	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

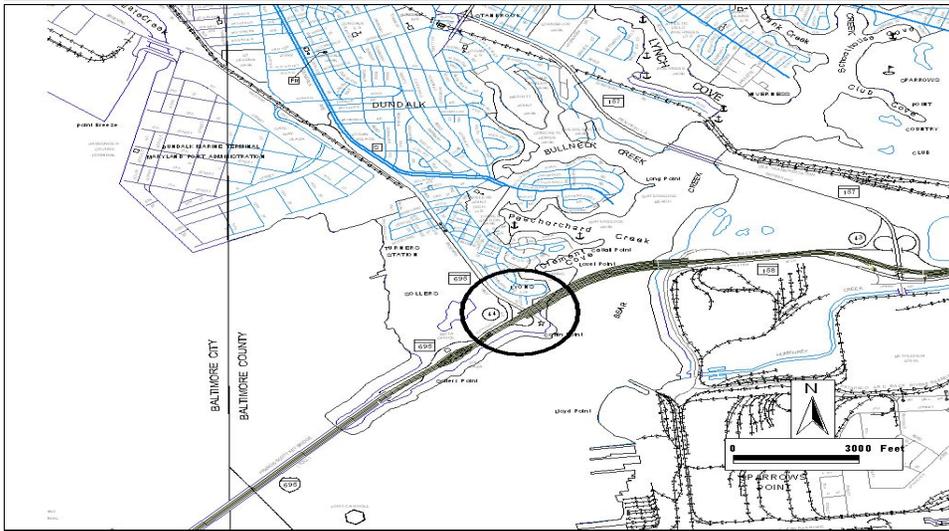
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 34,900

PROJECTED (2030) - 45,100

OPERATING COST IMPACT N/A



PROJECT: Broening Highway

DESCRIPTION: MD 695 access study to the port terminals on Broening Highway.

JUSTIFICATION: This project will improve access to the Port of Baltimore by providing direct access from MD 695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year. MdTA, MPA and Baltimore County will participate in the planning study. The Construction funding of \$10.0 million is an MDOT contribution to Baltimore City for the reconstruction of Broening Highway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Development and Evaluation Program due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,000	0	100	600	300	0	0	0	1,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	10,000	0	0	0	0	10,000	0
Total	11,000	0	100	10,600	300	0	0	0	11,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 33,100

PROJECTED (2030) - 54,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1	MD 695	Baltimore Beltway; Back River to Morse Lane; bridge deck overlays on 12 bridges	11,661	Completed
<u>Safety/Spot Improvement</u>				
2	I 83	Harrisburg Expressway; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	14	Completed
3	MD 139	Charles Street; Sheppard Pratt to Charles Way tributary to Towson Run; realign and stabilize (This project is a split funded project with the Enhancement Program - Fund 25)	122	Completed
4	I 195	Metropolitan Boulevard; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	77	Completed
5	I 695	Baltimore Beltway; Roland Run stabilization at Charles Street; drainage improvement	463	Completed
6	I 795	Northwest Expressway; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	139	Completed
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
7		MD 139 tributary to Towson Run Stabilization - stream stabilization of tributary to Towson Run along MD 139 (Charles Street) near the Greater Baltimore Medical Center. (This project is a split funded project with the Safety/Spot Improvement Program - Fund 74)	315	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
8	US 1	Belair Road; north of Mt. Vista Road to MD 152; resurface	2,520	FY 2008
9	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	FY 2008
10	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	FY 2008
11	MD 147	Harford Road; Jomat avenue to north of Cubhill Road; resurface	3,429	Under construction
12	MD 150	Eastern Boulevard; MD 587 to Graces Quarters Road; resurface includes new signal (Maryland Air National Guard) at Lynbrook Road	2,840	Under construction
13	MD 588	Kenwood Avenue; 900 feet north of MD 7 to 600 feet north of Lillian Holt Drive; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	2,422	FY 2009
14	I 695	Baltimore Beltway; Providence Road to Perring Parkway; resurface	4,459	FY 2008
15	I 695	Baltimore Beltway; Liberty Road to north of Old Court Road; resurface	3,818	Completed
<u>Bridge Replacement/Rehabilitation</u>				
16		McDonogh Road; over Gwynns Falls; bridge deck replacement (Preliminary Engineering and Construction added due to the Revenue Increase)	2,000	FY 2009
17	I 83	Jones Falls Expressway; over I 695 ramp C and MTA Light Rail; bridge deck overlay (Preliminary Engineering and Construction added due to the Revenue Increase)	2,500	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
18	MD 26	Liberty Road; Brenbrook Drive to the Baltimore City Line; pedestrian safety improvements and traffic signal reconstruction	2,464	Under construction
19	US 40	Pulaski Highway; MD 43 to Ebenezer Road; widen roadway and bridge over Honeygo Run to provide an additional through lane westbound, resurfacing, drainage improvements, and traffic barrier upgrades	1,748	Completed
20	US 40	Pulaski Highway; at Middle River Road; widen and re-stripe to provide a third through lane eastbound, reconstruct median to provide double left turn lanes westbound, and widen Middle River Road to provide two southbound through lanes and double right turn lanes northbound	3,337	FY 2008
21	I 95	At I 695 interchange (south); provide exclusive lanes on I 695 innerloop for both ramps from I 95 northbound and southbound by eliminating lane number 3 along I 695 innerloop prior to I 95 ramp merge point, provide an optional double lane right exit along I 95 southbound at I 695, and provide an optional double lane left exit along I 95 northbound at I 695 (Funded for preliminary engineering only)	869	PE Underway
22	MD 150	Eastern Boulevard; at Island Point Road; remove median on MD 150 provide two way center left turn lane along MD 150	474	FY 2009
<u>Community Safety and Enhancements</u>				
23	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only)	350	Concepts Underway
24	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape	12,407	FY 2008
25	MD 45	York Road; Towson Circle III; pedestrian improvement (Preliminary Engineering and Construction added due to the Revenue Increase)	3,000	FY 2009
26	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; streetscape (Funded for preliminary engineering and right-of-way only. Right-of-way to start in FY 2007.)	500	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
27	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for partial preliminary engineering only)	600	PE Underway
28	MD 147	Harford Road; Taylor Avenue to Joppa Road in Parkville; streetscape	10,067	Under construction
29	MD 150	Eastern Boulevard; MD 700 (Martin Boulevard) to east of MD 587 (Wilson Point Road) and MD 587 - MD 150 to Strawberry Point Road in Middle River; streetscape (Funded for preliminary engineering only)	500	PE Underway
<u>Noise Barriers</u>				
30	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	1,860	FY 2009
31	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier (Preliminary Engineering and Construction added due to the Revenue Increase)	5,389	FY 2009
32	I 695	Baltimore Beltway; at Liberty Road; barrier rehabilitation (Preliminary Engineering and Construction added due to the Revenue Increase)	526	FY 2009
33	I 695	Baltimore Beltway (outer loop); Reisterstown Road to 3950 feet northwest of Reisterstown Road; noise barrier	2,413	FY 2008
34	I 695	Baltimore Beltway (inner loop); 1600 feet south of Windsor Mill Road to Windsor Mill Road; noise barrier	1,854	FY 2008
35	MD 695 NB	Baltimore Beltway (outer loop); Chesaco Avenue to bridge over Amtrak; noise barrier	2,211	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Environmental Preservation</u>				
36		Jones Falls Expressway; Baltimore City Line to Joppa Road; invasive plant species control (This project is a split funded project with the Enhancement Program - Fund 25)	350	FY 2009
37	I 83	Jones Falls Expressway; I 695 to the Baltimore City Line; landscape restoration and invasive plant species (This project is a split funded project with the Enhancement Program - Fund 25)	350	FY 2009
38	MD 295	Baltimore Washington Parkway; I 695 to the Baltimore City Line; landscape	159	Completed
<u>Sidewalks</u>				
39	MD 26	Liberty Road; Anne Hathaway Drive to McDonough Road; retrofit sidewalk - 458 linear feet	49	Completed
40	MD 26	Liberty Road; Live Oak Road to Deer Park Road; retrofit sidewalk - 10,205 linear feet	50	FY 2008
41	MD 134	Bellona Avenue; Labelle Avenue to Malvern Avenue; retrofit sidewalk - 890 linear feet	52	FY 2008
42	MD 134	Bellona Avenue; Boyce Avenue to Labelle Avenue; retrofit sidewalk - 760 linear feet	52	FY 2008
43	MD 140	Main Street; Chartley Drive to MD 30; retrofit sidewalk - 200 linear feet	24	FY 2008
44	MD 140	Reisterstown Road; at Ritters Lane/Enchanted Hill Road; retrofit sidewalk - 30 linear feet	3	FY 2008
45	MD 295	Baltimore Washington Parkway; at pedestrian bridge 0330000; retrofit sidewalk - 1,100 linear feet	97	FY 2008
<u>Intersection Capacity Improvements</u>				
46	US 1	Belair Road; Cottington Road to Joppa Road/India Avenue; capacity improvements	2,677	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

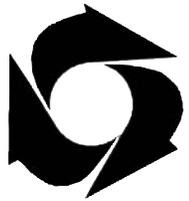
STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
47	MD 30	Hanover Pike; at MD 91; widen to two lanes in each direction (Funded for preliminary engineering only)	693	PE Underway
48	US 40	Baltimore National Pike; Old Frederick Road to east of Winter's Lane; provide 4th lane for eastbound and westbound US 40. Remove eastbound double left at Winter's Lane and provide new median break west of intersection	2,709	Under construction
49	MD 45	York Road; at Timonium Road; intersection improvements	1,033	Completed
50	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	545	PE Underway
51	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements	1,607	FY 2008
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
52		I 83 Viewshed; Warns Farm Property; purchase of a scenic easement on the 76.86 acre property	177	Underway
53		I 83 Chase Waverly Farm; 1,500 feet of road frontage adjacent to I 83; purchase of conservation easement	343	Underway
54		I 83 Roller Property; 5,508 linear feet of road frontage along I 83; acquisition of scenic easements	153	Underway
<u>Historic Preservation</u>				
55		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
56		<p align="center"><u>Fiscal Years 2008 and 2009 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Environmental Mitigation</u></p> <p>Gunpowder Falls Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites</p>	330	FY 2008



Baltimore City

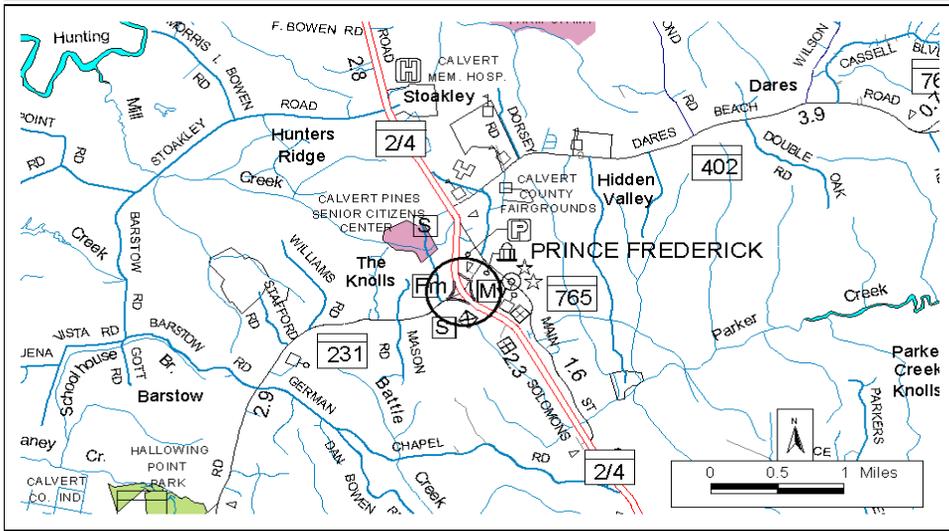
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
		<u>Fiscal Year 2007 Completions</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
1		Baltimore Promenade - Union Wharf - construction of a segment of the Baltimore Waterfront Promenade at 901-933 South Wolfe Street in Fells Point	2,371	Completed
		<u>Fiscal Years 2008 and 2009</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
2		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path	474	FY 2009
3		Jones Falls Trail - Phase III - construct a 2.75 mile extension of the Jones Falls Trail through Druid Hill Park to the Woodberry Light Rail stop	1,600	Underway
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
4		Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	FY 2009
5		B&O Railroad Museum Passenger Car Shop; south car shop; rehabilitation of the south car shop	1,000	FY 2008
		<u>Environmental Mitigation</u>		
6		Lower Stony Run Stream; Cold Spring Lane to 1,400 feet south of University Parkway; stream restoration	951	FY 2008



Calvert



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Reconstruct intersection at MD 231. Sidewalks will accommodate pedestrians. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will provide additional capacity and improve safety and operations at this intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 2/4, MD 765 to North of Stoakley Road (Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$4.9 million is due to stream stabilization work and unfavorable bid price.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,530	1,456	74	0	0	0	0	0	0	74	0
Right-of-way	13,165	6,163	3,062	3,940	0	0	0	0	0	7,002	0
Construction	15,918	45	6,977	6,252	2,644	0	0	0	0	15,873	0
Total	30,613	7,664	10,113	10,192	2,644	0	0	0	0	22,949	0
Federal-Aid	14,192	34	6,826	5,192	2,140	0	0	0	0	14,158	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

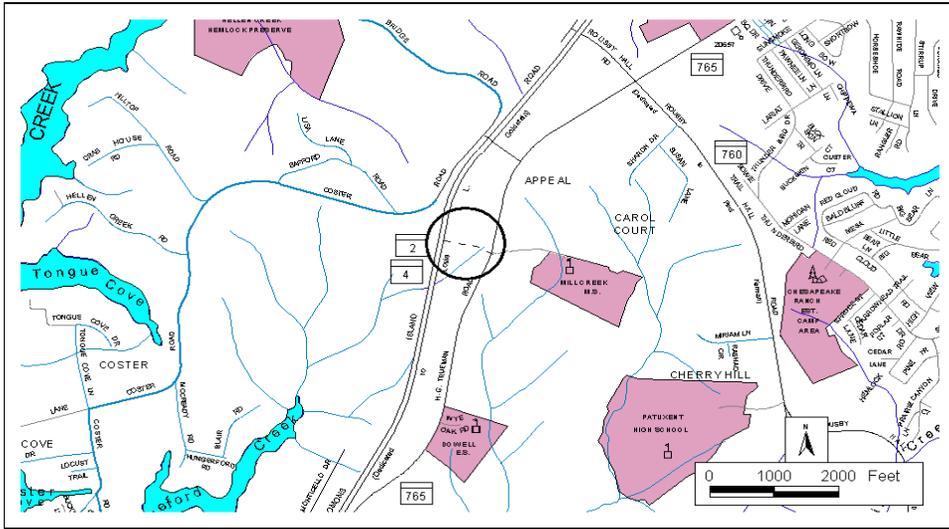
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 43,625

PROJECTED (2030) - 75,850

OPERATING COST IMPACT \$1,500 per year



PROJECT: Lusby Connector

DESCRIPTION: Construct a new east-west roadway connection from MD 765 to MD 2/4 in Lusby (0.15 miles). This project will be developed in coordination with the county's "Southern Connector Road".

JUSTIFICATION: The project, in conjunction with the closing of Coster Road, would improve safety by providing better intersection spacing along this portion of MD 2/4, a partially access controlled facility. It would also provide improved service to the planned Lusby Village Center.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Lusby Southern Connector Road from MD 760 to MD 765 (Calvert County Project)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost decrease of \$3.5 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	869	833	36	0	0	0	0	0	0	36
Right-of-way	1,418	415	600	403	0	0	0	0	0	1,003
Construction	5,191	1	2,811	2,379	0	0	0	0	0	5,190
Total	7,478	1,249	3,447	2,782	0	0	0	0	0	6,229
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

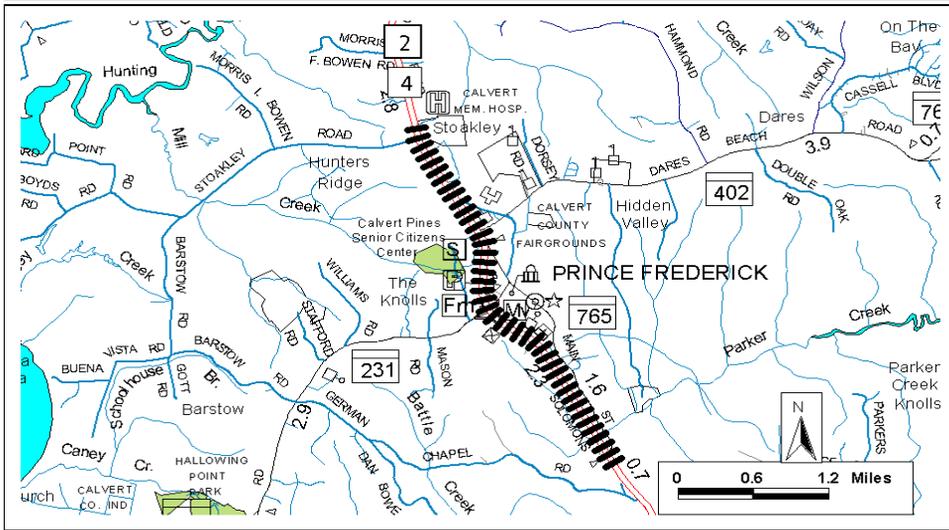
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - N/A

PROJECTED (2030) - 21,725 (MD2/4)

OPERATING COST IMPACT \$400 per year



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade MD 2/4, from south of MD 765 to north of Stoakley Road, to a 6 lane divided highway with auxiliary lanes (3.79 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by continuing commercial growth in the Prince Frederick area and throughout Calvert County along the MD 2/4 corridor will result in congestion along the existing roadway unless additional capacity is provided.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 2/4, MD 231 Intersection (Line 1)
- MD 2/4, MD 264 to MD 258 (System Preservation Program)
- Prince Frederick Boulevard (County Project)

STATUS: Partial Engineering to restart during current fiscal year. Added Engineering funding for the segment from Steeple Chase Drive to Commerce Lane. An additional \$7.3 million is needed to complete Engineering and an additional \$63.2 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$2.9 million to Engineering due to the Revenue Increase.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	4,256	1,356	500	1,000	1,000	400	0	0	2,900	0
Right-of-way	644	644	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,872	3,972	500	1,000	1,000	400	0	0	2,900	0
Federal-Aid	1,554	1,554	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

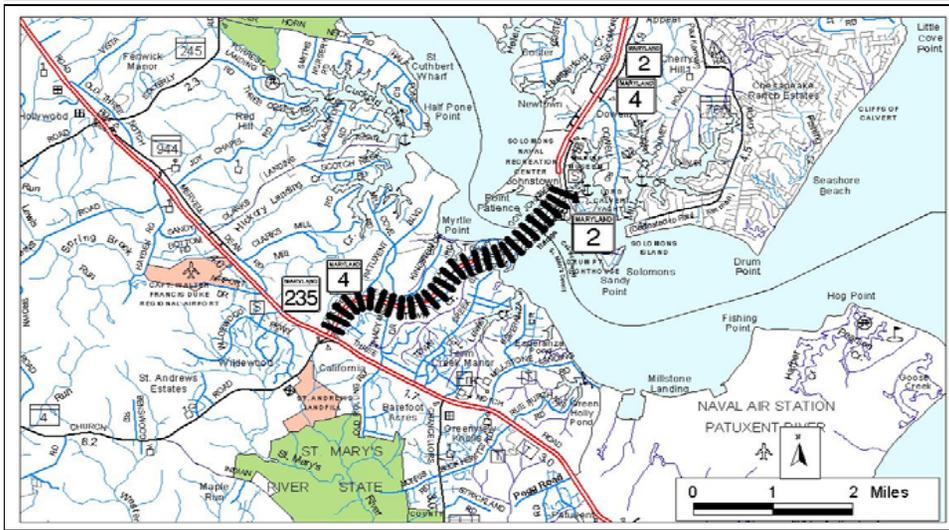
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 48,150

PROJECTED (2030) - 83,600

OPERATING COST IMPACT N/A



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders or wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$4.0 million to Planning due to the Revenue Increase.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	YEAR 2008	YEAR 2009		2010....2011....2012....			....2013....
Planning	5,500	194	1,000	1,300	1,656	1,350	0	0	0	5,306	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,500	194	1,000	1,300	1,656	1,350	0	0	0	5,306	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 28,400

PROJECTED (2030) - 35,200

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	MD 2/4	Solomons Island Road; at MD 263; geometric improvements	1,442	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Safety/Spot Improvement</u>				
2	MD 2/4	Solomons Island Road; Stormwater Management Enhancement at MD 509; drainage	941	FY 2009
3	MD 2/4	Solomons Island Road; MD 524 to Walnut Creek Road; construct southbound auxiliary lane	377	FY 2008
4	MD 402	Dares Beach Road; at Elks Lodge; widen to provide right turn lane	60	Under construction
<u>Community Safety and Enhancements</u>				
5	MD 261	Bayside Road; First Street to Old Bayside Road and MD 260 from MD 261 to Cox Road in Chesapeake Beach; streetscape	4,804	Under construction
6	MD 760/765	Rousby Hall Road/H.G. Trueman Road; MD 760 from east of MD 765 to west of MD 765 and MD 765 from Appeal Lane to south of MD 760 (Lusby); streetscape (Funded for concept development only.)	500	Concepts Underway
<u>Sidewalks</u>				
7	MD 2	Solomons Island Road; Solomon's Museum ramp; intersection improvement, realign intersection, adjust sidewalks and channelize median	46	Under construction
<u>Access Controls</u>				
8	MD 2/4	Solomons Island Road/Southern Maryland Boulevard; MD 264 to MD 258; purchase right-of-way for access controls	1,143	Underway

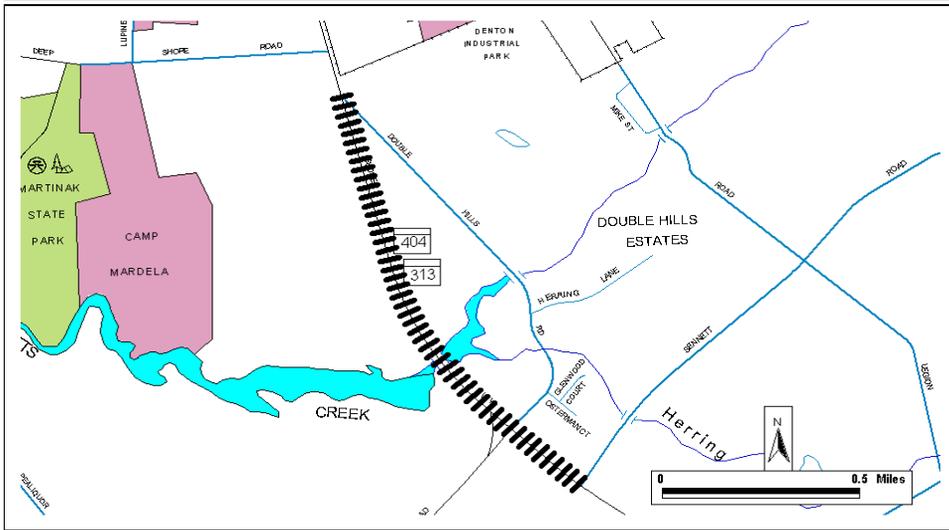
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
9		<p><u>Fiscal Years 2008 and 2009 (cont'd)</u></p> <p><u>Enhancements</u></p> <p><u>Preservation of Abandoned Railway Corridors</u></p>	1,630	FY 2008
		<p>Chesapeake Beach Railway - construction of an 8 feet wide trail from the Kellam's Recreation Complex to Bayview Hills and Richfield Station including bridges over Fishing Creek and boardwalks</p>		



Caroline



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgraded existing MD 404 to a 4 lane divided highway with access controls from south of Double Hills Road to east of MD 16 South (1.0 mile). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project supplemented the Denton Bypass, eliminated traffic congestion caused by high seasonal peaks associated with summer resort traffic and improved safety and service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 404, Cemetery Road to MD 480 (Line 2)
- MD 404, US 50 to MD 404 Business (Line 5)
- MD 404, Access Controls (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,260	1,257	3	0	0	0	0	0	3	0
Right-of-way	2,370	1,910	460	0	0	0	0	0	460	0
Construction	12,451	9,732	2,719	0	0	0	0	0	2,719	0
Total	16,081	12,899	3,182	0	0	0	0	0	3,182	0
Federal-Aid	11,425	9,110	2,315	0	0	0	0	0	2,315	0

FUNCTION :

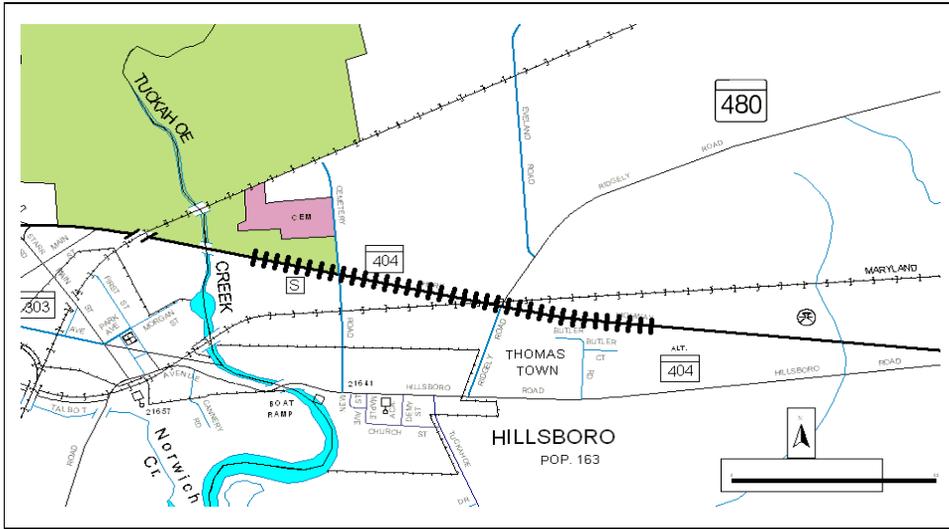
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 16,750
 22,175 (Summer)
PROJECTED (2030) - 26,750
 30,700 (Summer)

OPERATING COST IMPACT \$7,800 per year



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from 1500' west of Cemetery Road to 2000' east of MD 480. Shoulders will accommodate bicycles and pedestrians (1.07 miles).

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 404, Double Hills Road to east of MD 16 South (Line 1)
- MD 404, US 50 to MD 404 Bus. (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1816	0	0	0	0	HP
RW	3157	0	0	0	0	NHS/HP
CO	0	16114	0	0	0	NHS/HP

STATUS: Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$1.2 million is due to additional properties needed for construction.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,328	0	300	550	1,478	0	0	0	0	2,328	0
Right-of-way	4,047	0	1,500	2,547	0	0	0	0	0	4,047	0
Construction	20,659	0	0	4,234	11,627	4,798	0	0	0	20,659	0
Total	27,034	0	1,800	7,331	13,105	4,798	0	0	0	27,034	0
Federal-Aid	21,086	0	1,404	5,719	10,222	3,741	0	0	0	21,086	0

FUNCTION:

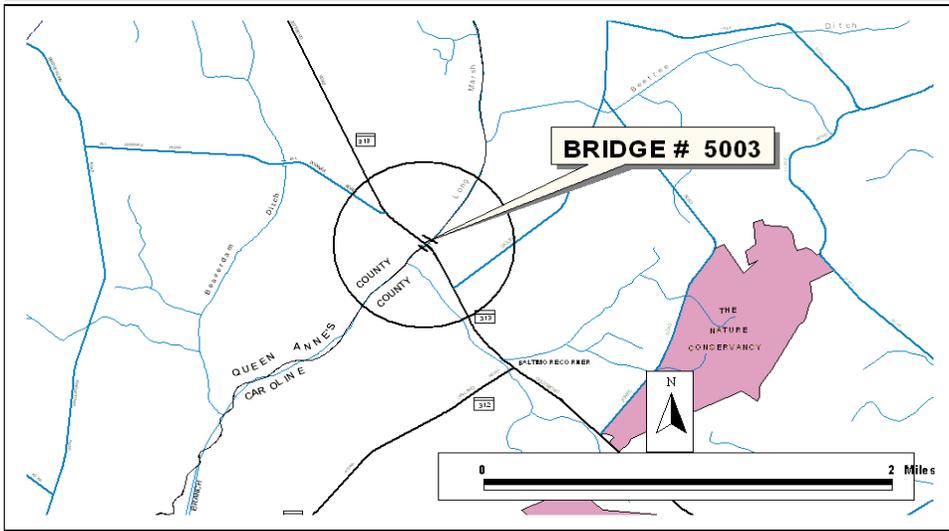
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) - 16,450 (Summer)
- PROJECTED (2030) - 26,300 (Summer)

OPERATING COST IMPACT N/A



PROJECT: MD 313, Greensboro Road

DESCRIPTION: Replace Bridge 5003 over Long Marsh Ditch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This structure is deteriorated and requires replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
				.....2010.....	.....2011.....	.....2012.....	.....2013.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	629	619	10	0	0	0	0	0	0	0	10	0
Right-of-way	67	63	4	0	0	0	0	0	0	0	4	0
Construction	2,669	588	2,081	0	0	0	0	0	0	2,081	0	0
Total	3,365	1,270	2,095	0	0	0	0	0	0	2,095	0	0
Federal-Aid	2,059	465	1,594	0	0	0	0	0	0	1,594	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

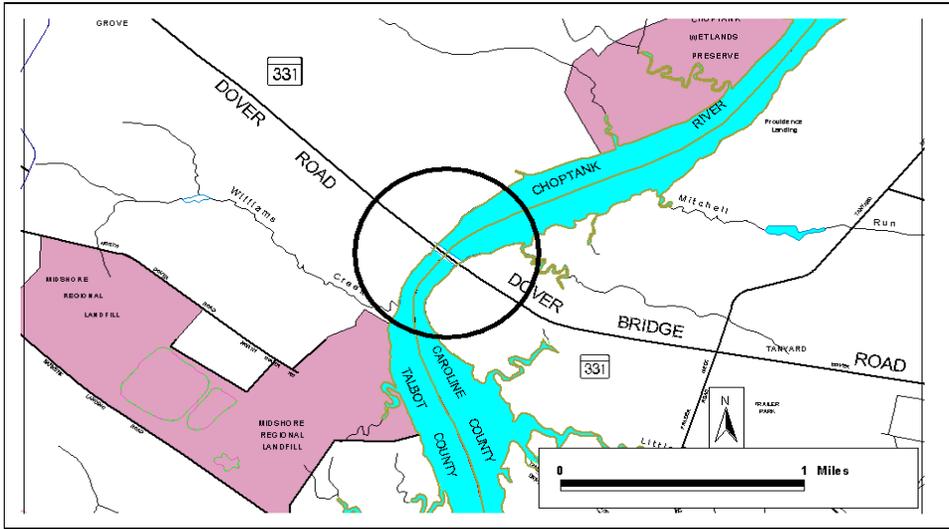
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 1,525

PROJECTED (2030) - 2,475

OPERATING COST IMPACT N/A



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway, will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Constructing a new high level bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties in the past that affected commerce and emergency services in Caroline and Talbot counties.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	749	0	0	0	NHS
CO	0	0	31073	0	0	NHS/HP

STATUS: Engineering underway. Right-of-way to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost decrease of \$1.6 million is due to reduced inflation.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					YEAR 2013		
				.....2010.....	.....2011.....	.....2012.....	.....2013.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,496	624	416	456	0	0	0	0	0	872	0	
Right-of-way	936	0	0	104	728	104	0	0	0	936	0	
Construction	39,838	0	0	0	5,279	15,487	13,495	5,577	39,838	0	0	
Total	42,270	624	416	560	6,007	15,591	13,495	5,577	41,646	0	0	
Federal-Aid	33,019	499	333	448	4,699	12,163	10,526	4,351	32,520	0	0	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

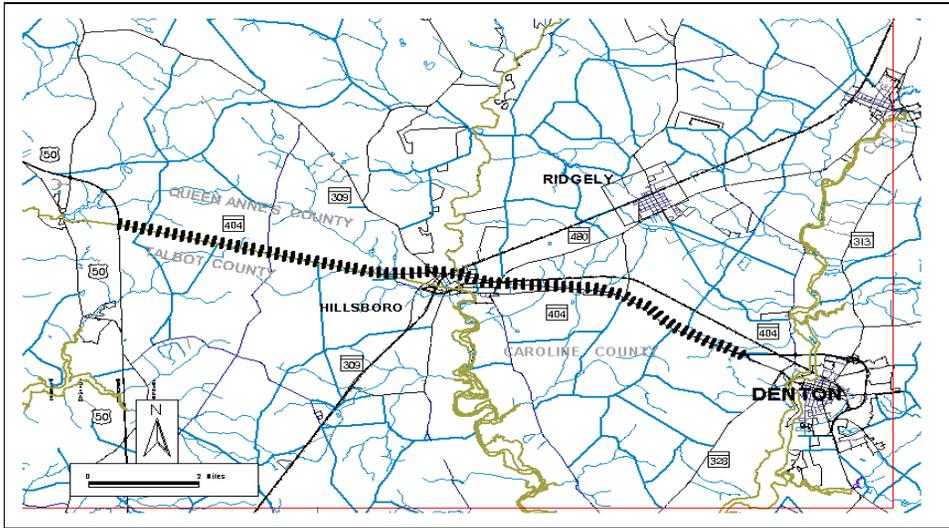
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 12,950

PROJECTED (2030) - 19,000

OPERATING COST IMPACT \$55,400 per year



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 404, Double Hills Road to east of MD 16 South (Line 1)
- MD 404, Cemetery Road to MD 480 (Line 2)
- MD 404, Access Controls (System Preservation Program)
- US 50, US 301 to MD 404 (Queen Anne's County - Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. Added Engineering funding for the segment from MD 309 to Cemetery Road. An additional \$19.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$2.5 million to Engineering due to the Revenue Increase, and transferred \$1.0 million to the segment from Cemetery Road to MD 480 (Line 2) for additional right-of-way needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	540	540	0	0	0	0	0	0	0	0
Engineering	6,495	2,537	1,000	1,400	1,058	500	0	0	3,958	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,035	3,077	1,000	1,400	1,058	500	0	0	3,958	0
Federal-Aid	3,116	1,979	780	312	45	0	0	0	1,137	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) - 18,050
23,600 (Summer)
- PROJECTED (2030) - 25,850
37,200 (Summer)

OPERATING COST IMPACT N/A

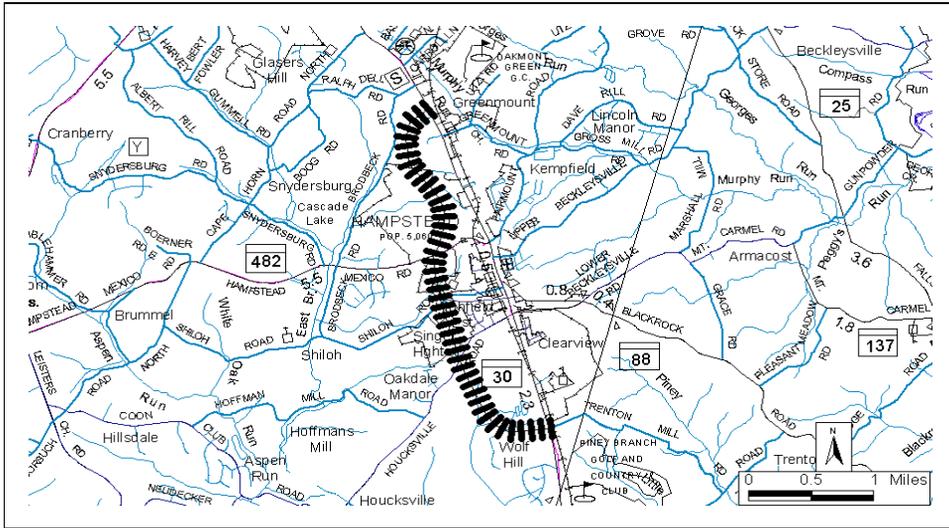
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
		<u>Fiscal Years 2008 and 2009</u>		
		<u>Access Controls</u>		
1	MD 404	Shore Highway; Queen Anne's County Line to the Delaware State Line; purchase right-of-way for access controls	240	FY 2008
		<u>Intersection Capacity Improvements</u>		
2	MD 404	Shore Highway; at MD 313; widening for left turn lanes	894	Under construction
		<u>Enhancements</u>		
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
3		Wharves at Choptank Crossing; constructoin of a Heritage Welcome Center within the town limits of Denton	500	FY 2009



Carroll



PROJECT: MD 30 Relocated, Hampstead Bypass

DESCRIPTION: Construct a new 2 lane limited access highway replacing existing MD 30 south of Hampstead at Wolf Hill Drive to north of Hampstead at Brodbeck Road (5.84 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: Existing MD 30 is a primary state highway linking the greater Baltimore area with southern Pennsylvania. The proposed improvement will relieve existing traffic operation and capacity issues on MD 30 in the Town of Hampstead.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2007			2008	2009	2010	2011	2012			2013
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,712	7,681	31	0	0	0	0	0	0	31	0
Right-of-way	28,183	18,983	5,158	4,042	0	0	0	0	0	9,200	0
Construction	47,633	17,354	17,549	12,311	48	61	99	98	30,166	113	0
Total	83,528	44,018	22,738	16,353	48	61	99	98	39,397	113	0
Federal-Aid	46,536	18,829	16,648	11,059	0	0	0	0	27,707	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

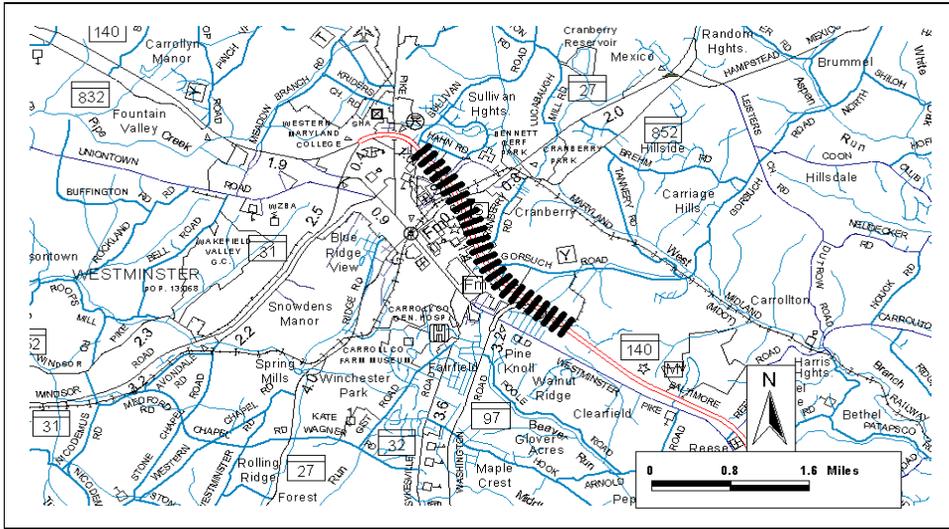
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 19,100 - 24,150 (MD30)

PROJECTED (2030) - 23,800 (Bypass)
 12,000 (MD 30)

OPERATING COST IMPACT \$14,500 per year



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminster. Bicycle and pedestrian facilities will be provided (2.46 miles).

JUSTIFICATION: This project would relieve existing congestion and provide additional capacity for planned growth and economic development within the Priority Funding Area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
				2010.....2011.....2012.....		2013.....
Planning	1,484	1,306	178	0	0	0	0	178	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	1,484	1,306	178	0	0	0	0	178	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

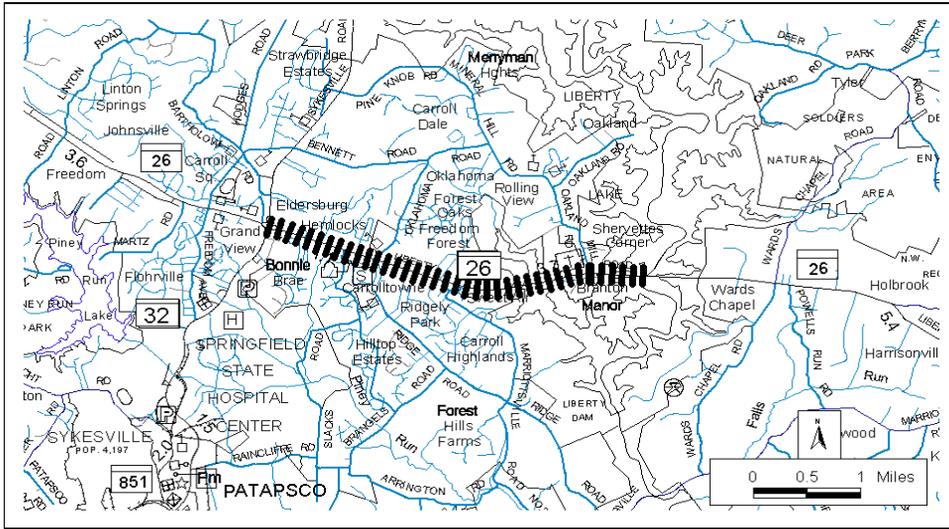
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 46,125 - 57,000

PROJECTED (2030) - 63,900 - 87,400

OPERATING COST IMPACT N/A



PROJECT: MD 26, Liberty Road

DESCRIPTION: Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.55 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project would improve operations and safety along this segment of MD 26.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 32, MD 26 to MacBeth Way (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. County and State split planning cost and County contributing \$1.0 million towards engineering cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$3.1 million to Engineering due to the Revenue Increase.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2007			2010	2011	2012	2013			
Planning	286	286	0	0	0	0	0	0	0	0	0
Engineering	3,670	0	529	1,500	1,641	0	0	0	0	3,670	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,956	286	529	1,500	1,641	0	0	0	0	3,670	0
Federal-Aid	200	200	0	0	0	0	0	0	0	0	0

SPECIAL FEDERAL GENERAL OTHER

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 18,650 - 33,750

PROJECTED (2030) - 27,300 - 39,700

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 75	Green Valley Road; Frederick County line to Union Bridge town limit; resurface	144	Completed
2	MD 97	Old Washington Road; Streaker Road to MD 850H; resurface	500	Completed
<u>Community Safety and Enhancements</u>				
3	MD 31	High Street Extended; MD 31 to MD 75 in New Windsor; extension/streetscape	1,722	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 482	Hampstead Mexico Road; Gablehammer Road to Brillhart Road; resurface	710	Completed
<u>Bridge Replacement/Rehabilitation</u>				
5	MD 832	Old Taneytown Road; over Big Pipe Creek; bridge deck replacement	1,136	Completed
<u>Safety/Spot Improvement</u>				
6	MD 26	Liberty Road; at Klee Mill Road; construct left turn lanes, add left turn phasing to traffic signal (Funded for preliminary engineering only)	176	PE Underway
7	MD 27	Ridge Road; at Center Street; construct left turn lanes	1,100	FY 2009
8	MD 27	Manchester Road; at MD 140 ramps; construct right turn lanes on the ramp (Funded for preliminary engineering only)	252	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
9	MD 32	Sykesville Road; north of MD 32/MD 851 intersection to south of MD 32/Main Street intersection; reconstruct intersection (Note: Project schedule is dependent upon Town of Sykesville. Cost shown represents SHA share of project cost and the SHA share increased \$2.7 million)	6,100	Completed
10	MD 91	Gamber Road; at Deer Park Road; provide northbound/southbound left turn lanes and shoulders (Funded for preliminary engineering only)	110	FY 2009
11	MD 97	Littlestown Pike; at Stone Road; reconstruct shoulders to provide left turn lanes, adjust vertical profile to improve sight distance (Funded for preliminary engineering only)	250	FY 2008
<u>Community Safety and Enhancements</u>				
12	MD 30	Hanover Pike; CSX Railroad to Northwoods Trail; streetscape (Funded for preliminary engineering only)	700	PE Underway
13	MD 140	Baltimore Street; through Taneytown; streetscape	12,789	FY 2008
<u>Intersection Capacity Improvements</u>				
14	MD 27	Ridge Road; at Twin Arch Road/Park Avenue; widening for additional through lane on northbound MD 27 and accel/decel lanes on southbound MD 27 at the Park and Ride (Funded for preliminary engineering only)	166	PE Underway
15	MD 32	Sykesville Road; at MacBeth Way/Piney Ridge Parkway; provide two through lanes in each direction on MD 32; signalize intersection (Cost shown represents SHA share. County contributing \$2.5 million.)	1,488	Under construction
16	MD 140	Baltimore Boulevard; at Gorsuch Road; extend existing median left turn lane (Funded for preliminary engineering only)	120	FY 2009

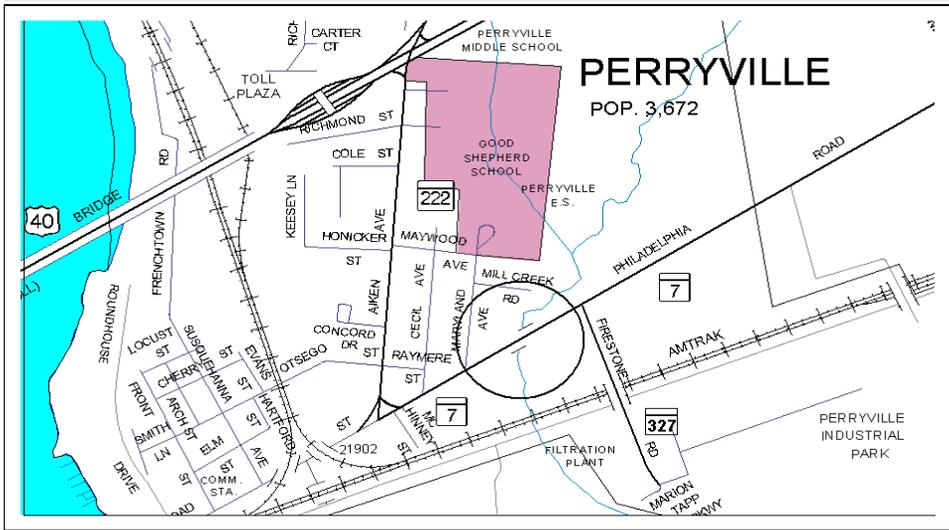
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
17		<p align="center"><u>Fiscal Years 2008 and 2009 (cont'd)</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p> <p>Wakefield Valley Community Trail - Phase 2B - construct the final component of the Wakefield Valley Community Trail, 1 mile in length, west of MD 31 from Tahoma Farm Road to Windsor Drive in the City of Westminster</p>	385	Underway



Cecil



PROJECT: MD 7B, Philadelphia Road

DESCRIPTION: Replaced Bridge 7006 over Mill Creek in Perryville. Shoulders and sidewalks accommodate bicycles and pedestrians.

JUSTIFICATION: This project improved hydraulics and reduced flooding in the area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	818	818	0	0	0	0	0	0	0	0	0
Right-of-way	106	106	0	0	0	0	0	0	0	0	0
Construction	2,668	2,657	11	0	0	0	0	0	0	11	0
Total	3,592	3,581	11	0	0	0	0	0	0	11	0
Federal-Aid	2,069	2,060	9	0	0	0	0	0	0	9	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 5,550

PROJECTED (2030) - 7,700

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1	MD 286	2nd Street; Ferry Slip Road to Back Creek; slope stabilization	1,479	Completed
<u>Truck Weight</u>				
2	US 301	Blue Star Memorial Highway; at MD 299; construct truck weight and inspection station	2,816	Completed
<u>Enhancements</u>				
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
3		Port Deposit Jetty and Marina Park - reconstruction of an existing jetty to provide multi-modal transportation services for the Lower Susquehanna Greenway, landscaping and improvements to the adjacent Marina Park in the Town of Port Deposit	1,499	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 7D	West Main Street; MD 213 to beginning of state maintenance; resurface	3,400	FY 2009
5	MD 277	Fletcherwood Road; MD 279 to MD 316; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	175	FY 2009
6	MD 310	Cayots Corner Road; MD 213 to Delaware State Line; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	500	FY 2009
<u>Sidewalks</u>				
7	MD 222	North Main Street; Old Municipal Building to Vannort Drive; retrofit sidewalk - 515 linear feet	91	FY 2008

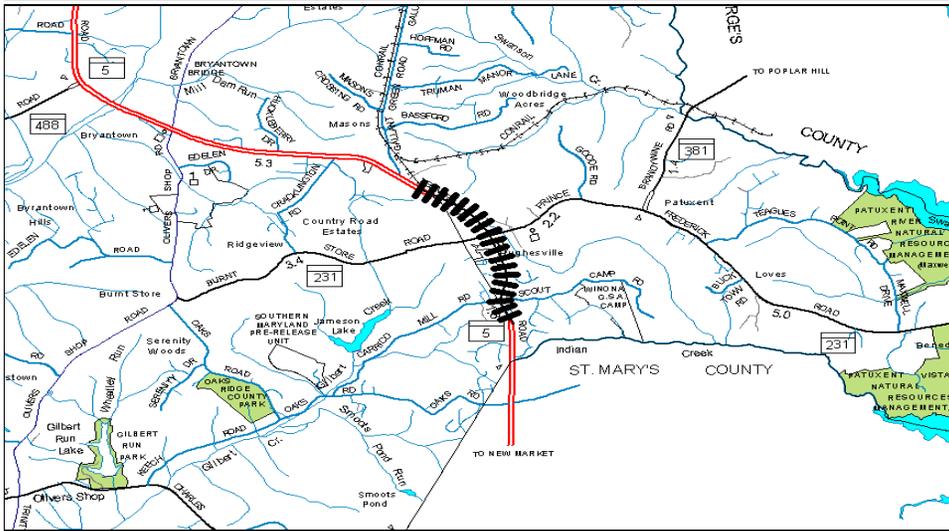
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
8	MD 282	Main Street; east of MD 213 to Elizabeth Way; retrofit sidewalks - 1,495 linear feet	250	FY 2008
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
9		Mount Ararat Farm Scenic Easement; purchase of a scenic easement on 114 acres of the Mount Ararat Farm	1,584	FY 2009
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
10		Gilpin Falls Covered Bridge - restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek adjacent to MD 272	559	FY 2008
<u>Environmental Mitigation</u>				
11		Stony Run at US 40 Fish Passage Project; construction of fish passage	91	FY 2009



Charles



PROJECT: MD 5 Relocated at Hughesville

DESCRIPTION: Constructed a new divided highway from end of divided highway south of Hughesville to end of divided highway north of Hughesville (3.20 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: Existing MD 5 is a Primary state highway linking Southern Maryland with the Washington D.C. area. The proposed improvement relieved traffic congestion and improved safety in Hughesville.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$2.3 million is due to asphalt price increase, additional excavation and additional court exposure for property cases.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE			
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
	2010	2011	2012	2013										
Planning					1,991	1,991	0	0	0	0	0	0	0	
Engineering					4,476	4,476	0	0	0	0	0	0	0	
Right-of-way					13,835	12,405	1,252	178	0	0	0	0	1,430	
Construction					36,275	35,067	1,208	0	0	0	0	0	1,208	
Total					56,577	53,939	2,460	178	0	0	0	0	2,638	
Federal-Aid					40,860	39,538	1,322	0	0	0	0	0	1,322	

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

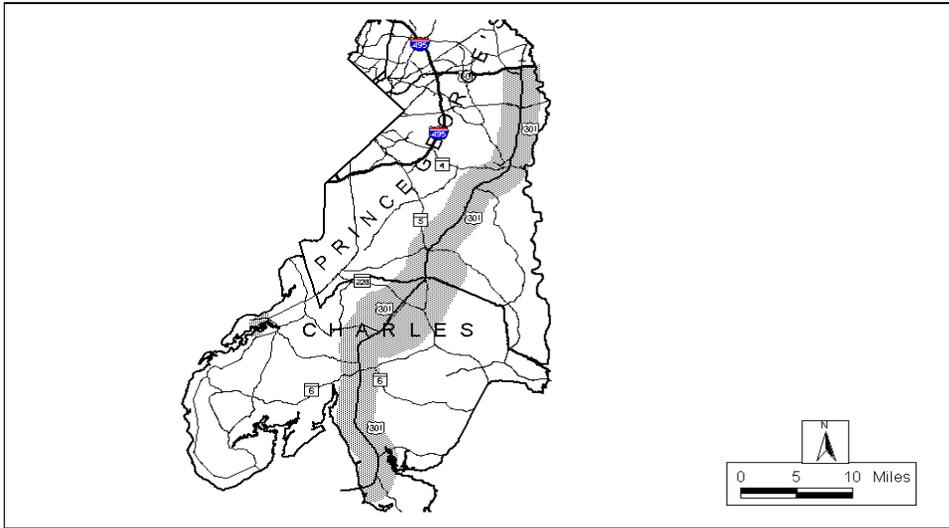
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 41,400

PROJECTED (2030) - 67,800

OPERATING COST IMPACT \$11,400 per year



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, Waldorf Area Project (Line 3)
Southern Maryland Mass Transportation Analysis (MTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning on hold for the entire corridor, but proceeding with breakout projects in Bowie and Waldorf. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$15.0 million to Right-of-way due to the Revenue Increase and \$4.3 million to FY13.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	10,747	10,497	200	50	0	0	0	0	0	250	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	78,021	36,721	2,500	15,760	5,760	5,760	5,760	5,760	5,760	41,300	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	88,768	47,218	2,700	15,810	5,760	5,760	5,760	5,760	5,760	41,550	0
Federal-Aid	7,523	7,348	140	35	0	0	0	0	0	175	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

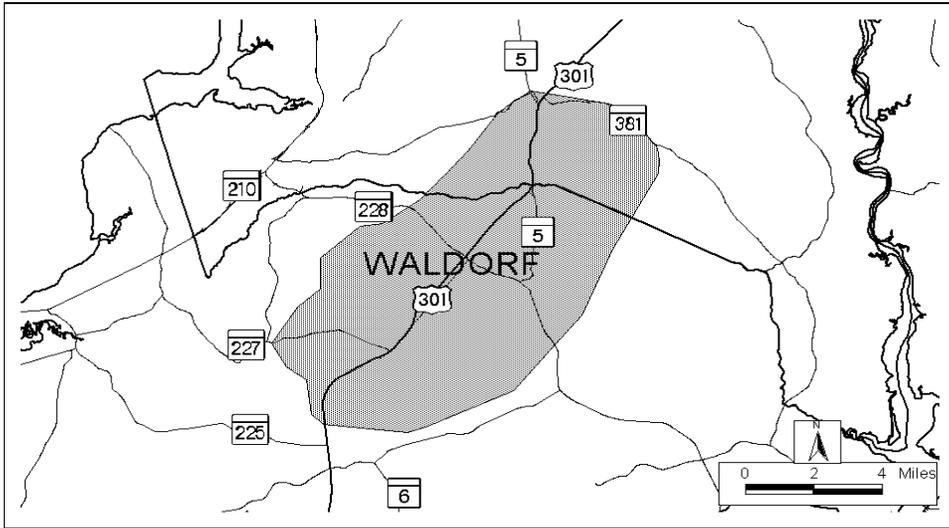
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 17,920 (Charles) -
86,000 (Prince George's)

PROJECTED (2030) - 27,300 (Charles) -
114,300 (Prince George's)

OPERATING COST IMPACT N/A



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade and widen US 301 through Waldorf and/or construct an access controlled bypass of Waldorf from Turkey Hill Road/Washington Ave. in Charles County to north of the US 301/MD 5 interchange at T.B. in Prince George's County.

JUSTIFICATION: Existing US 301 is a primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 2)
Southern Maryland Mass Transportation Analysis (MTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$3.3 million is due to additional planning funds needed for storm water management, environmental stewardship and watershed studies.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	8,011	3,011	2,000	2,000	1,000	0	0	0	5,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,011	3,011	2,000	2,000	1,000	0	0	0	5,000	0
Federal-Aid	5,608	2,108	1,400	1,400	700	0	0	0	3,500	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 59,300 (Charles) - 86,000 (Prince George's)

PROJECTED (2030) - 71,000 (Charles) - 114,200 (Prince George's)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 5 BUS	Leonardtwn Road; St. Charles Parkway to US 301; resurface	2,256	Completed
2	MD 6	Charles Street; at railroad crossing in LaPlata; resurface	50	Completed
<u>Safety/Spot Improvement</u>				
3	US 301	Crain Highway; at crossover north of MD 257; geometric improvements	279	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
4	US 301 SB	Crain Highway; Smallwood Drive to MD 5; resurface	527	FY 2008
<u>Bridge Replacement/Rehabilitation</u>				
5	MD 234	Budds Creek Road; Bridge 8037 over Allens Fresh Run; bridge deck replacement	2,194	FY 2008
<u>Safety/Spot Improvement</u>				
6	MD 227	Marshall Corner Road; at Turkey Hill Road; remove existing ICB and construct single lane roundabout (Funded for preliminary engineering only)	179	FY 2009
<u>Community Safety and Enhancements</u>				
7	MD 5 BUS	Leonardtwn Road; in Waldorf; streetscape (Funded for concept development) (Concepts added due to the Revenue Increase)	2,000	FY 2009

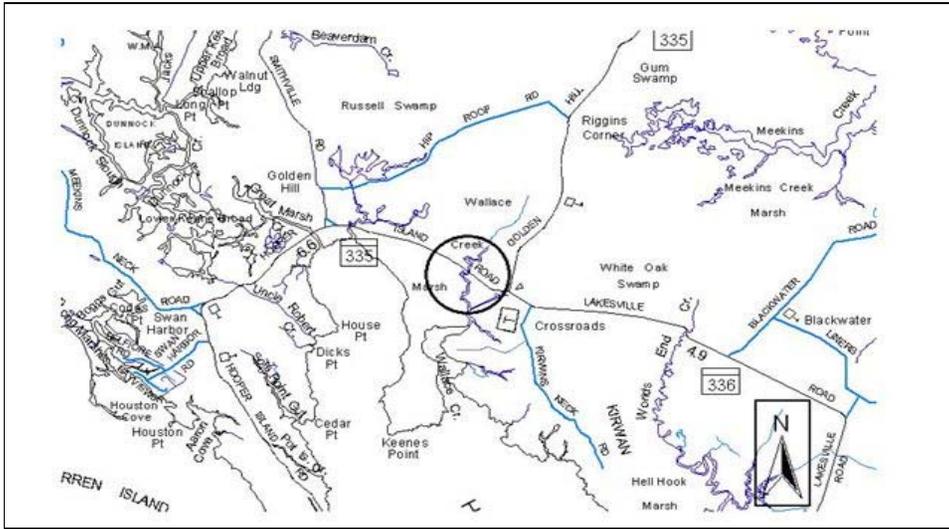
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Environmental Preservation</u>				
8	US 301	Crain Highway; along median; landscaping	103	FY 2009
<u>Sidewalks</u>				
9	MD 228	Berry Road; Marketplace Drive to approximately 1000' West of US 301; retrofit sidewalks - 371 linear feet	38	FY 2008
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
10		Indian Head Boardwalk; construct a 1,375 linear feet of boardwalk parallel to the Potomac River into the town of Indian Head, construct secondary boardwalk of 900 linear feet around a tributary tidal basin	1,504	FY 2009



Dorchester



PROJECT: MD 335, Hooper Island Road

DESCRIPTION: Replace Bridge 9011 over Wallace Creek.

JUSTIFICATION: The bridge is structurally deficient and was replaced by a temporary structure.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	24	0	0	0	0	BR
CO	0	835	0	0	0	BR

STATUS: Engineering underway. Right-of-way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							PROJECT CASH FLOW	
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	392	265	127	0	0	0	0	0	127	0	
Right-of-way	32	0	7	12	13	0	0	0	32	0	
Construction	1,148	0	3	1,145	0	0	0	0	1,148	0	
Total	1,572	265	137	1,157	13	0	0	0	1,307	0	
Federal-Aid	1,156	205	97	844	10	0	0	0	951	0	

FUNCTION:

STATE - Major Collector
 FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 670

PROJECTED (2030) - 925

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

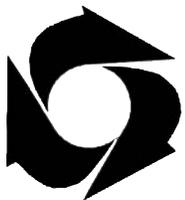
STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 16	Church Creek Road; Laurie Lane to MD 335; resurface	578	Completed
2	MD 16	Church Creek Road; Brannocks Neck Road to US 50; resurface	1,518	Completed
3	MD 341	Race Street; MD 16 to MD 343; resurface	320	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 14	Main Street; Secretary Bridge to Creamery Road; resurface	323	FY 2009
5	MD 313	Eldorado Road; Eldorado to Dog Kennel Road; resurface	240	Completed
6	MD 331	Rhodesdale Vienna Road; Rhodesdale to Shiloh; resurface	285	Completed
7	MD 335	Hooper Island Road; bridge over Honga River to MD 336; resurface	256	FY 2009
8	MD 336	Lakesville Road; MD 335 to end of state maintenance; resurface	514	FY 2009
9	MD 343	Hudson Road; SHA maintenance to Morris Neck Road; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	510	FY 2009
<u>Community Safety and Enhancements</u>				
10	MD 16	Church Creek Road; in Church Creek; streetscape (Funded for preliminary engineering only)	836	PE Underway

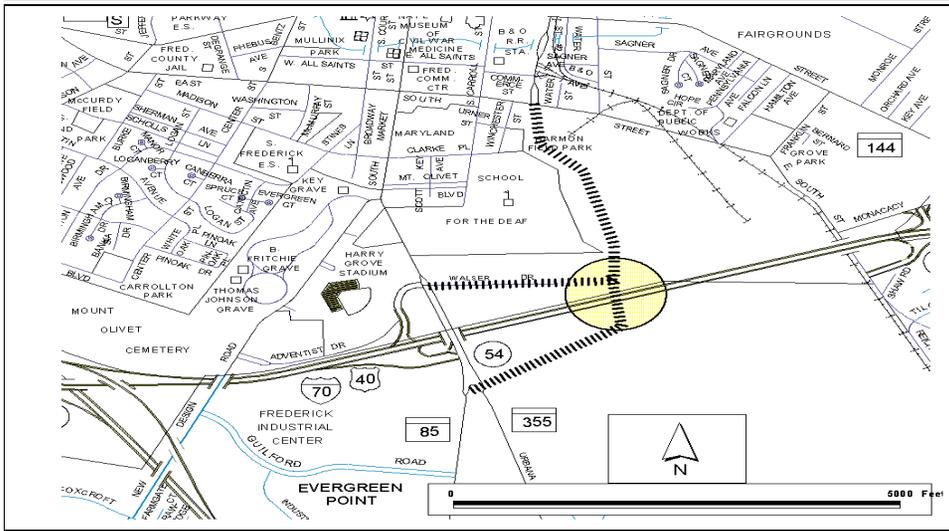
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
11	MD 16/14	Mt. Holly Road/Academy Road/Railroad Avenue; MD 16 from Creamery Road to north corporate limits of East New Market and MD 14 from Conway Road to the west limits of East New Market; urban street reconstruct	7,144	Under construction
<u>Environmental Preservation</u>				
12	US 50	Ocean Gateway; MD 750 to Maryland Avenue in Cambridge; landscaping	104	FY 2008
<u>Access Controls</u>				
13	US 50	Ocean Gateway; MD 16 North to the Vienna Bypass; purchase right-of-way for access controls	240	FY 2008



Frederick



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: This project will construct an extension of MD 475 (East Street) from South Street to the proposed Monocacy Boulevard (formerly Walsler Drive). This project also will include the construction of stormwater management ponds and a pumping station along Monocacy Boulevard. In addition, the project will include an urban diamond interchange including a new structure over I-70 and exit/entrance ramps from Westbound I-70 to Walsler Drive. This project will also include the construction of a new MD 355 Bridge over I-70.

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick from I-70. This project will also provide access to the new downtown MARC station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Mt. Phillip Road to MD 144 FA (Line 8)
- I-270 and US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU	CURRENT YEAR	BUDGET YEAR	2010	2011	2012	2013				
	(\$000)	2007	2008	2009	.....	.....	.....	.....
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,060	8,141	484	435	0	0	0	0	0	0	919	0
Right-of-way	17,271	16,251	719	301	0	0	0	0	0	0	1,020	0
Construction	68,607	36,369	14,319	17,919	0	0	0	0	0	0	32,238	0
Total	94,938	60,761	15,522	18,655	0	0	0	0	0	0	34,177	0
Federal-Aid	89,164	48,690	20,068	20,406	0	0	0	0	0	0	40,474	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

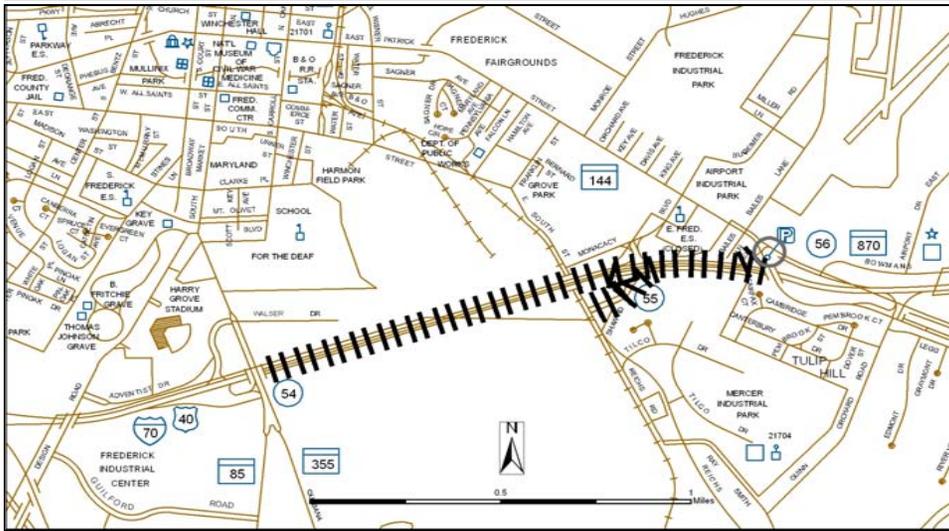
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 3,800 - 8,700

PROJECTED (2030) - 24,000 - 36,250

OPERATING COST IMPACT \$17,600 per year



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Construction of Patrick Street intersection improvements, widen I-70 east of MD 355 to east of MD 144, replace the I-70 bridge over Reich's Ford Road, construct a new on-ramp from MD 144 to westbound I-70 and construct new exit/entrance ramps from eastbound/westbound I-70 to Reich's Road.

JUSTIFICATION: Signed as I-70, this section was constructed as US 40 Relocated and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick and improve Interstate travel .

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C and MD 475 from South Street to Monacacy Boulevard (Line 1)
- I-70, Mt. Phillip Road to MD 144FA (Line 8)
- I-270 and US 15 Multi-Modal Corridor Study (Line 10)

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program as a breakout project of I-70 from MD 144 to Mt. Philip Road. Added \$1.7 million to Right-of-way and \$53.6 million to Construction due to the Revenue Increase.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,291	2	20	1,419	850	0	0	0	0	2,289	0
Construction	53,560	0	0	0	5,058	22,317	26,185	0	0	53,560	0
Total	55,851	2	20	1,419	5,908	22,317	26,185	0	0	55,849	0
Federal-Aid	532	2	18	512	0	0	0	0	0	530	0

FUNCTION:

STATE - Principal
 FEDERAL - Interstate

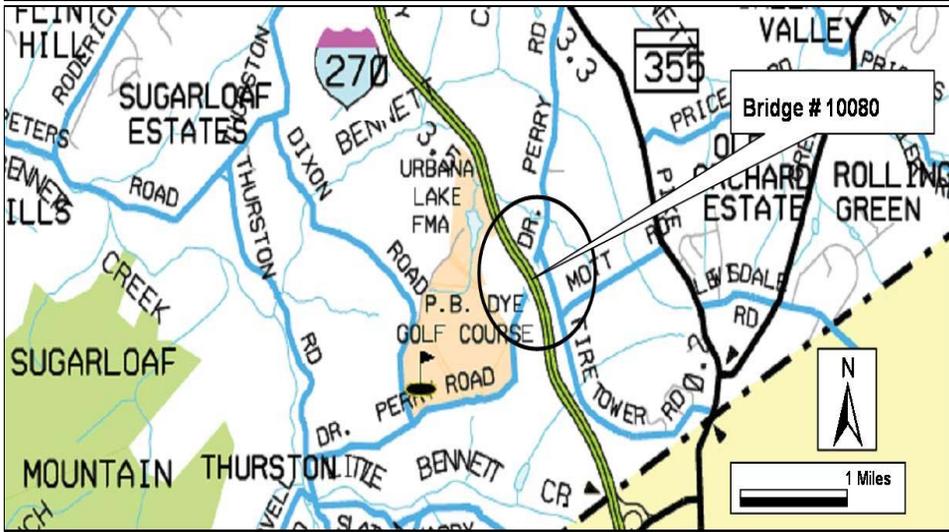
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 87,370

PROJECTED (2030) - 102,900

OPERATING COST IMPACT \$17,600 per year



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replace Bridge 10080 over Doctor Perry Road.

JUSTIFICATION: The existing bridge is deteriorated and in need of replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	5846	0	0	0	BR

STATUS: Right-of-way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	40	0	40	0	0	0	0	0	0	40	0
Construction	8,008	0	0	4,974	3,034	0	0	0	0	8,008	0
Total	8,048	0	40	4,974	3,034	0	0	0	0	8,048	0
Federal-Aid	5,846	0	0	3,631	2,215	0	0	0	0	5,846	0

FUNCTION:

STATE - Rural Interstate

FEDERAL - Interstate

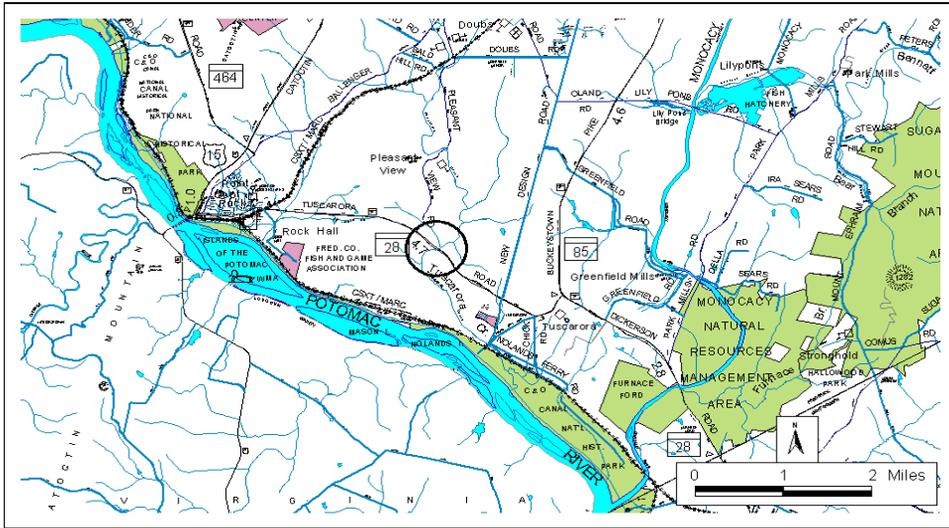
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 93,750

PROJECTED (2030) - 112,000

OPERATING COST IMPACT N/A



PROJECT: MD 28, Tuscarora Road

DESCRIPTION: Replaced Bridge 10014 over Tuscarora Creek. Stream restoration included as part of the project. Shoulders included to accommodate pedestrians and bicyclists.

JUSTIFICATION: The existing bridge was structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
						2010.....2011.....2012.....		2013.....
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	425	414	11	0	0	0	0	0	0	11	0	
Right-of-way	38	25	13	0	0	0	0	0	0	13	0	
Construction	3,117	210	2,907	0	0	0	0	0	0	2,907	0	
Total	3,580	649	2,931	0	0	0	0	0	0	2,931	0	
Federal-Aid	2,802	474	2,328	0	0	0	0	0	0	2,328	0	

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

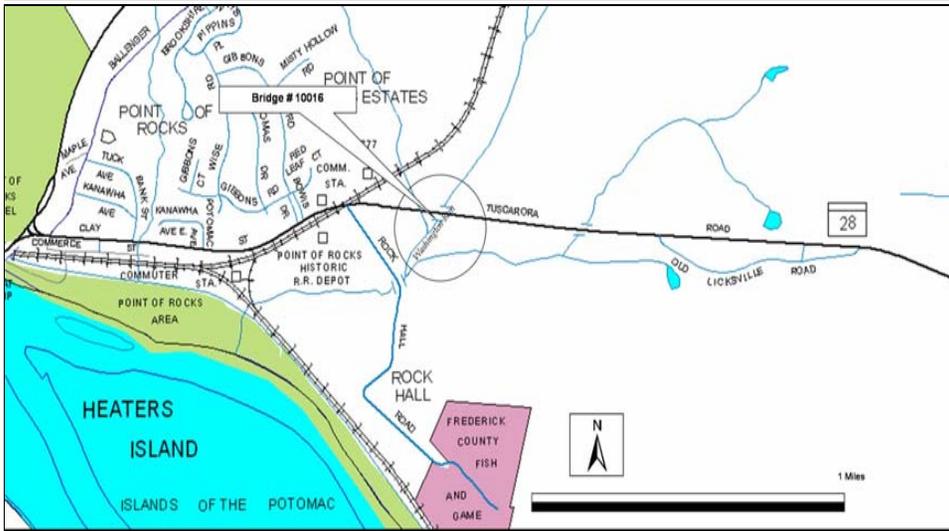
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 3,650

PROJECTED (2030) - 6,000

OPERATING COST IMPACT N/A



PROJECT: MD 28, Tuscarora Road

DESCRIPTION: Replace Bridge 10016 over Washington Run. Shoulders will be included to accommodate pedestrians and bicycles.

JUSTIFICATION: The existing bridge is structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1461	0	0	0	0	BR

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	226	185	41	0	0	0	0	0	0	41	0
Right-of-way	45	1	35	5	4	0	0	0	0	44	0
Construction	2,002	0	1,121	881	0	0	0	0	0	2,002	0
Total	2,273	186	1,197	886	4	0	0	0	0	2,087	0
Federal-Aid	1,551	84	824	643	0	0	0	0	0	1,467	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

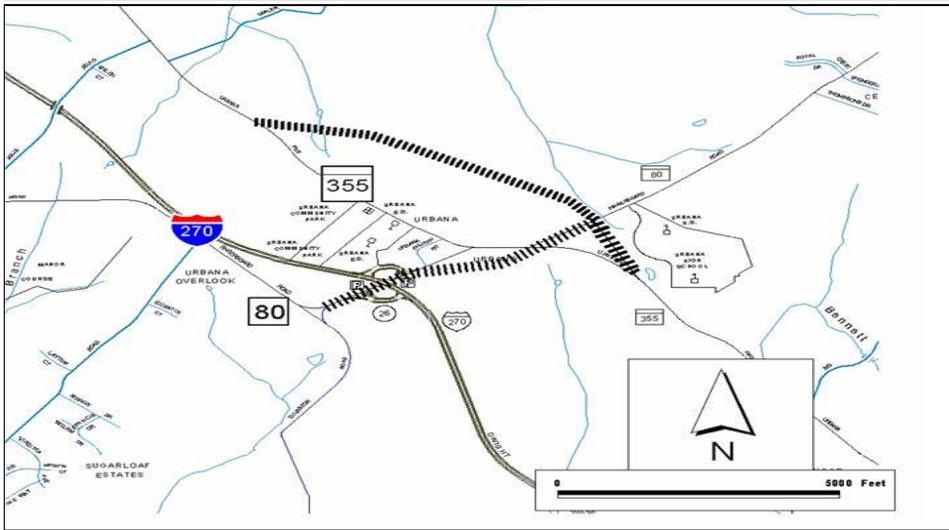
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 6,500

PROJECTED (2030) - 11,050

OPERATING COST IMPACT N/A



PROJECT: MD 80 and MD 355 Relocated

DESCRIPTION: Reconstruct MD 80 and MD 355 to 4 lanes on relocation east of I-270, north and south of Urbana. Sidewalks will be included where appropriate. Wide curb lanes and shoulders will accommodate bicycles.

JUSTIFICATION: These roadways will serve the rapidly developing area of Urbana. The proposed improvements will provide the capacity needed to relieve existing MD 80 and MD 355. The improvements are being constructed by developers in the area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction complete on MD 80. Construction underway on MD 355. This is a developer funded improvement.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

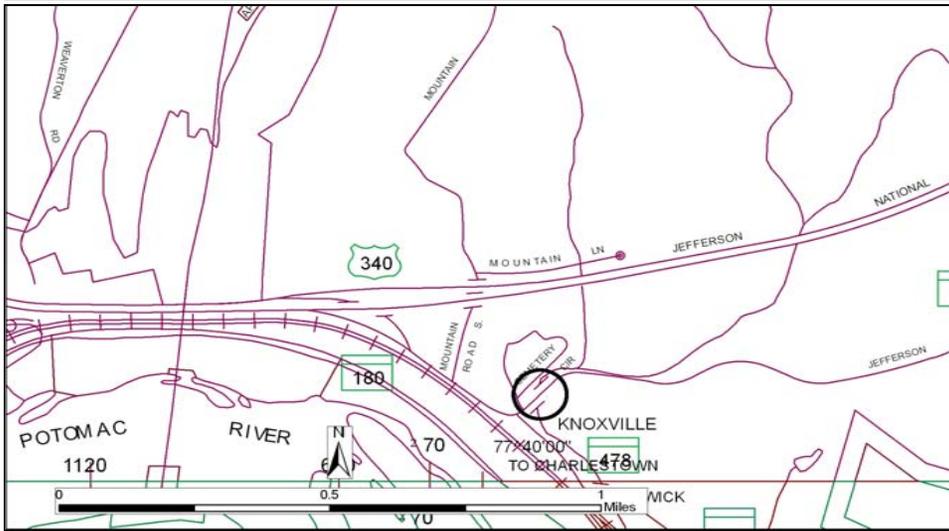
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 10,500 (MD 355) 15,150
 (MD 80)

PROJECTED (2030) - 26,000 (MD 355)
 46,000 (MD 80)

OPERATING COST IMPACT \$11,800 per year



PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Replace structure 10178 over tributary of Potomac River.

JUSTIFICATION: The existing structure is structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Right-of-way and Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	756	678	78	0	0	0	0	0	0	0	78	0
Right-of-way	4	0	4	0	0	0	0	0	0	0	4	0
Construction	2,288	0	751	1,537	0	0	0	0	0	0	2,288	0
Total	3,048	678	833	1,537	0	0	0	0	0	0	2,370	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Urban Local

FEDERAL - Minor Collector

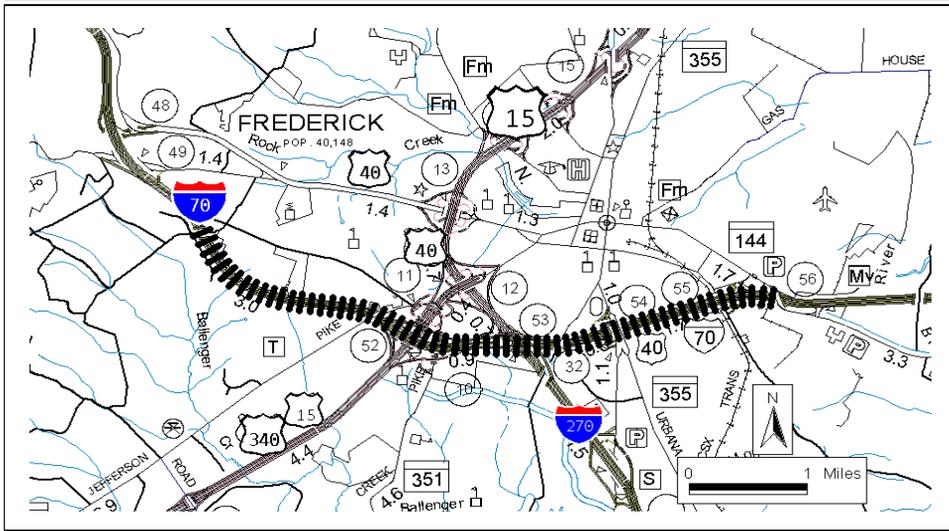
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 1,375

PROJECTED (2030) - 1,550

OPERATING COST IMPACT N/A



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (5.30 miles).

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated (the Frederick Bypass) and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the existing 4 lane section to 6 lanes and reconstruction of the interchanges.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C and MD 475 from South St. to Monocacy Boulevard. (Line 1)
- I-70, Phase 2D (Line 2)
- I-270 and US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	530	0	0	0	0	IM
CO	0	0	0	0	0	----

STATUS: Partial Engineering and Right-of-way underway. An additional \$6.0 million is needed to complete Engineering and \$4.1 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Moved I-70 (Phase 2D) to the Construction Program (Line 2).

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	6,943	6,643	175	125	0	0	0	0	0	300	0
Right-of-way	22,365	21,492	873	0	0	0	0	0	0	873	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	30,559	29,386	1,048	125	0	0	0	0	0	1,173	0
Federal-Aid	14,700	13,574	1,014	112	0	0	0	0	0	1,126	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

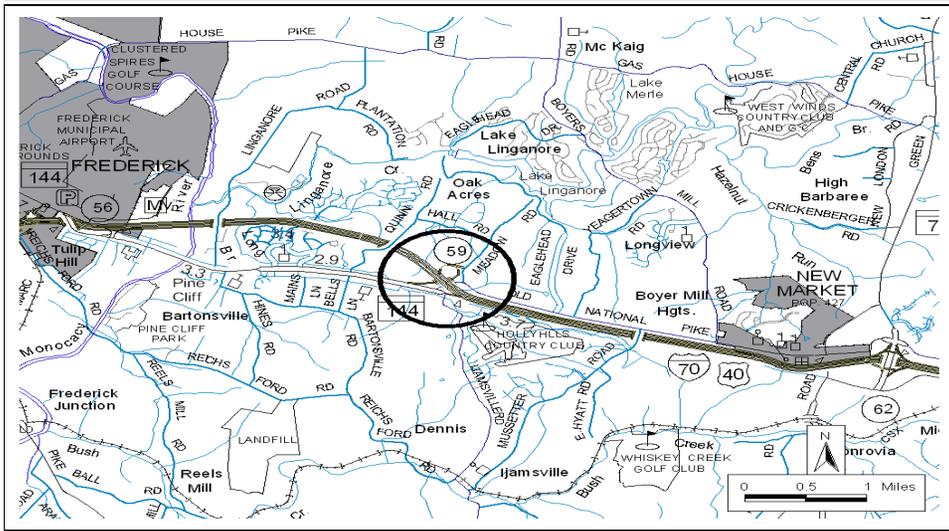
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 93,300

PROJECTED (2030) - 141,200

OPERATING COST IMPACT N/A



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road.

JUSTIFICATION: This project will look at providing the missing westbound ramps to and from I-70. This will alleviate traffic on lower functioning routes into the City of Frederick.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. SHA and County to share Planning costs. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	PROJECT CASH FLOW											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	500	24	150	226	100	0	0	0	476	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	500	24	150	226	100	0	0	0	476	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Urban Interstate
 FEDERAL - Principal Arterial

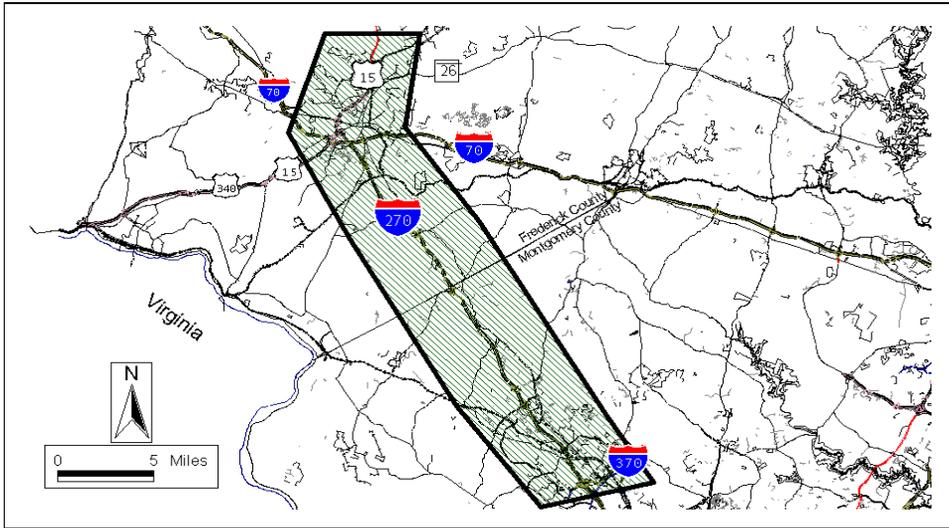
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 78,325

PROJECTED (2030) - 106,400

OPERATING COST IMPACT N/A



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Line 1)
- I-70, Phase 2D (Line 2)
- MD 80 and MD 355 Relocated (Line 6)
- I-70, Mt. Phillip Road to MD 144 (Line 8)
- US 15, Interchange at Monocacy Boulevard (Line 11)

STATUS: Project Planning underway. An additional \$0.2 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	17,172	15,065	850	957	300	0	0	0	2,107	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,057	1,057	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,229	16,122	850	957	300	0	0	0	2,107	0
Federal-Aid	12,161	10,546	595	670	210	0	0	0	1,475	140

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

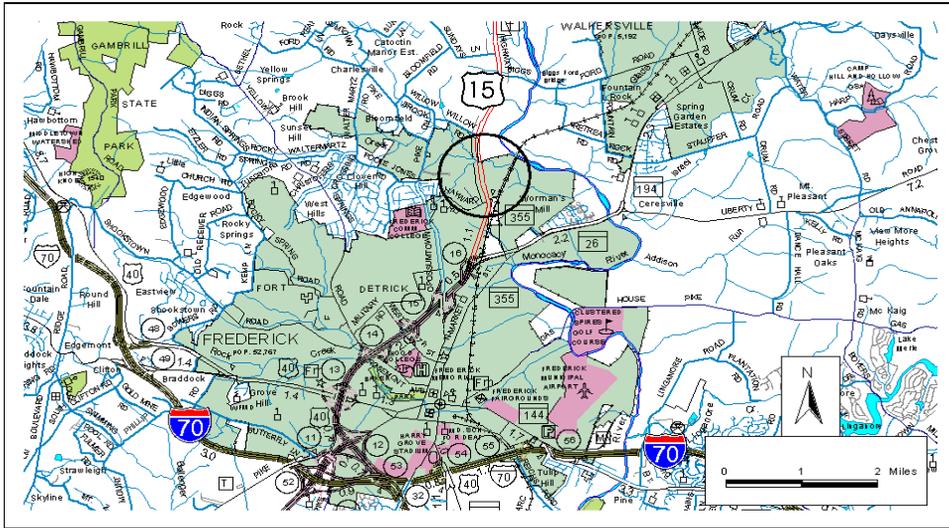
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 45,000 - 88,000 (US -15)
88,000 - 221,500 (I-270)

PROJECTED (2030) - 56,900 - 141,000 (US 15)
109,500 - 261,900 (I-270)

OPERATING COST IMPACT N/A



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Study to develop interchange options at Monocacy Boulevard. (BRAC Related)

JUSTIFICATION: This project will examine a new interchange and Park-and-Ride lot in the vicinity of US 15 and Monocacy Boulevard to safely accommodate future traffic volumes associated with planned development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270/US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Engineering to begin during current fiscal year. SHA, County and City sharing Planning and Engineering costs. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,623	0	100	467	467	1,589	0	0	0	2,623	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,623	0	100	467	467	1,589	0	0	0	2,623	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

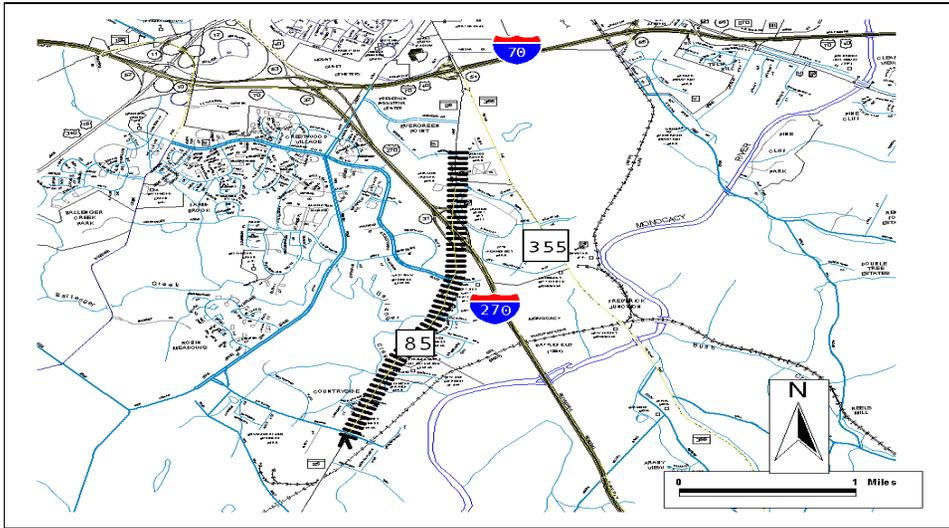
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 36,800

PROJECTED (2030) - 60,250

OPERATING COST IMPACT N/A



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Upgrade MD 85 to a multi-lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would relieve congestion and provide capacity for planned commercial development along the MD 85 corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$8.4 million is needed to complete Engineering. County funding Project Planning and partial Engineering for \$2.1 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
Planning	531	531	0	0	0	0	0	0	0	0	0	0
Engineering	5,132	651	200	501	500	3,280	0	0	0	4,481	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	5,663	1,182	200	501	500	3,280	0	0	0	4,481	0	0
Federal-Aid	4,000	38	312	97	780	2,773	0	0	0	3,962	0	0

FUNCTION :

STATE - Major Collector
 FEDERAL - Urban Minor Arterial

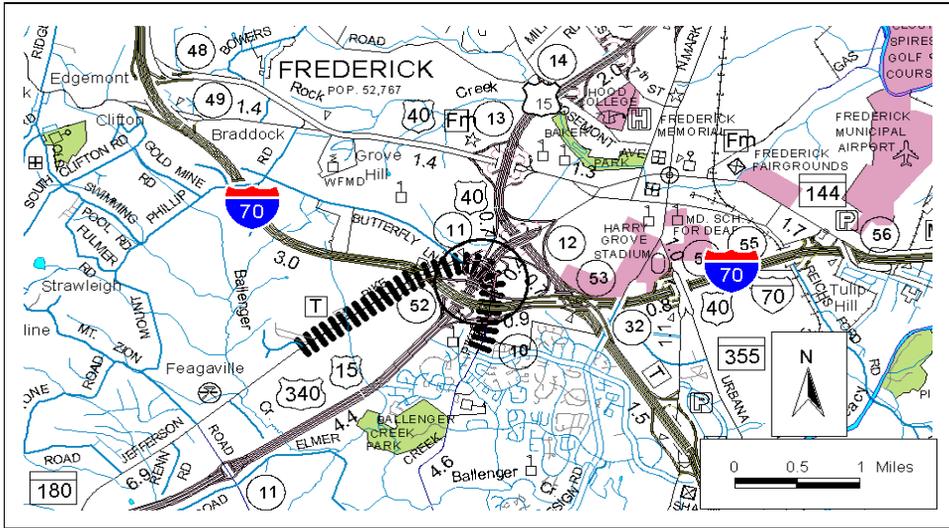
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 8,575 - 45,750

PROJECTED (2030) - 11,500 - 64,000

OPERATING COST IMPACT N/A



PROJECT: MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Study to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Drive to Corporate Drive, while supporting existing and planned development.

JUSTIFICATION: Land adjacent to existing MD 180 and MD 351 is experiencing rapid growth. Businesses and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Mt. Phillip Road to MD 144 (Line 8)
- I-270/US 15, Multi-Modal Corridor Study (Line 10)
- Butterfly Lane Improvements (Frederick County)

STATUS: Partial Project Planning underway. County contributing to Planning cost. The cost shown is SHA share only. An additional \$1.3 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE		
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER													
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				YEAR 2010	YEAR 2011			YEAR 2012	YEAR 2013
Planning	1,000	127	300	413	160	0	0	0	0	0	0	0	873	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	127	300	413	160	0	0	0	0	0	0	0	873	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 25,250

PROJECTED (2030) - 40,600

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	US 40	Baltimore National Pike; at Pacific Drive; intersection improvements - widen and overlay to provide left turn lanes	441	Completed
2	I 70	Baltimore National Pike; various locations throughout Frederick County; replace turndown end treatments and upgrade traffic barriers	67	Completed
3	I 70/I 270	Baltimore National Pike; west of Exit 54 to MD 27 and I 270 (Eisenhower Memorial Highway) from milepoint 0.31 to milepoint 3.91; install traffic barriers in the median, rehabilitate existing median barriers and install appropriate end treatments	4,822	Completed
4	MD 140	Taneytown Pike; at Toms Creek Church Road; intersection improvements, provide left turn lanes and adjust over vertical to improve sight distance	1,072	Completed
5	MD 144	Main Street; Community Park to Eastern Town Limits; drainage	332	Completed
<u>Commuter Action Improvements</u>				
6	US 340	Jefferson National Pike; at Lander Road; expansion of existing park and ride lot	311	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
7	US 15	Catoctin Mountain Highway; north of Orndorff Road to Pennsylvania State Line; resurface	1,556	FY 2009
8	US 15	Frederick Freeway; south of US 340 to MD 26; resurface	3,401	Completed
9	MD 351	Ballenger Creek Pike; Elmer Derr Road to the end of state maintenance; resurface	1,734	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
10	MD 77	Rocky Ridge Road; over Branch of Owens Creek; box culverts	577	Under construction
11	MD 880	Micheals Mill Road; over Claggett Run; box culverts	285	Completed
<u>Safety/Spot Improvement</u>				
12	US 15	Catoctin Mountain Highway; W. Patrick Street to Willow Road; guard rail	919	Under construction
13	US 15	Catoctin Mountain Highway; at MD 464; roundabout	1,497	FY 2008
14	US 15	Catoctin Mountain Highway; at Mountville Road; signalized intersection, overlay and restripe to provide left turn lanes	686	Completed
15	US 40	Baltimore National Pike; at MD 17; signalize intersection (Construction added due to the Revenue Increase)	575	FY 2009
16	US 40 ALT	Old National Pike; at Willows Tree Drive and Beechtree Drive; geometric improvements (Funded for preliminary engineering by the county)	100	FY 2008
17	US 40 ALT	Old National Pike; at Mt. Phillip Road ; widen to provide left turn lanes	515	FY 2008
18	I 70 EB	Eisenhower Memorial Highway; curve west of Mt. Tabor Road; adjust super elevation (Construction added due to the Revenue Increase)	915	FY 2009
19	MD 80	Fingerboard Road; at Ijamsville Road/Big Woods Road; realign Ijamsville Road to intersect MD 80 opposite Big Woods Road, remove over-vertical curve and widen to provide separate turn lanes and new signal (Project is dependent upon County participation)	1,945	FY 2008
20	MD 351	Ballenger Creek Road; at Elmer Derr Road; construct roundabout (Preliminary Engineering and Construction added due to the Revenue Increase)	1,350	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
21	MD 144 FB	Main Street; through Town of New Market; streetscape	4,919	FY 2009
22	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only)	500	PE Underway
<u>Sidewalks</u>				
23	US 40	West Patrick Street; US 15 to McCain Drive; retrofit sidewalk - 1,900 linear feet	200	FY 2008
24	US 40	West Patrick Street; US 15 to Old Camp Road; retrofit sidewalk - 2,200 linear feet	123	Completed
25	US 40 ALT	West Main Street; Pine Street to Lombardy Drive; retrofit sidewalk - 625 linear feet	75	Completed
<u>Intersection Capacity Improvements</u>				
26	I 270	Eisenhower Memorial Highway; I 70 to MD 85; construct southbound auxiliary lane	2,737	Completed
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
27		Civil War Sites Easements - South Mountain II - acquisition of easements on the 0.07 acre Ceres-Bethel AME Church property	30	Underway
<u>Pedestrian/Bicycle Facilities</u>				
28		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	3,000	FY 2008

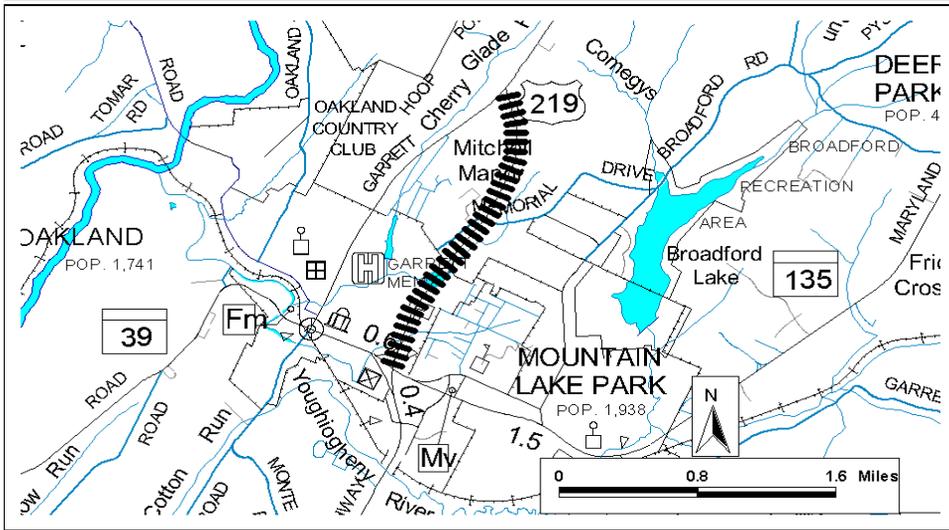
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Archaeological Planning & Research</u>				
29		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Underway
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
30		Catoctin Aqueduct; stabilize and restore the Catoctin Aqueduct	1,728	FY 2009
<u>Environmental Mitigation</u>				
31		Tuscarora Creek Stream stabilization between MD 180 and US 340; stabilization of stream banks and stream beds along 1300 linear feet of tributaries to Tuscarora Creek with rock vanes, rip rap walls, rock step pools and realignment of stream	290	FY 2009
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
32		Frederick Tourist Center adjacent to the Historic National Road, (on East Street); rehabilitate and adaption of a vacant warehouse as the tourist center	1,465	FY 2009
33		Eisenhower Memorial Highway (I-70) ; South Mountain Visitors Center; reconstruct expansion of one of the undersized and outmoded facility (The money shown here is the enhancement cost, the total cost of the project is \$21,356,678.)	9,688	FY 2009



Garrett



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate. Shoulders will accommodate pedestrians in open sections. Shoulders and wide curb lanes will accommodate bicycles.

JUSTIFICATION: Existing US 219 through Oakland experiences congestion because of the frequency of entrances, intersections and restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland, improving safety and reducing congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	23207	0	0	NHS

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:									SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				YEAR 2010		
Planning	1,278	1,278	0	0	0	0	0	0	0	0	0
Engineering	4,084	2,458	800	400	426	0	0	0	0	1,626	0
Right-of-way	6,984	978	1,000	5,006	0	0	0	0	0	6,006	0
Construction	29,752	0	0	0	8,516	5,447	7,693	6,567	28,223	1,529	0
Total	42,098	4,714	1,800	5,406	8,942	5,447	7,693	6,567	35,855	1,529	0
Federal-Aid	27,344	832	697	2,608	6,643	4,249	6,001	5,122	25,320	1,192	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

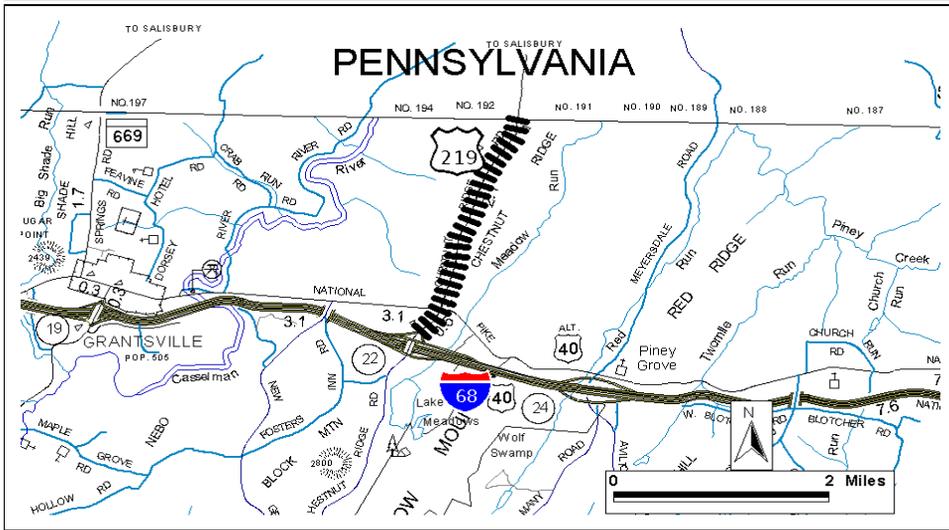
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 6,975 - 15,925

PROJECTED (2030) - 7,800 (Bypass)
 18,200 (US 219)

OPERATING COST IMPACT \$11,900 per year



PROJECT: US 219 North, Chestnut Ridge Road

DESCRIPTION: Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study of US 219, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

JUSTIFICATION: Improvements along the US 219 North Corridor would enhance accessibility and promote economic development in the Appalachian Region.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 220, I-68 to West Virginia State Line (Allegany County - Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	2095	0	0	0	APD
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Right-of-way funding available for protective purchases. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only. An additional \$2.4 million needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	3,088	2,010	400	440	238	0	0	0	0	1,078	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,687	0	0	1,343	1,344	0	0	0	0	2,687	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,775	2,010	400	1,783	1,582	0	0	0	0	3,765	0
Federal-Aid	4,504	1,568	312	1,390	1,234	0	0	0	0	2,936	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 4,350

PROJECTED (2030) - 6,970

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Enhancements</u>				
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
1		Kitzmiller Company Store - rehabilitation of interior and exterior of the historic Kitzmiller Company Store into a visitor center along the Coal Heritage Scenic Byway	207	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
2	MD 42	Friendsville Road; Kisner Road to Youghiogheny River Bridge; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	1,596	FY 2009
3	I 68	National Freeway; MD 42 bridge 11039 to west of Old Morgantown Road bridge 11048; resurface	4,910	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
4	I 68	National Freeway; Lower New Germany Road to Water Street; rehab of 6 bridge decks eastbound and westbound	2,893	Under construction
<u>Safety/Spot Improvement</u>				
5	I 68	National Freeway; MD 42 bridge to west of Old Morgantown Road bridge; right-of-way fencing	801	FY 2008
6	MD 135	Maryland Highway; US 219 through Mt. Lake Park; friction improvement	572	FY 2008
7	MD 495	Bittering Road; at Spring Lick Road; intersection improvements (Funded for preliminary engineering only)	90	FY 2008

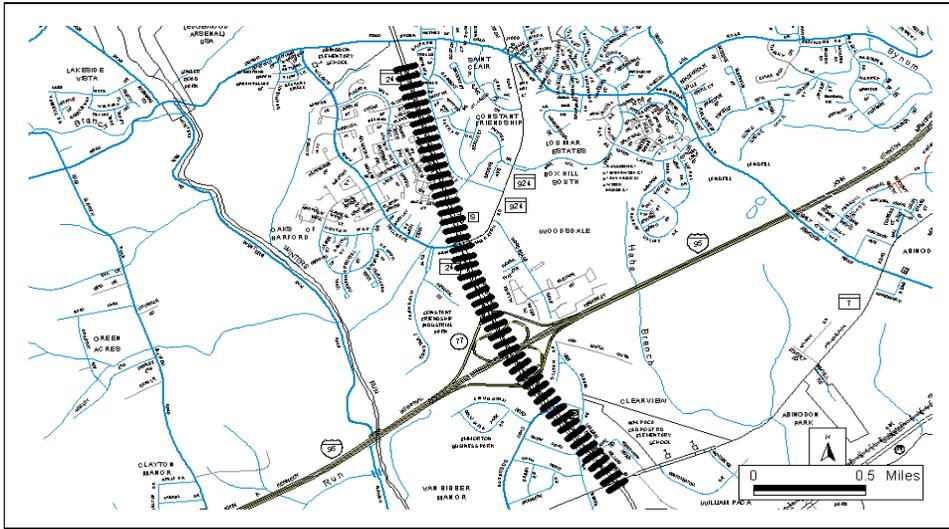
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
8	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Funded for concept development only)	200	Concepts Underway
9	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Funded for preliminary engineering only)	500	PE Underway
<u>Sidewalks</u>				
10	MD 39	Oak Street; 2nd Street to Pump Station; retrofit sidewalk - 1,400 linear feet	20	Completed
11	MD 495	South Yoder Street; South Street to Grant Street; repair and install curb and gutter on northbound lane	18	Completed
12	MD 560	Paull Street; Alley number 4 to First Avenue; retrofit sidewalk - 528 linear feet	60	FY 2008
<u>Enhancements</u>				
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
13	US 40 ALT	National Pike; Bridge over Casselman River; rehabilitate of the 1932 structurally deficient US 40 Alternate bridge over Casselman River	858	FY 2009



Harford



PROJECT: MD 24, Vietnam Veterans Memorial Highway

DESCRIPTION: Construct improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924 intersection to a grade-separated interchange. Phase 1 includes minor improvements to the I-95/MD 24 interchange and a grade-separated interchange at the MD24/MD 924 intersection. Future phases will be further investigated as part of the I-95 Section 200 project planning study. (BRAC Related)

JUSTIFICATION: This project would provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95, Section 200 (MdTA) - Development & Evaluation Program (Line 15)
- I-95, Interchange at MD 24 (MdTA)
- BRAC Intersection Improvements at APG (Statewide Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering and Right-of-way underway. Construction to begin during current fiscal year. Jointly funded with MdTA (SHA cost is \$40.6 million and MdTA cost is \$18.3 million). The Authority will transfer funds to MDOT equal to the SHA portion of the costs. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost decrease of \$2.6 million is due to a favorable bid price.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	1,556	1,556	0	0	0	0	0	0	0	0	0
Engineering	6,802	702	2,800	1,700	1,600	0	0	0	0	6,100	0
Right-of-way	642	1	641	0	0	0	0	0	0	641	0
Construction	33,863	0	9,500	18,763	5,600	0	0	0	0	33,863	0
Total	42,863	2,259	12,941	20,463	7,200	0	0	0	0	40,604	0
Federal-Aid	1,085	1,085	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Expressway

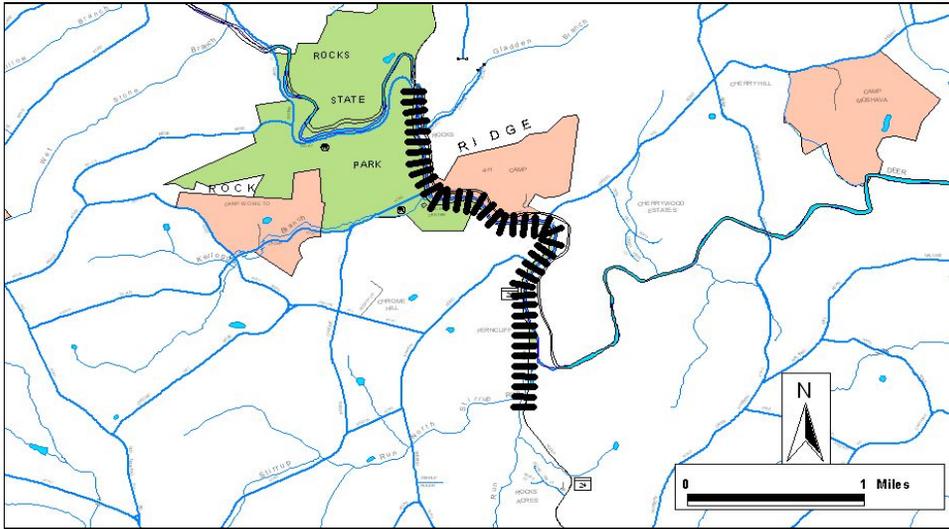
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 68,900

PROJECTED (2030) - 114,500

OPERATING COST IMPACT N/A



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be reconstructed, with slopes repaired and guardrail replaced from South of Sharon Road to North of Stirrup Run Culvert.

JUSTIFICATION: This project will provide safety improvements and improve traffic operations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	0	300	800	200	0	0	0	0	1,300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	8,248	0	0	0	1,972	5,389	887	0	0	8,248	0
Total	9,548	0	300	800	2,172	5,389	887	0	0	9,548	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

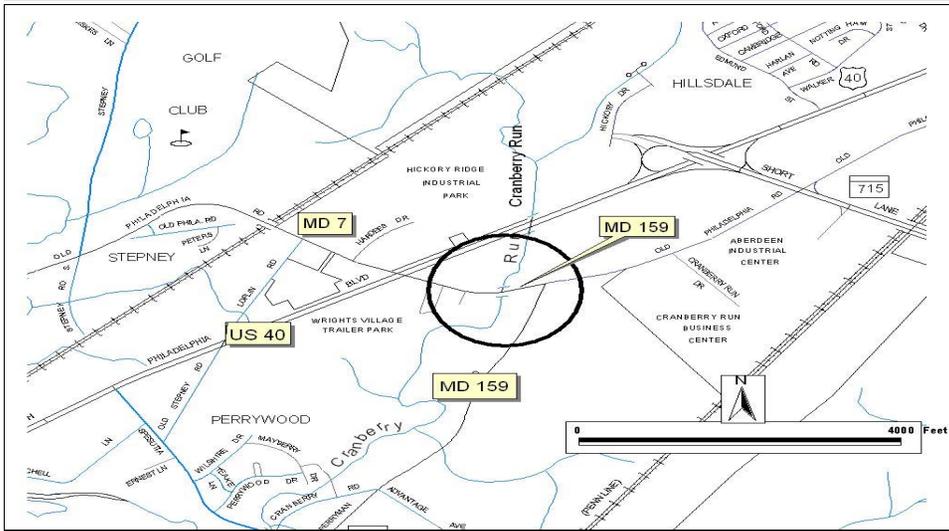
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 3,700

PROJECTED (2030) - 5,400

OPERATING COST IMPACT N/A



PROJECT: MD 159, Philadelphia Road

DESCRIPTION: Replace Bridge 12039 over Cranberry Run.

JUSTIFICATION: This project will replace the existing deteriorating structure and provide improved structural and traffic safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Perryman Access Study (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	372	269	103	0	0	0	0	0	0	103	0
Right-of-way	45	0	45	0	0	0	0	0	0	45	0
Construction	2,000	0	295	1,705	0	0	0	0	0	2,000	0
Total	2,417	269	443	1,705	0	0	0	0	0	2,148	0
Federal-Aid	134	63	71	0	0	0	0	0	0	71	0

FUNCTION :

STATE - Minor Collector

FEDERAL - Minor Arterial

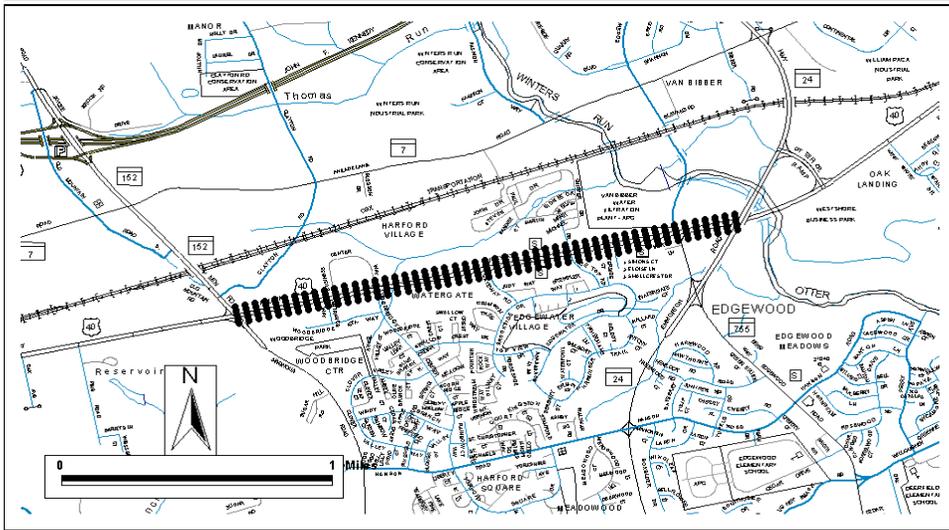
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 5,600

PROJECTED (2030) - 8,400

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Improvements to US 40 from MD 152 to MD 24 overpass (1.90 miles). Project included roadway resurfacing and replacement of the median jersey barrier with an aesthetically treated divider, landscaping, bicycle and pedestrian improvements. (BRAC Related)

JUSTIFICATION: This project is part of the overall US 40 streetscape improvements in Harford County. This project improved safety and operational issues.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

BRAC Intersection Improvements at APG (Statewide Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,030	1,030	0	0	0	0	0	0	0	0	0
Right-of-way	275	274	1	0	0	0	0	0	0	1	0
Construction	9,338	7,745	1,593	0	0	0	0	0	1,593	0	0
Total	10,643	9,049	1,594	0	0	0	0	0	1,594	0	0
Federal-Aid	8,113	6,742	1,371	0	0	0	0	0	1,371	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

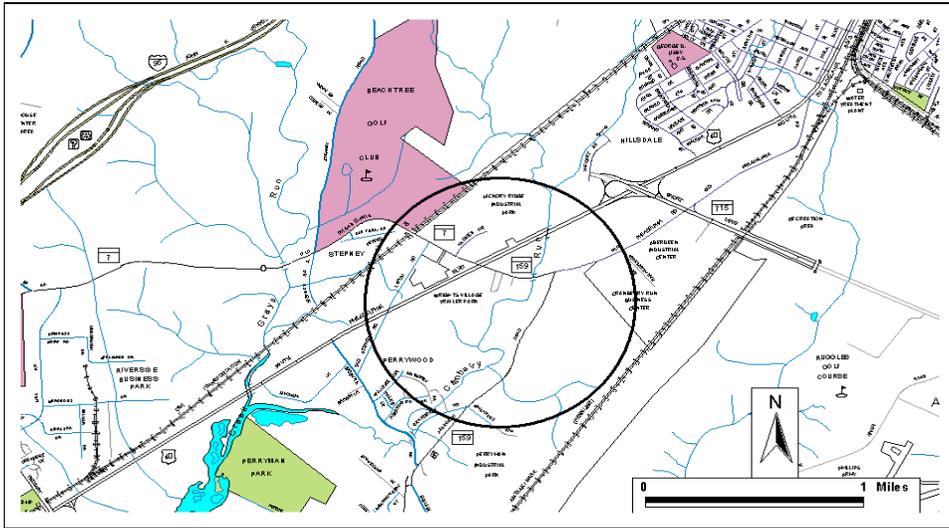
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 28,500

PROJECTED (2030) - 52,200

OPERATING COST IMPACT N/A



PROJECT: Perryman Access Study

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to the state road network. Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles. (BRAC Related)

JUSTIFICATION: This project would improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network. This project includes the transfer of MD 159 to the County after construction.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 40, Interchange at MD 715 (Line 8)
BRAC Intersection Improvements at APG (Statewide Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Concept development underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	225	225	0	0	0	0	0	0	0	0	0
Engineering	200	0	100	100	0	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	425	225	100	100	0	0	0	0	0	200	0
Federal-Aid	158	158	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

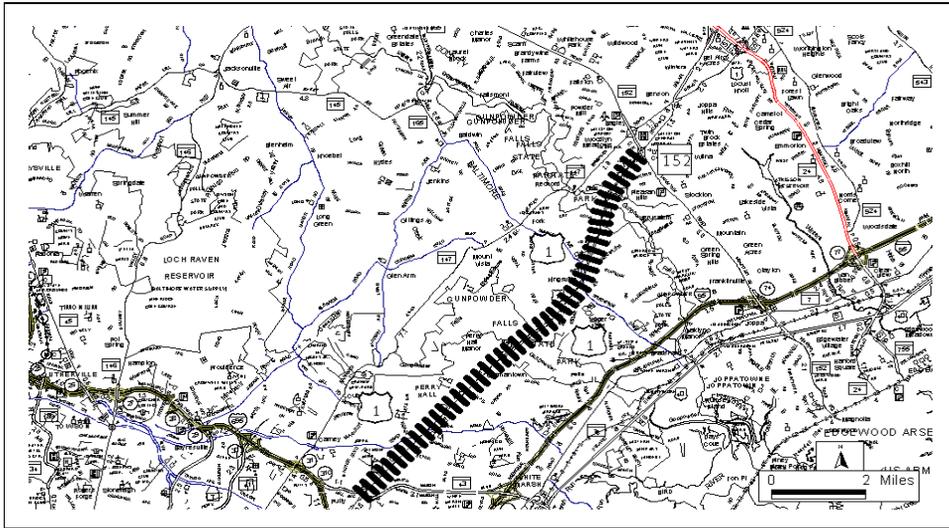
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 6,100

PROJECTED (2030) - 27,700

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This improvement would relieve congestion and improve safety and traffic operations on US 1. This project would also provide capacity for the planned residential and commercial development along US 1.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 1, MD 152 to Hickory Bypass (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,202	1,202	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

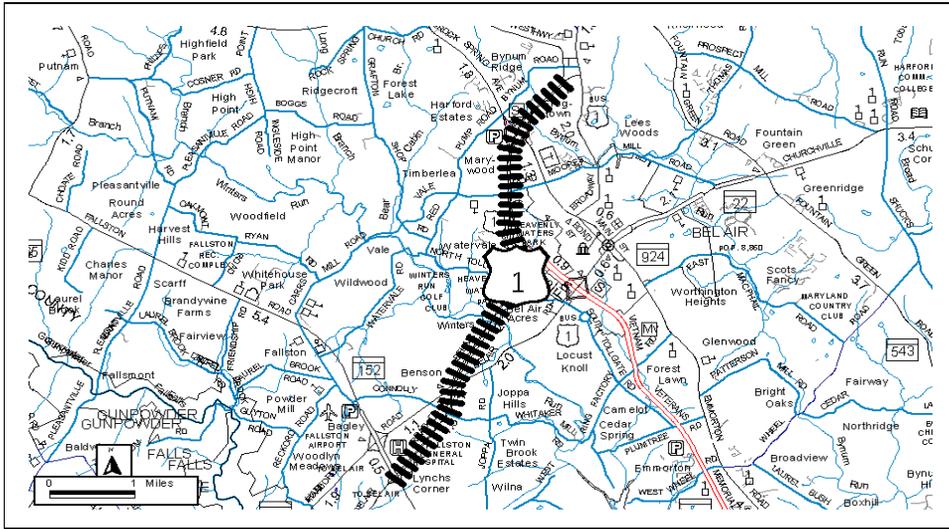
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 34,900

PROJECTED (2030) - 45,100

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multi-lane highway from MD 152 to the Hickory Bypass (5.50 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve the safety and operational characteristics of US 1.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 1, MD 43 to MD 152 (Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
					2010	2011	2012			2013
Planning	2,269	2,269	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	286	286	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	2,555	2,555	0	0	0	0	0	0	0	
Federal-Aid	1,588	1,588	0	0	0	0	0	0	0	

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Freeway / Expressway

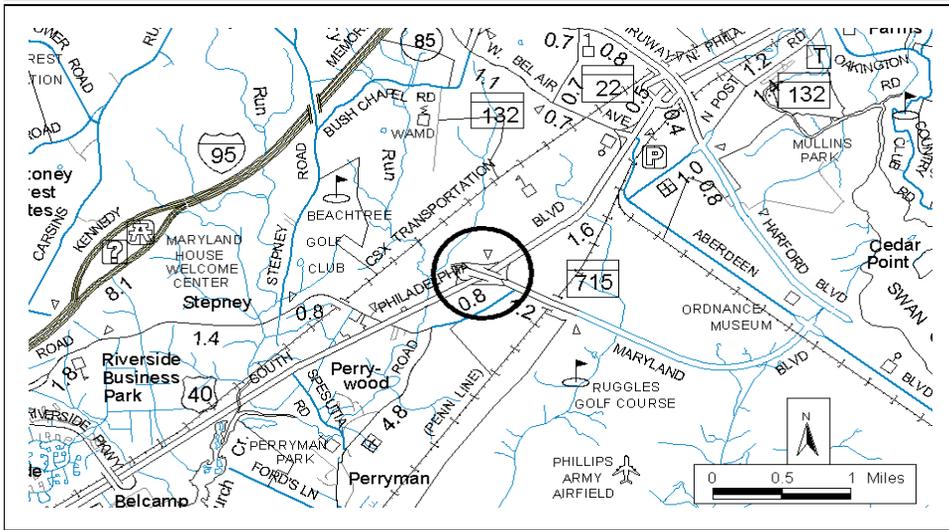
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 38,000

PROJECTED (2030) - 65,400

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Study to construct interchange improvements to address operational issues at MD 715. (BRAC Related)

JUSTIFICATION: This project will improve safety and operations along US 40. It will also improve access to the town of Aberdeen, Aberdeen Proving Grounds and industrial parks in the area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Perryman Access Study (Line 5)
BRAC Intersection Improvements at APG (Statewide Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Federal High Priority Project Funds of \$10.3 million will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,206	216	250	300	440	0	0	0	0	990	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,206	216	250	300	440	0	0	0	0	990	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 33,700

PROJECTED (2030) - 76,500

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 24	Vietnam Veterans Memorial Highway; US 40 - connector road to railroad bridge 140810C; resurface	1,677	Completed
2	MD 24	Vietnam Veterans Memorial Highway; Singer Road to W. MacPhail Road; safety and resurface	1,965	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 7A	Revolution Street; Old Bay Lane to Union Avenue; resurface	981	Completed
4	MD 132	W. Belair Avenue; Beards Hill Road to MD 462; resurface (BRAC Related)	1,528	FY 2008
5	MD 152	Mountain Road; west of I 95 to Aberdeen Proving Ground Gate; resurface (BRAC Related)	2,571	Completed
<u>Bridge Replacement/Rehabilitation</u>				
6	MD 24	Emmorton Road; bridge 12071 over Amtrak and Sibert Road; bridge deck overlay	673	Completed
<u>Safety/Spot Improvement</u>				
7	US 1	Belair Road; south of Connolly Road/Whitaker Mill Road to north of MD 147/US 1 Business; widen each intersection to provide separate left turn lanes and widen to provide a continuous center-turning lane in between	2,255	FY 2008
8	MD 924	Emmorton Road; Ring Factory Road to McPhail Road; provide center turn lane	2,082	Completed
9	MD 924	Emmorton Road; Woodsdale Road to south of St. Clair Road; provide center turn lane, resurface and safety	2,116	FY 2009

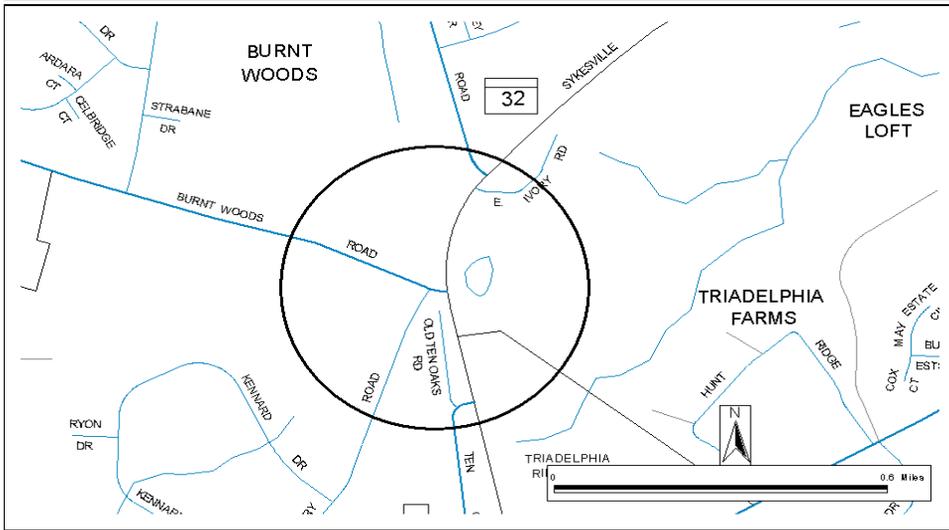
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
10	MD 755	Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape (BRAC Related)	3,000	FY 2009
11	MD 924	Main Street; Phase II - MD 22 to Gordon Street ; streetscape	8,580	Under construction
<u>Environmental Preservation</u>				
12		Magness Farm Wetland Restoration - Creamery Road; wetland restoration (This project is a split funded project with the Enhancement Program - Fund 25)	122	FY 2008
<u>Sidewalks</u>				
13	MD 924	North Main Street; Broadway to Malsby Avenue; retrofit sidewalk - 885 linear feet	198	Completed
<u>Intersection Capacity Improvements</u>				
14	MD 155	Level Road; at MD 462; construct roundabout (Funded for preliminary engineering only)	335	PE Underway
<u>Enhancements</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
15		Magness Farm Wetland Restoration; restoration of 6 acres of tidal wetlands (This project is a split funded project with the Environmental Preservation Program - Fund 24)	315	FY 2008
<u>Pedestrian and Bicycle Safety and Educational Activities</u>				
16		Ma and Pa Heritage Trail Extension; Tollgate parking lot of Phase 1 to Edgeley Grove Farm; construction of additional two miles	892	FY 2008



Howard



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct a new interchange at Burntwoods Road.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in the heavily traveled corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 32, Wellworth Way Access Management (Line 2)
- MD 32, Interchange at Linden Church Road (line 3)
- MD 32, MD 108 to I-70 (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost decrease of \$6.5 million is due to a favorable bid price.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,559	2,435	124	0	0	0	0	0	0	124	0
Right-of-way	6,506	4,633	1,591	282	0	0	0	0	0	1,873	0
Construction	18,448	70	5,006	6,633	6,739	0	0	0	0	18,378	0
Total	27,513	7,138	6,721	6,915	6,739	0	0	0	0	20,375	0
Federal-Aid	20,088	3,671	5,282	5,635	5,500	0	0	0	0	16,417	0

FUNCTION :

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

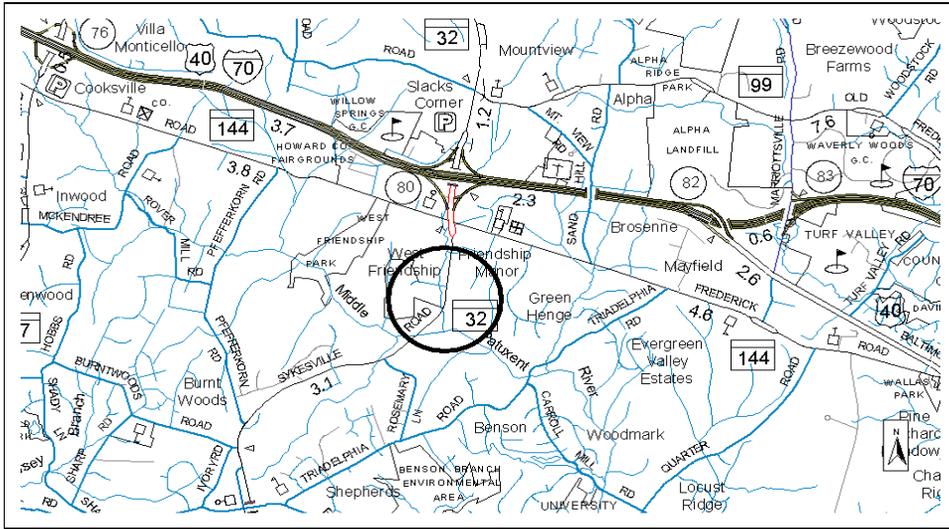
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 27,400 - 30,050

PROJECTED (2030) - 49,650 - 51,550

OPERATING COST IMPACT \$15,000 per year



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct access management improvements by relocating private driveways from MD 32 to Wellworth Way, a local road.

JUSTIFICATION: This project will improve safety and operations by removing direct private driveway access to MD 32.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32, Interchange at Linden Church Road (Line 3)
- MD 32, MD 108 to I-70 (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Right-of-way to begin during current fiscal year. Construction to be begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$1.8 million is due to a more detailed Right-of-way estimate.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	900	216	300	384	0	0	0	0	0	684	0
Right-of-way	2,796	0	100	2,696	0	0	0	0	0	2,796	0
Construction	6,112	0	0	648	2,286	2,995	183	0	0	6,112	0
Total	9,808	216	400	3,728	2,286	2,995	183	0	0	9,592	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

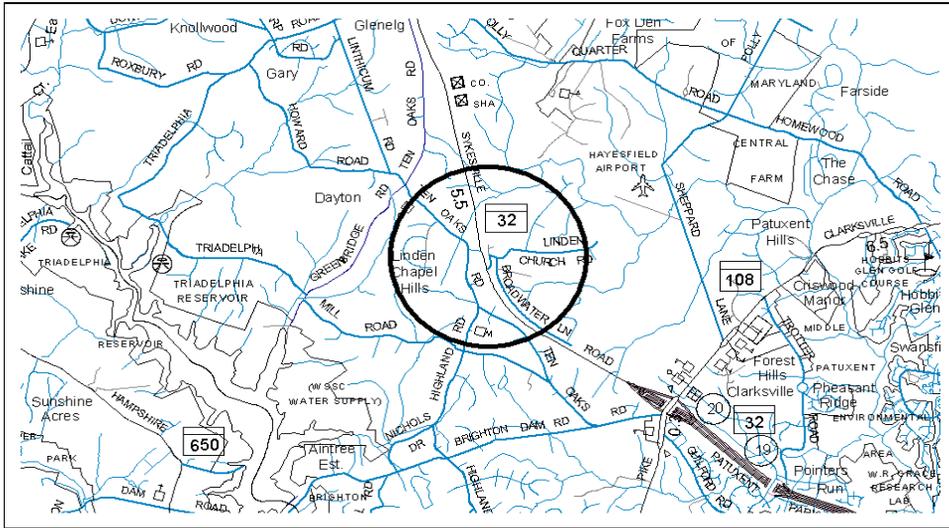
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 28,300

PROJECTED (2030) - 32,900

OPERATING COST IMPACT N/A



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct a new interchange at Linden Church Road.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in the heavily traveled corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32, Wellworth Way Access Improvements (Line 2)
- MD 32, MD 108 to I-70 (Line 8)

STATUS: Engineering underway. Right-of-way to begin during budget fiscal year. County to fund \$15 million of Construction in FY11-12. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$2.0 million is due to a more detailed cost estimate and unit price increases.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,799	80	1,000	1,000	719	0	0	0	2,719	0	
Right-of-way	1,218	0	0	178	1,040	0	0	0	1,218	0	
Construction	10,064	0	0	0	0	5,494	4,570	10,064	10,064	0	
Total	14,081	80	1,000	1,178	1,759	0	5,494	4,570	14,001	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

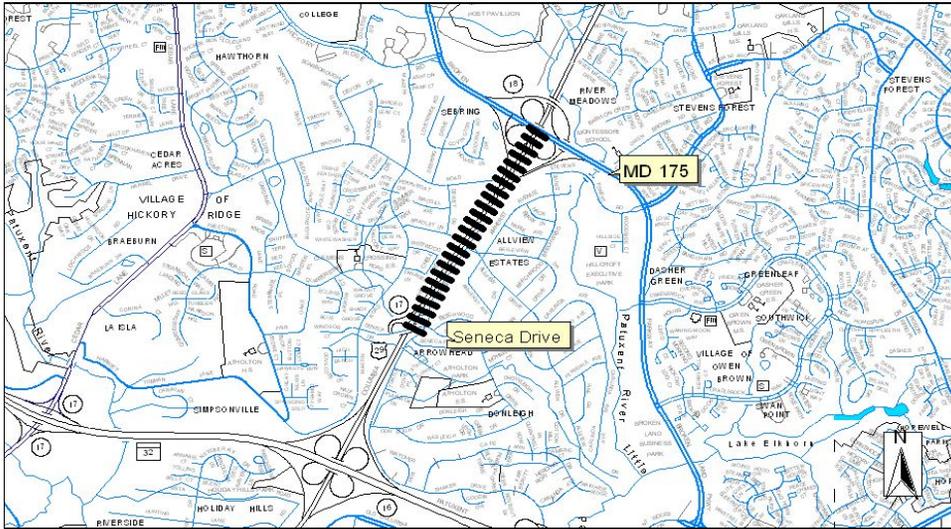
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 29,950

PROJECTED (2030) - 55,600

OPERATING COST IMPACT \$15,000 per year



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from Seneca Drive to MD 175 from 2 to 3 lanes (2.8 miles).

JUSTIFICATION: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 29, Middle Patuxent River to Seneca Drive (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	5440	0	0	HP
CO	0	0	0	0	0	----

STATUS: Engineering underway. Right-of-way to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program. Added \$4.0 million to Engineering, \$4.2 million to Right-of-way & \$38.7 million to Construction due to the Revenue Increase, and \$5.4 million to Construction of Federal High Priority Funding.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
				.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,000	0	500	1,000	2,500	0	0	0	4,000	0
Right-of-way	4,160	0	0	1,040	3,120	0	0	0	4,160	0
Construction	45,741	0	0	0	4,031	19,413	22,297	0	45,741	0
Total	53,901	0	500	2,040	9,651	19,413	22,297	0	53,901	0
Federal-Aid	5,440	0	0	0	3,144	2,296	0	0	5,440	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

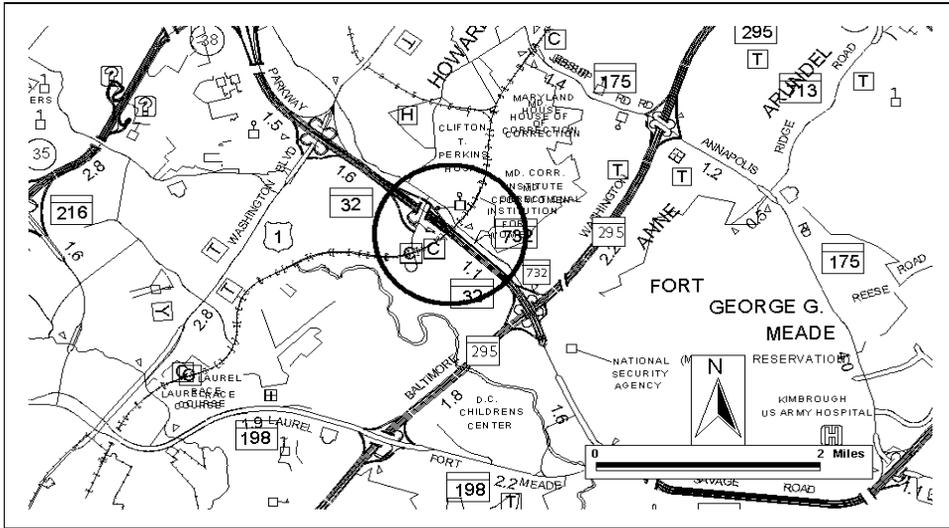
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 75,325

PROJECTED (2030) - 94,850

OPERATING COST IMPACT \$3,500 per year



PROJECT: MD 732, Guilford Road

DESCRIPTION: Replace Bridge 13029 over CSX Railroad. Sidewalks and shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway. SHA, Anne Arundel County and Howard County are sharing the cost of construction. The cost shown is SHA share only. Project advertised by Howard County.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$1.5 million is due to a more detailed cost estimates.

PHASE	POTENTIAL FUNDING SOURCE:										PROJECT CASH FLOW	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	58	58	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	2,466	8	2,458	0	0	0	0	0	0	0	2,458	0
Total	2,524	66	2,458	0	0	0	0	0	0	0	2,458	0
Federal-Aid	43	43	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Local

FEDERAL - Local

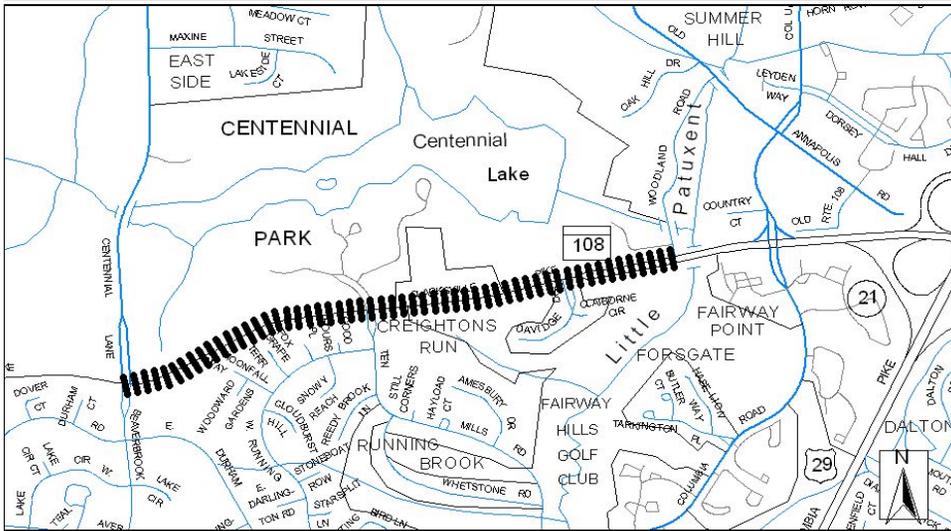
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 12,100

PROJECTED (2030) - 34,100

OPERATING COST IMPACT N/A



PROJECT: MD 108, Clarksville Pike

DESCRIPTION: Widen MD 108 from 2 to 4 lanes between Centennial Lane and Woodland Road (1.2 miles).

JUSTIFICATION: Additional capacity is needed to address increasing congestion resulting from continued growth in the Columbia area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering to begin during current fiscal year. Howard County is funding this project.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Urban Minor Arterial
 FEDERAL - Urban Minor Arterial

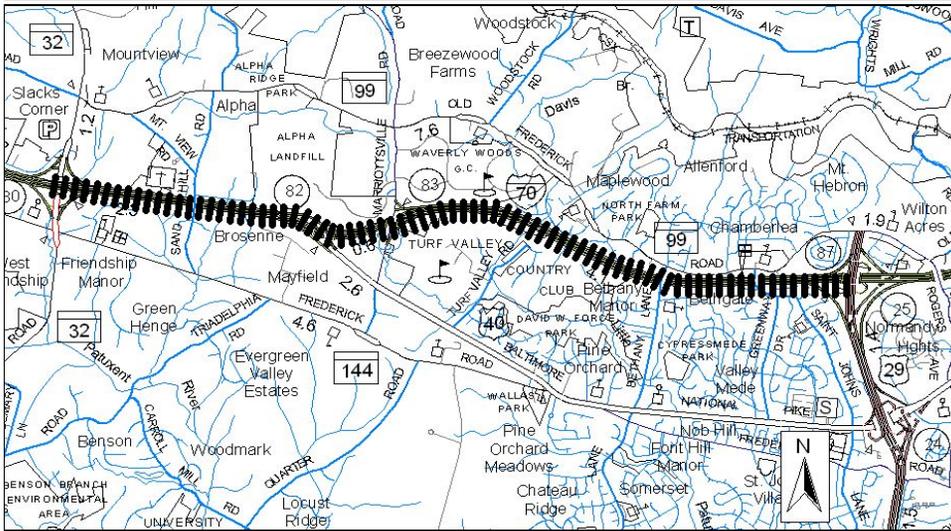
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 24,600

PROJECTED (2030) - 31,100

OPERATING COST IMPACT \$3,000 per year



PROJECT: I-70

DESCRIPTION: Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles)

JUSTIFICATION: This project would ease increasing congestion and improve safety along this segment of I-70.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Marriottsville Road, US 40 to MD 99 (County Project)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					2010	2011	2012	2013			
Planning	3,000	13	500	1,100	1,387	0	0	0	0	2,987	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,000	13	500	1,100	1,387	0	0	0	0	2,987	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Urban Interstate

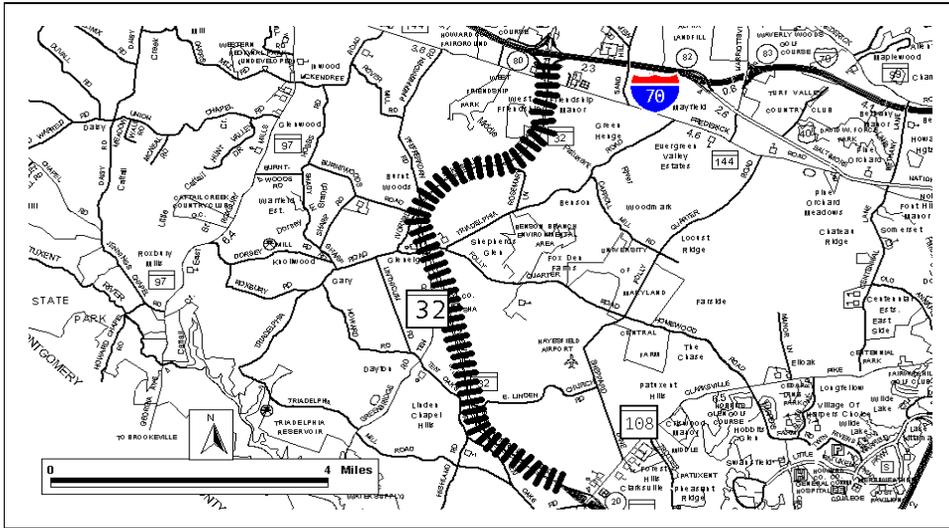
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 110,300

PROJECTED (2030) - 141,900

OPERATING COST IMPACT N/A



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Study to upgrade existing MD 32 from MD 108 to I-70 to address safety concerns (9.06 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: This project would address safety problems which have been experienced as a result of increasing traffic volumes on the existing 2 lane roadway.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32, Wellworth Way Access Management (Line 2)
- MD 32, Interchange at Linden Church Road (Line 3)

STATUS: Project Planning complete. Protective Right-of-way funding to be used as properties become available.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost decrease of \$1.2 million is due to a transfer of funds to MD 32 at Linden Church Road (Line 3).

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007			FOR PLANNING PURPOSES ONLY					
					2010	2011	2012	2013		
Planning	3,618	3,618	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	8,510	1,142	800	1,314	1,314	1,314	1,313	1,313	7,368	
Construction	0	0	0	0	0	0	0	0	0	
Total	12,128	4,760	800	1,314	1,314	1,314	1,313	1,313	7,368	
Federal-Aid	2,533	2,533	0	0	0	0	0	0	0	

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

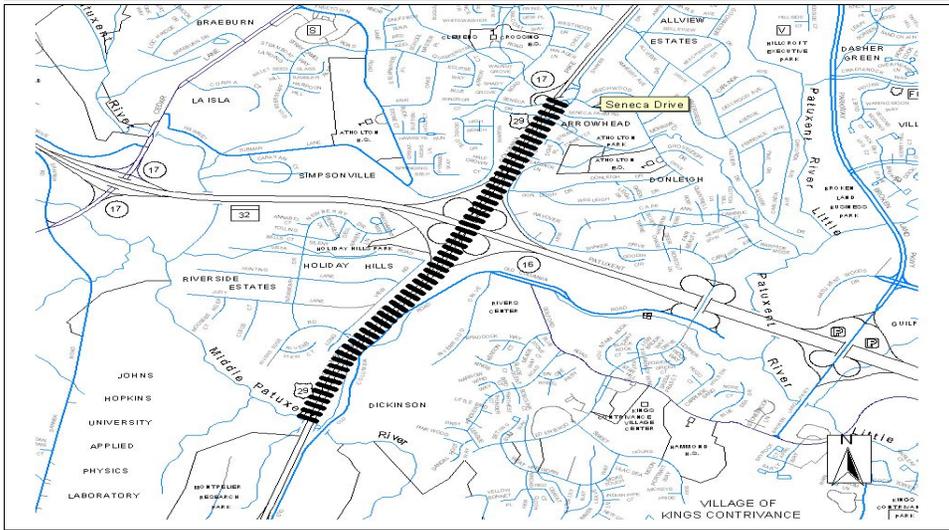
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 30,050

PROJECTED (2030) - 51,550

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive from 2 to 3 lanes (1.7 miles).

JUSTIFICATION: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 29, Seneca Drive to MD 175 (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Howard County participating in cost of Engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The section from MD 175 to Seneca Drive moved to the Construction Program (Line 4).

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	2,000	352	74	500	500	574	0	0	1,648	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	2,000	352	74	500	500	574	0	0	1,648	
Federal-Aid	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway

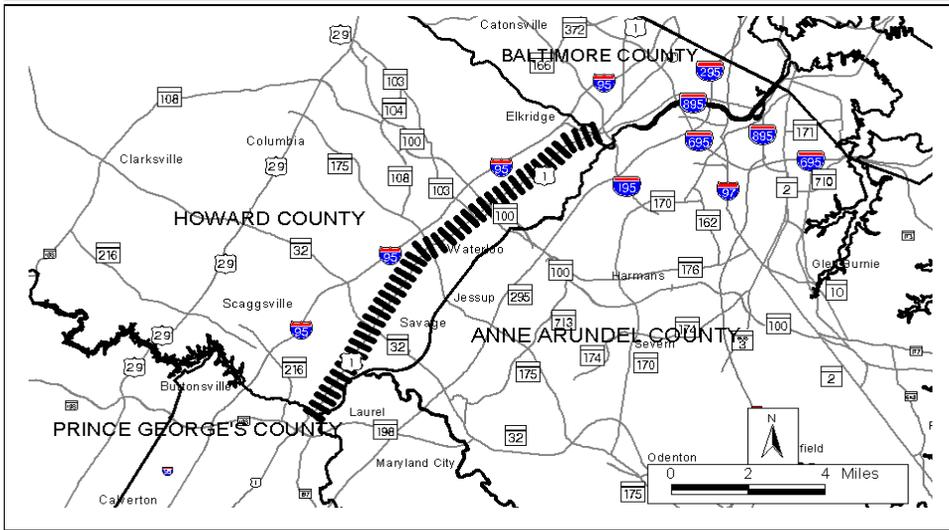
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 71,975

PROJECTED (2030) - 91,225

OPERATING COST IMPACT N/A



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Study of potential improvements along the US 1 corridor from the Prince George's County Line to the Baltimore County Line, including potential interchange improvements at MD 175, Guilford and Corridor Roads (11.0 miles).

JUSTIFICATION: Howard County rezoned the entire US 1 corridor and completed a Corridor Revitalization Study which identified several needed improvements along US 1. This study will address the impacts of the rezoning and the Study on the US 1 corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning (Corridor Planning) underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				FOR PLANNING PURPOSES ONLY						
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,250	359	250	250	250	141	0	0	891	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,250	359	250	250	250	141	0	0	891	0	
Federal-Aid	1,000	305	195	195	195	110	0	0	695	0	

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 47,500

PROJECTED (2030) - 77,400

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 32	Patuxent Parkway; 2500 ft. east of I-95 to west of I-95; resurface	4,408	Completed
<u>Noise Barriers</u>				
2	US 29 S	Columbia Pike; Seneca Drive to south of Brokenland Parkway; noise barrier	1,798	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
3		Centennial Access Pathway - construction of a 0.5 mile pathway and boardwalk from Old Annapolis Road to Centennial Park at Woodland Road	250	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
4	US 1	Washington Boulevard; CSX railroad to Gatewood Drive; resurface	710	Completed
5	I 95	South of MD 32 to north of MD 100; resurface	15,082	Completed
6	MD 108	Clarksville Pike; MD 32 to Linden Linthicum Lane; resurface	546	FY 2008
<u>Bridge Replacement/Rehabilitation</u>				
7	US 29 SB	Columbia Pike; over I 70; bridge deck replacement (Preliminary Engineering and Construction added due to the Revenue Increase)	2,000	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
8	US 29	Columbia Pike; north of mile marker 15 to south of MD 100; guard rail	2,169	FY 2008
9	US 29	Columbia Pike; at Old Columbia Road; geometric improvements	700	FY 2009
10	US 40	Baltimore National Pike; at Rogers Avenue; intersection improvement (Howard County is funding this project)	0	FY 2009
11	US 40	Baltimore National Pike; at MD 144; widen to provide double left turn lanes westbound	839	Completed
12	I 95	at MD 100; widen I 95 northbound for compressed collector distributor lane, widen southbound I 95 for decel lane to eastbound MD 100 (Funded for preliminary engineering only)	250	FY 2008
13	MD 99	Old Frederick Road; at Liter Drive and at Tiller Drive; intersection improvements	881	Completed
14	MD 108	Old Annapolis Road; Howard High School entrance to Centre Park Drive/Phelps Luck Drive; widen to provide westbound auxiliary lane	501	Completed
<u>Noise Barriers</u>				
15	US 29	Columbia Pike; from 3000 feet north of MD 216 to 3400 north of MD 216; correction of sound barrier	464	FY 2008
<u>Environmental Preservation</u>				
16	MD 32	Sykesville Road; Nixon Farm Mitigation site; wetland enhancement	1,099	FY 2009
17	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Enhancement Program - Fund 25; This project also shows in Prince George's County)	297	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Sidewalks</u>				
18	US 1	Washington Avenue; Troy Hill North to Ducketts Lane and Ducketts Lane to Loudon Avenue; retrofit sidewalk - 1,600 linear feet	50	FY 2008
19	MD 175	Waterloo Road; US 1 to Pocomoke Avenue; sidewalk retrofit westbound - 360 linear feet	8	Completed
20	MD 216	Scaggsville Road; Reservoir High School and Fulton Elementary School; retrofit sidewalk - 1,700 linear feet	64	FY 2008
<u>Intersection Capacity Improvements</u>				
21	MD 32	Sykesville Road; at I 70; widening to extend turn lanes on MD 32	452	Completed
22	MD 108	Clarksville Pike; Centennial Lane to Woodland Road; widen and realign (Funded for preliminary engineering only)(Howard County funding preliminary engineering for this project)	0	PE Underway
<u>Truck Weight</u>				
23	MD 32	Sykesville Road; south of I 70; construct virtual weigh station	150	FY 2008
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
24		Broken Land Parkway Pathway; Cradlerock Way to Stevens Forest Road; construct an eight foot wide pathway	386	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Environmental Mitigation</u>				
25		Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run	650	FY 2009
26	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Environmental Preservation Program - Fund 24; This project also shows in Prince George's County)	297	FY 2009



Kent

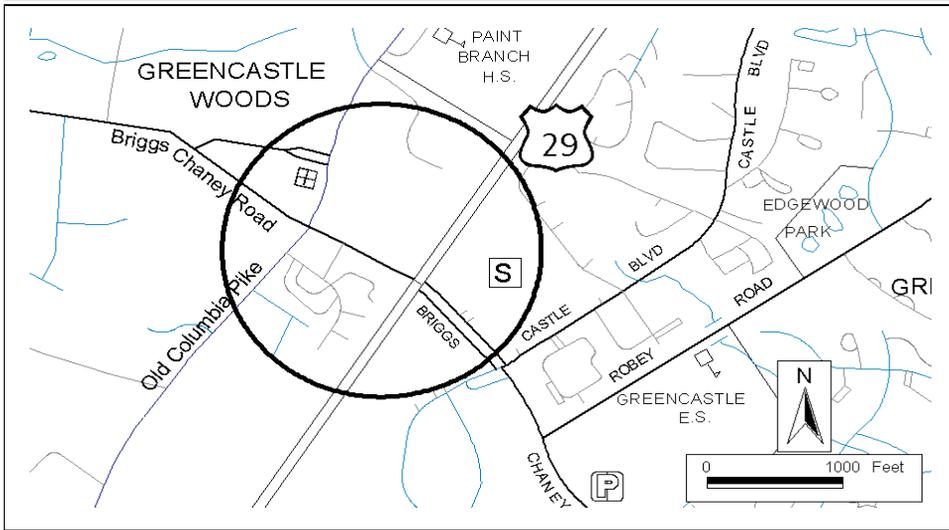
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 20	Chestertown Road; Old Fairlee Road to MD 446; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	585	FY 2009
2	MD 514	Flatland Road; MD 20 to Stockton Startt Road; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	200	FY 2009
<u>Safety/Spot Improvement</u>				
3	MD 213	West Cross Street; in Galena; geometric improvements	134	Completed
<u>Sidewalks</u>				
4	MD 213	Dennis Church Hall; intersection of MD 213 and MD 313; retrofit sidewalks - 745 linear feet	114	FY 2008



Montgomery



PROJECT: US 29, Columbia Pike

DESCRIPTION: Constructed a new interchange at Briggs Chaney Road. Sidewalks included where appropriate. Wide curb lanes accommodate bicycles. Bicycle trail included.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location addressed failing levels of service and supported planned economic development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 2)
 US 29, Interchanges (Lines 9,10)
 MD 28/MD 198, MD 97 to I-95 (Line 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,101	4,101	0	0	0	0	0	0	0	0
Right-of-way	11,378	11,092	46	147	37	49	7	0	286	0
Construction	33,790	32,592	1,198	0	0	0	0	0	1,198	0
Total	49,269	47,785	1,244	147	37	49	7	0	1,484	0
Federal-Aid	38,241	36,996	1,056	115	30	39	5	0	1,245	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

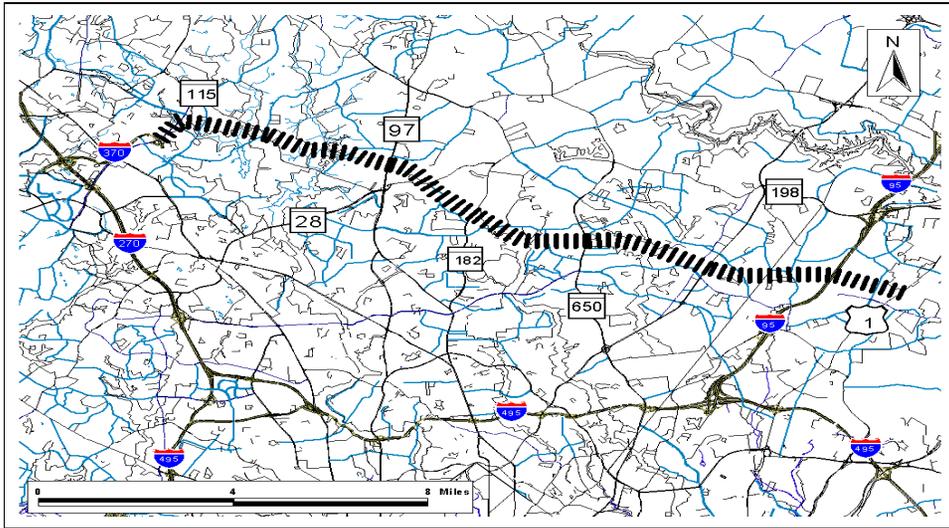
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 58,750

PROJECTED (2030) - 78,750

OPERATING COST IMPACT \$7,000 per year



PROJECT: InterCounty Connector

DESCRIPTION: Construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

JUSTIFICATION: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 1,9,10)
- MD 124, Airpark Road to Fieldcrest Road (Line 4)
- MD 28/MD 198, MD 97 to I-95 (Line 11)
- I-95/Contee Road Interchange (Prince George's County - Line 14)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 28)

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority Project Funds.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	18692	0	0	0	0	STP/HP
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	600	18,692	0	0	0	0	0	18,692	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,292	600	18,692	0	0	0	0	0	18,692	0
Federal-Aid	19,292	600	18,692	0	0	0	0	0	18,692	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

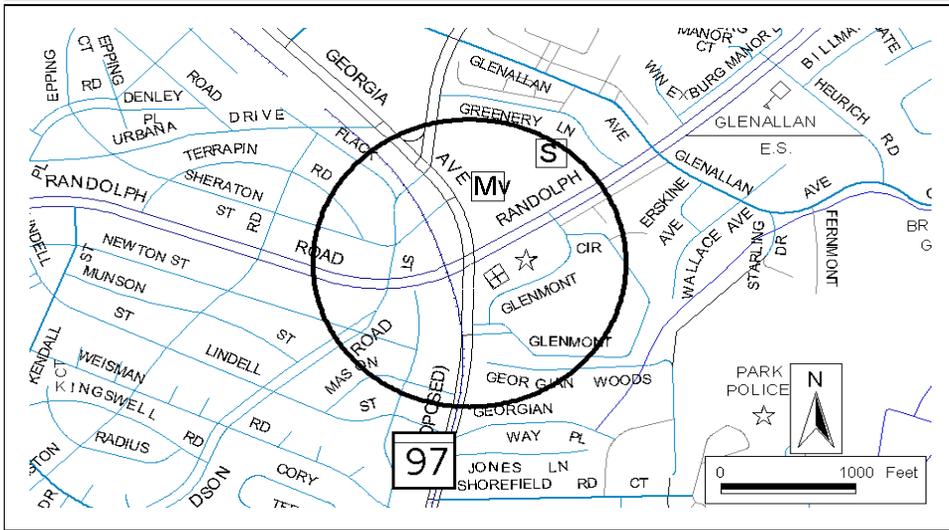
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - N/A

PROJECTED (2030) - 30,400 - 96,500

OPERATING COST IMPACT N/A



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct interchange improvements at Randolph Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would relieve congestion at the existing intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering and Right-of-way underway. County to provide \$14.4 million in FY08-09 for Right-of-way and Utilities. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program. Added \$12.2 million to Right-of-way and \$50.7 million to Construction due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,092	1,092	0	0	0	0	0	0	0	0
Engineering	2,703	2,508	150	45	0	0	0	0	195	0
Right-of-way	22,472	130	0	12,307	10,035	0	0	0	22,342	0
Construction	50,677	0	0	0	0	2,558	10,162	15,194	27,914	22,763
Total	76,944	3,730	150	12,352	10,035	2,558	10,162	15,194	50,451	22,763
Federal-Aid	2,657	2,520	105	32	0	0	0	0	137	0

FUNCTION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

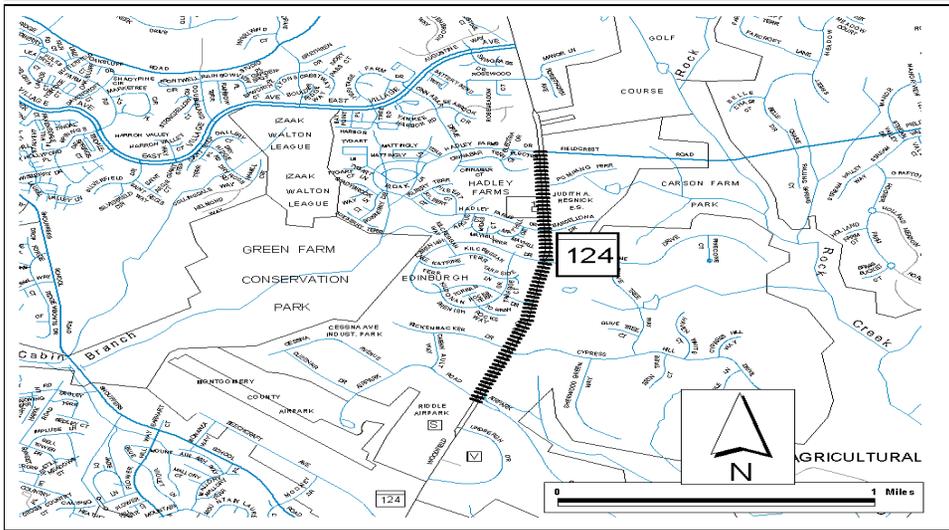
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 50,750

PROJECTED (2030) - 59,100

OPERATING COST IMPACT \$7,500 per year



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Construct a 6 lane divided highway from south of Airpark Road to north of Fieldcrest Road (1.14 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 2)
- MD 124, Midcounty Highway to Warfield Road (Line 17)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	26725	0	0	0	0	STP

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$4.3 million is due to unit cost increases, increased property values and an unfavorable bid price.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	2,114	2,114	0	0	0	0	0	0	0	0	0
Engineering	2,140	2,040	100	0	0	0	0	0	0	100	0
Right-of-way	18,826	6,848	8,274	3,704	0	0	0	0	0	11,978	0
Construction	34,271	1	4,607	10,495	11,601	7,567	0	0	0	34,270	0
Total	57,351	11,003	12,981	14,199	11,601	7,567	0	0	0	46,348	0
Federal-Aid	41,785	5,477	10,212	11,147	9,047	5,902	0	0	0	36,308	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

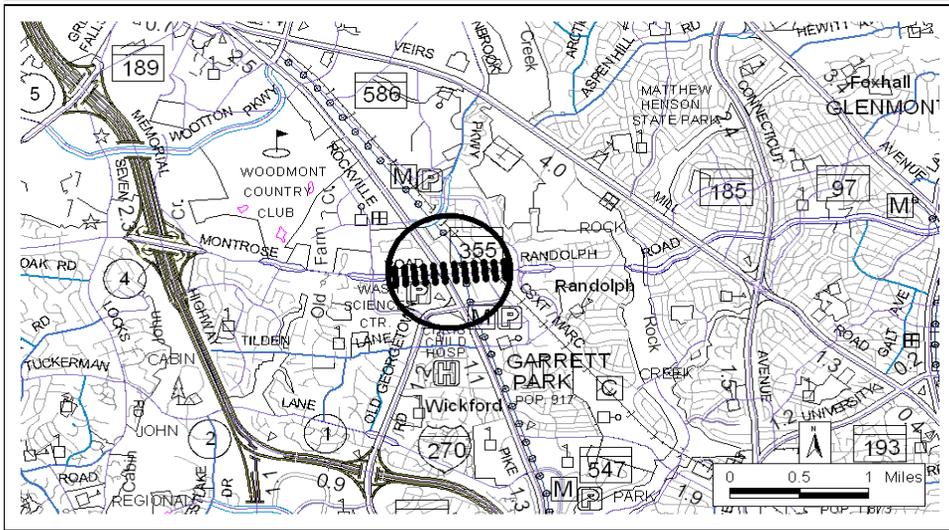
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 28,400

PROJECTED (2030) - 48,000

OPERATING COST IMPACT \$3,500 per year



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct an interchange at Randolph Road/Montrose Parkway. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. A hiker/biker path will be included as part of this project.

JUSTIFICATION: This project will improve safety and relieve traffic congestion that occurs at the Randolph/Montrose Roads intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 2)
- MD 355, CSX Railroad/ Parklawn Drive (Line 18)
- Montrose Parkway East (Montgomery County Project)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	20091	0	0	STP/HP

STATUS: Right-of-way underway. Construction to begin during current fiscal year. County to provide funds to advance construction to FY08. SHA to reimburse County in FY 10-12 for advancing construction. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$4.2 million is due to an increase in bridge length and width, aesthetic treatment, traffic costs, and additional utility impacts.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE		
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
				2010.....2011.....2012.....2013.....				
Planning	0	0	0	0	0	0	0	0	0	0		
Engineering	1,628	1,474	154	0	0	0	0	0	154	0		
Right-of-way	17,174	9,413	3,914	2,574	955	318	0	0	7,761	0		
Construction	28,395	177	367	1,035	6,929	9,683	10,204	0	28,218	0		
Total	47,197	11,064	4,435	3,609	7,884	10,001	10,204	0	36,133	0		
Federal-Aid	23,279	1,032	680	1,482	5,678	7,142	7,265	0	22,247	0		

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

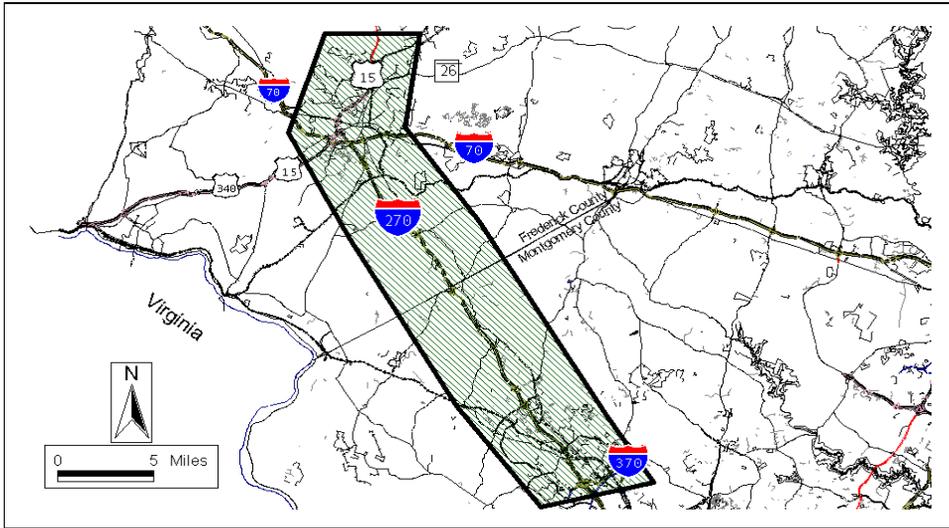
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 55,000

PROJECTED (2030) - 98,125

OPERATING COST IMPACT \$7,500 per year



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B,2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Frederick Co - Line 1)
- I-70, Phase 2D (Frederick Co. -Line 2)
- I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 8)
- I-270/Watkins Mill Road Extended Interchange (Line 7)
- US 15, Interchange at Monocacy Boulevard (Frederick County - Line 11)

STATUS: Project Planning underway. An additional \$0.2 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	17,172	15,065	850	957	300	0	0	0	0	2,107	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,057	1,057	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,229	16,122	850	957	300	0	0	0	0	2,107	0
Federal-Aid	12,161	10,546	595	670	210	0	0	0	0	1,475	140

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

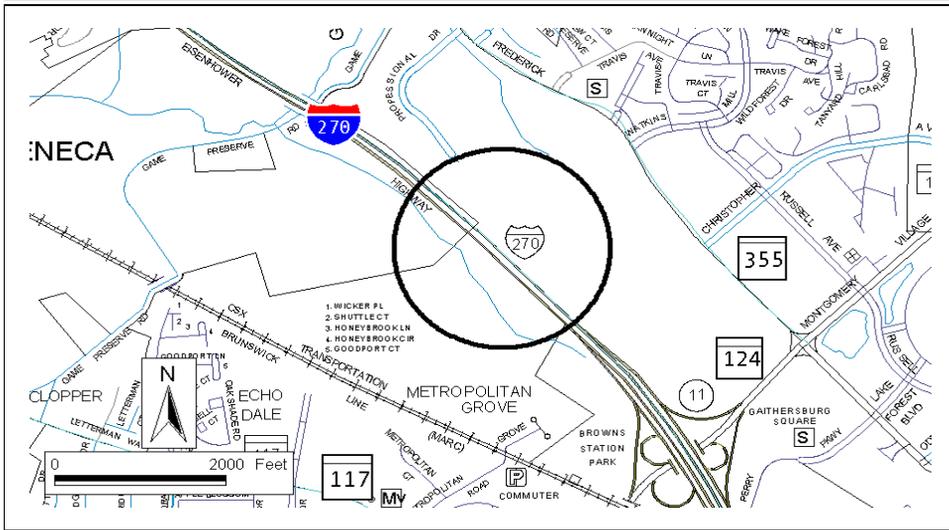
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 45,000 - 88,000 (US -15)
88,000 - 221,500 (I-270)

PROJECTED (2030) - 56,900 - 141,000 (US 15)
109,500 - 261,900 (I-270)

OPERATING COST IMPACT N/A



PROJECT: I-270/Watkins Mill Road Extended

DESCRIPTION: Construct a new interchange at Watkins Mill Road Extended.

JUSTIFICATION: This project would support economic development and relieve existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It would provide access from I-270 to the Metropolitan Grove Road (MARC) commuter rail station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 2)
I-270 and US 15 Multi-Modal Corridor Study (Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. County contributing \$2.4 million towards engineering in FY08-10. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$5.2 million to Engineering due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					2010	2011	2012	2013			
Planning	1,169	1,169	0	0	0	0	0	0	0	0	0
Engineering	7,345	366	0	0	404	1,000	1,000	4,575	6,979	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,514	1,535	0	0	404	1,000	1,000	4,575	6,979	0	0
Federal-Aid	818	818	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

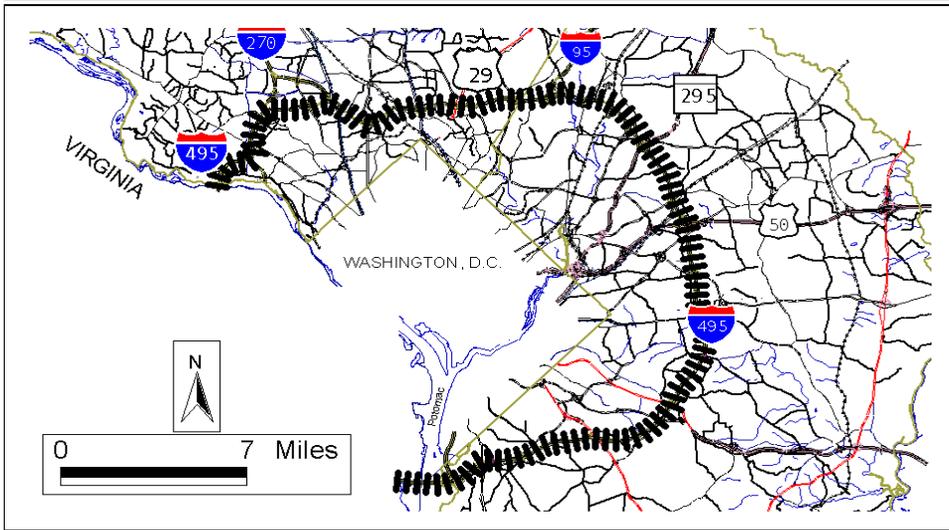
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 144,000

PROJECTED (2030) - 191,500

OPERATING COST IMPACT N/A



PROJECT: I-495/I-95, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
 MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 7,18)
 Purple Line Study (MTA Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,980	10,976	150	1,121	1,013	1,020	700	0	4,004	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	9	0	0	0	0	0	0	0	-9
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,980	10,985	150	1,121	1,013	1,020	700	0	4,004	-9
Federal-Aid	10,486	7,683	105	785	709	714	490	0	2,803	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

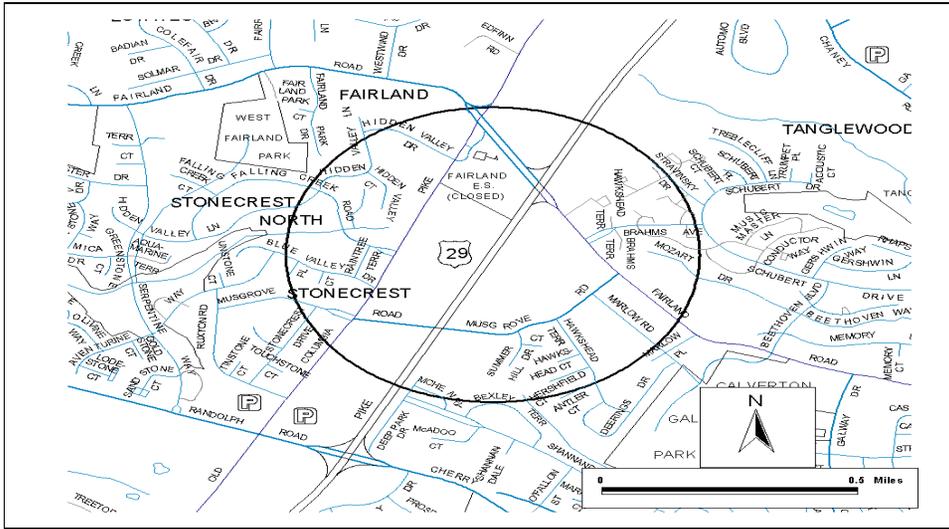
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 139,000 - 258,000

PROJECTED (2030) - 144,100 - 278,100

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct an interchange at Musgrove/Fairland Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 1,10)
- InterCounty Connector (Line 2)
- MD 28/MD 198, MD 97 to I-95 (Line 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering and partial Right-of-way underway. An additional \$2.0 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,108	976	50	100	1,982	0	0	0	0	2,132	0
Right-of-way	7,857	6,615	242	1,000	0	0	0	0	0	1,242	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,965	7,591	292	1,100	1,982	0	0	0	0	3,374	0
Federal-Aid	8,304	5,843	224	850	1,387	0	0	0	0	2,461	0

FUNCTION:

- STATE - Other Principal Arterial
- FEDERAL - Other Principal Arterial

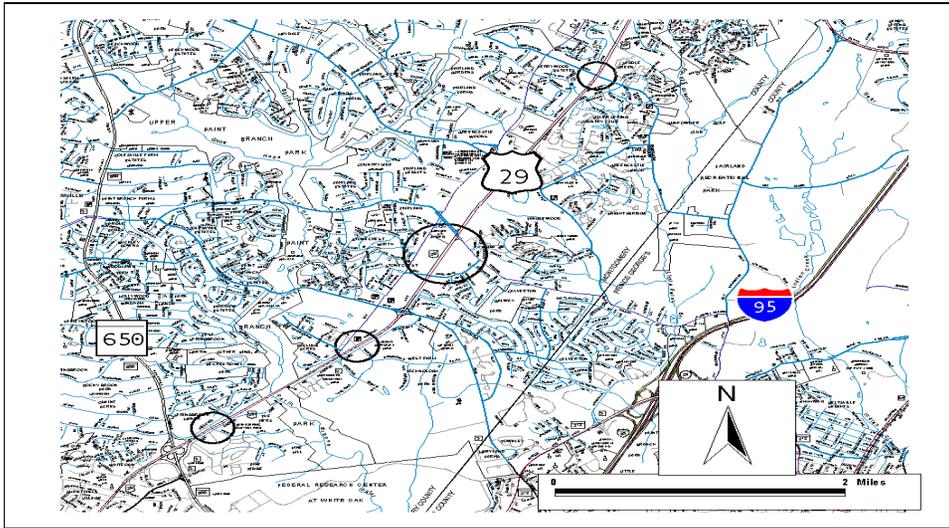
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 59,000

PROJECTED (2030) - 81,100

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct interchanges at Stewart Lane, Tech Road, Greencastle Road and Blackburn Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 29, Interchanges (Lines 1,9)
 InterCounty Connector (Line 2)
 MD 28/MD 198, MD 97 to I-95 (Line 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$23.6 million is needed to complete Engineering and \$24.2 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				FOR PLANNING PURPOSES ONLY						
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	2,488	2,488	0	0	0	0	0	0	0	0	0
Engineering	6,367	4,164	250	200	1,753	0	0	0	0	2,203	0
Right-of-way	545	545	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,400	7,197	250	200	1,753	0	0	0	0	2,203	0
Federal-Aid	4,240	2,695	176	141	1,228	0	0	0	0	1,545	0

FUNCTION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

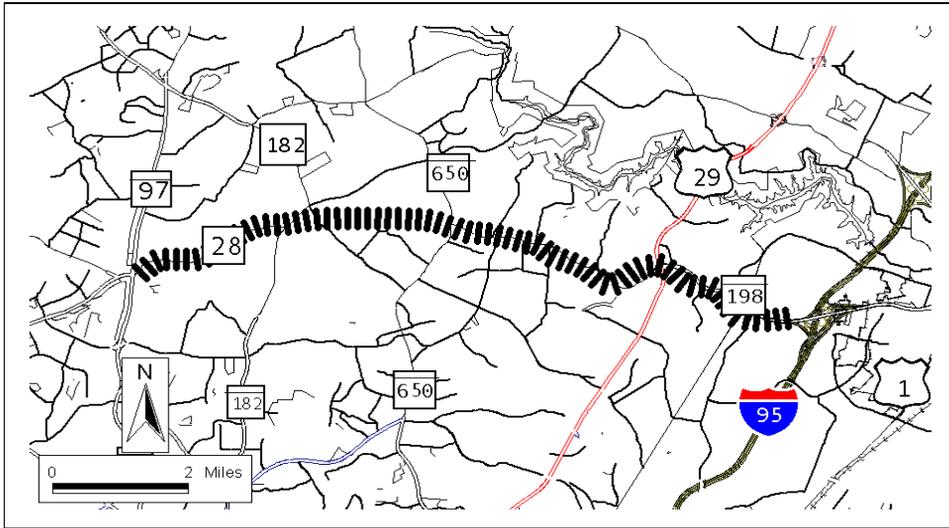
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 60,000

PROJECTED (2030) - 81,500

OPERATING COST IMPACT N/A



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 1,9,10)
- InterCounty Connector (Line 2)
- MD 97/MD 28 Interchange (Line 13)
- I-95/Contee Road Interchange (Prince George's County - Line 14)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 28)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	3,580	3,100	250	180	50	0	0	0	480	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	109	2	0	107	0	0	0	0	107	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,689	3,102	250	287	50	0	0	0	587	0
Federal-Aid	2,506	2,170	175	126	35	0	0	0	336	0

FUNCTION:

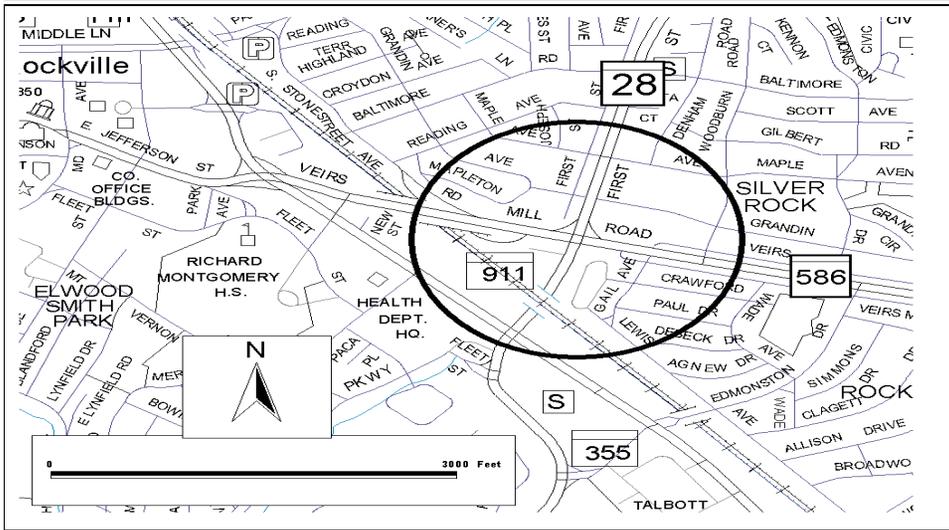
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) -** 18,000 - 34,000 (MD 28)
18,500 - 66,500 (MD 198)
- PROJECTED (2030) -** 29,800 - 42,000 (MD 28)
24,500 - 75,100 (MD 198)

OPERATING COST IMPACT N/A



PROJECT: MD 28, Rockville Town Center

DESCRIPTION: Study to construct interchange/intersection improvements at MD 28/MD 586/MD 911. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would relieve congestion at the existing intersection and facilitate development plans in the Rockville Town Center.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,903	1,762	141	0	0	0	0	0	141	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,903	1,762	141	0	0	0	0	0	141	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

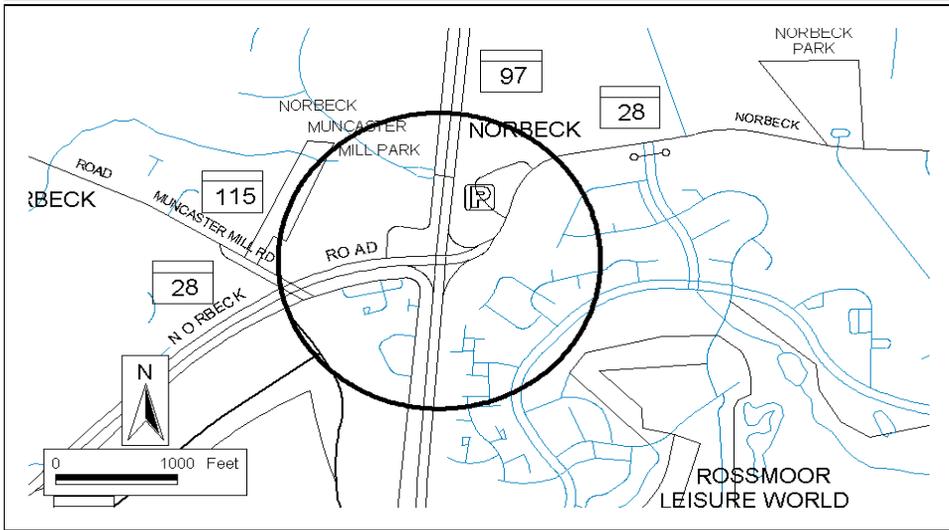
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 37,500

PROJECTED (2030) - 42,100

OPERATING COST IMPACT N/A



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct interchange improvements at MD 28/Norbeck Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve congestion at the existing intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 2)
MD 28/MD 198, MD 97 to I-95 (Line 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,982	1,982	0	0	0	0	0	0	0	0	
Engineering	2,083	761	100	100	1,122	0	0	0	1,322	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	4,065	2,743	100	100	1,122	0	0	0	1,322	0	
Federal-Aid	2,846	1,920	70	70	786	0	0	0	926	0	

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

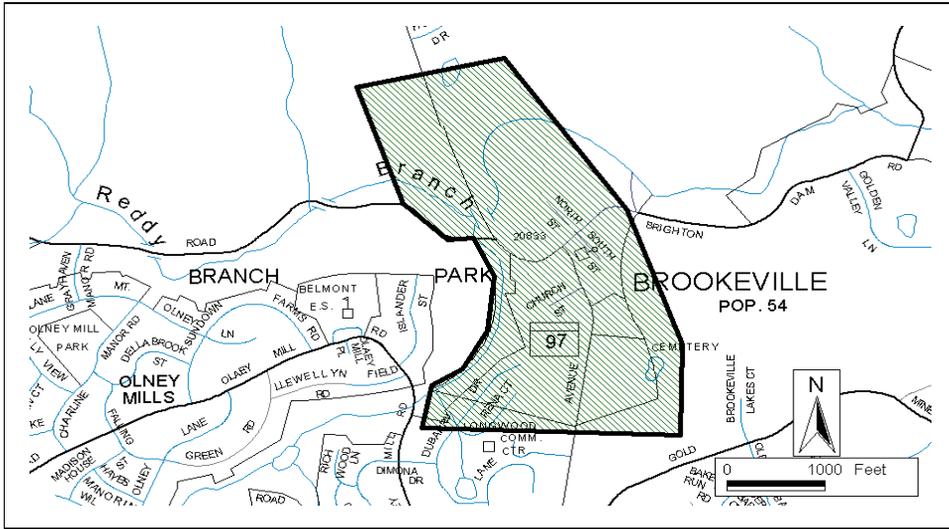
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 42,000

PROJECTED (2030) - 56,700

OPERATING COST IMPACT N/A



PROJECT: MD 97 (Brookeville Bypass)

DESCRIPTION: Study to construct a 2 lane highway from south of Brookeville to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

JUSTIFICATION: This project would relieve traffic congestion in the town of Brookeville and improve traffic operations and safety on existing MD 97. This funding is for completion of the environmental document.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	2,052	2,052	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,052	2,052	0	0	0	0	0	0	0	0	0
Federal-Aid	1,436	1,436	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

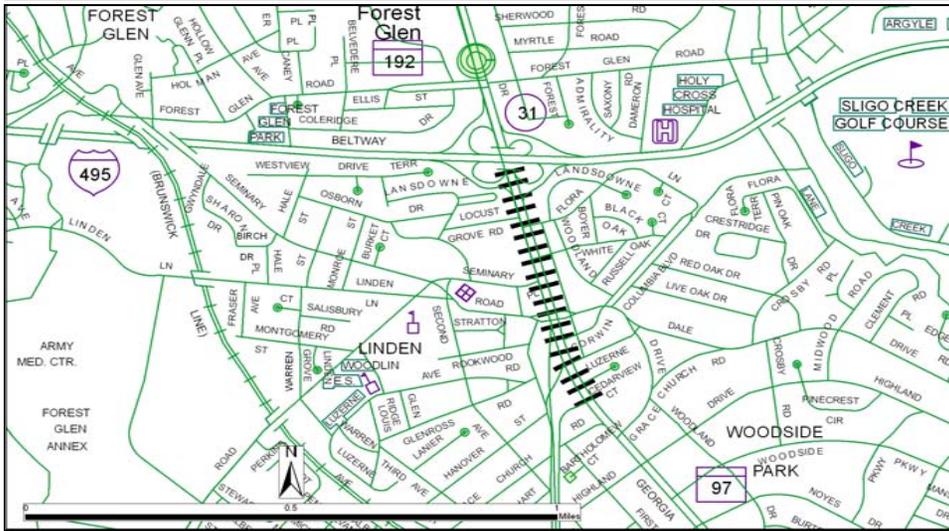
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 18,250

PROJECTED (2030) - 25,600

OPERATING COST IMPACT N/A



PROJECT: MD 97, Georgia Ave.

DESCRIPTION: Study to improve safety and accesibility on MD 97 (Georgia Avenue) from 16th Street to the Capital Beltway (0.52 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This Corridor experiences significant congestion during peak periods. This project will assess operational and safety issues, and develop potential solutions that address the needs of vehicles, pedestrians and bicyclists using this section on MD 97.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-495/1-95, Capital Beltway Study (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Development and Evaluation Program due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,000	0	150	700	1,150	850	150	0	3,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,000	0	150	700	1,150	850	150	0	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

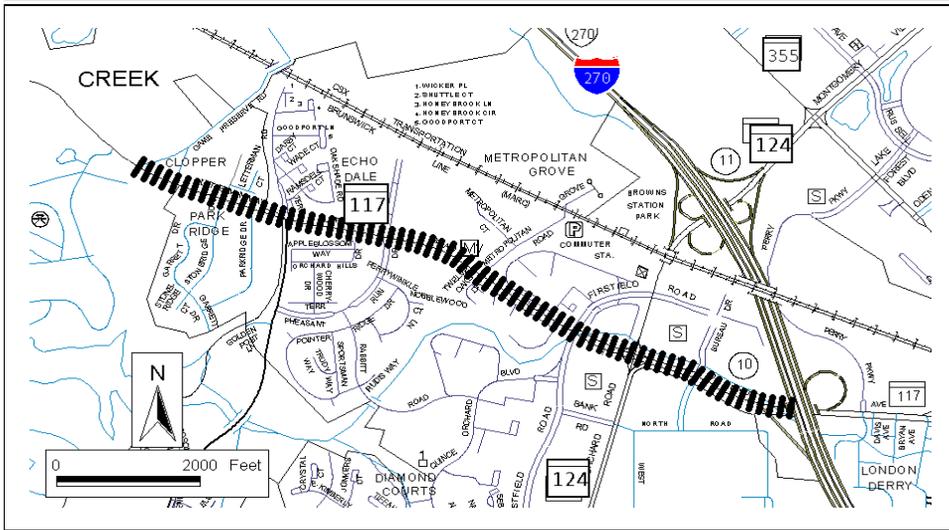
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 85,000

PROJECTED (2030) - 99,700

OPERATING COST IMPACT N/A



PROJECT: MD 117, Clopper Road

DESCRIPTION: Construct intersection capacity improvements from Great Seneca Park to I-270 (1.73 miles). Sidewalks will be included where appropriate, including multi-use pathway on the south side. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to relieve existing and future congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270/Watkins Mill Road Extended Interchange (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,030	1,030	0	0	0	0	0	0	0	0	
Engineering	4,056	1,804	600	1,623	29	0	0	0	2,252	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,086	2,834	600	1,623	29	0	0	0	2,252	0	
Federal-Aid	721	721	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

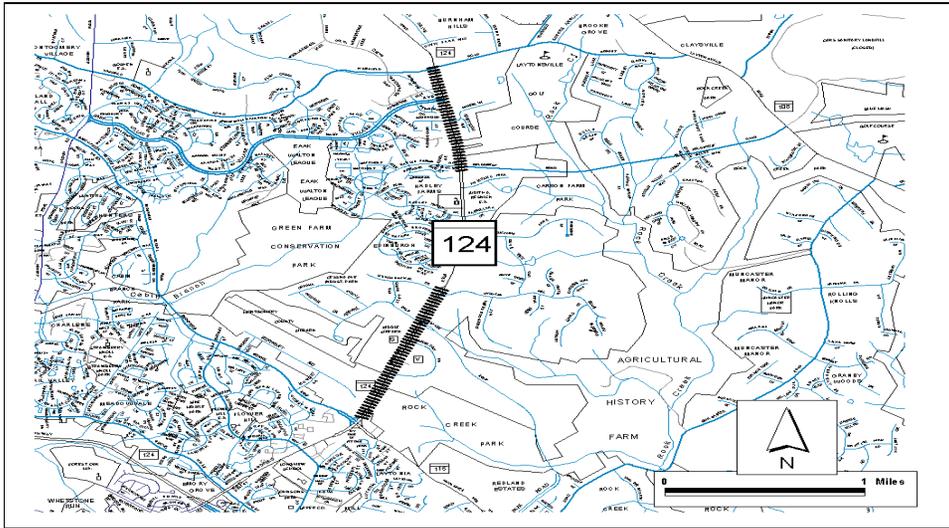
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 45,500

PROJECTED (2030) - 57,800

OPERATING COST IMPACT N/A



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road (2.3 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 2)
- MD 124, Airpark Road to Fieldcrest Road (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	1482	0	0	0	0	HP
CO	0	0	0	0	0	----

STATUS: Engineering underway. Partial Right-of-way to begin during current fiscal year. An additional \$9.7 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	2,089	73	350	875	791	0	0	0	2,016	0
Right-of-way	1,900	0	100	1,800	0	0	0	0	1,900	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,103	2,187	450	2,675	791	0	0	0	3,916	0
Federal-Aid	1,600	0	78	1,522	0	0	0	0	1,600	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

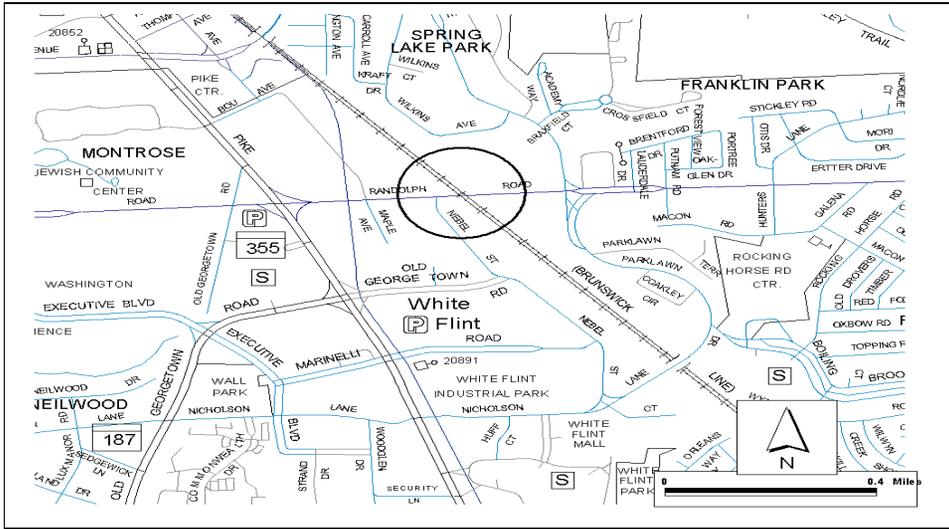
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 28,400

PROJECTED (2030) - 48,000

OPERATING COST IMPACT N/A



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a CSX Railroad grade separated crossing and interchange improvements at Parklawn Drive. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would improve safety and relieve traffic congestion that occurs at the Parklawn Drive intersection and at the CSX railroad crossing.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 2)
- MD 355, Interchange at Randolph Road/Montrose Parkway (Line 5)
- Montrose Parkway East (Montgomery County Project)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	THRU 2007	2008			2009	2010	2011	2012			2013
Planning	1,857	1,847	10	0	0	0	0	0	10	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,857	1,847	10	0	0	0	0	0	10	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 55,000 (MD 355)

PROJECTED (2030) - 98,125 (MD 355)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 19

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 80	Kempton Road; Frederick County Line to MD 27; resurface	771	Completed
2	MD 97	Georgia Avenue; I 495 to MD 586; resurface	3,367	Completed
<u>Safety/Spot Improvement</u>				
3	US 29	Various locations throughout Montgomery County; replace turndown end treatments and upgrade traffic barriers	982	Completed
4	MD 124	Mid-County Highway; at Goshen Road; widen to provide second eastbound left turn lane	1,057	Completed
5	I 270/270Y	Eisenhower Memorial Highway; various locations throughout Montgomery County; replace turndown end treatments and upgrade traffic barriers	859	Completed
6	I 495	Capital Beltway; at MD 190; lighting	1,046	Completed
7	MD 614	Goldsboro Road; at Radnor Road; intersection improvements	229	Completed
<u>Community Safety and Enhancements</u>				
8	MD 547	Strathmore Avenue; (Phase I) Kenilworth Avenue to Weymouth Street in Garrett Park; streetscape	4,441	Completed
<u>Environmental Preservation</u>				
9	MD 650	New Hampshire Avenue; Ruppert Road north to Northwest Drive; landscape	88	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions (cont'd)</u>				
<u>Sidewalks</u>				
10		Various locations in Montgomery County; construct bus stop pads -13,850 linear feet	346	Completed
<u>Intersection Capacity Improvements</u>				
11	I 495	Capital Beltway; at MD 355; ramp modification	670	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
12		Forest Glen Pedestrian Bridge - construction of a pedestrian bridge along the west side of MD 97 (Georgia Avenue) at I 495 (Capital Beltway)	2,878	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
13	US 29	Columbia Pike; MD 193 to Burnt Mills Avenue; resurface	2,800	Completed
14	MD 97	Georgia Avenue; MD 586 to Randolph Road; resurface	3,689	Under construction
15	MD 109	Beallsville Road; MD 28 to the Little Monocacy River; resurface	2,767	FY 2008
16	MD 109	Old Hundred Road; Little Monocacy River to MD 355; resurface	4,370	Completed
17	MD 121	Clarksburg Road; MD 117 to west of I 270 bridge; resurface	1,258	Completed
18	MD 193	University Boulevard; MD 320 to Lebanon Street; resurface	1,836	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
19	I 270	Eisenhower Memorial Highway; MD 189 to Muddy Branch Road; resurface	11,338	Completed
20	I 270	Dwight Eisenhower Highway; Muddy Branch to north of Middlebrook Road; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	13,346	FY 2009
21	MD 396	Massachussetts Avenue; MD 614 to Onodaga Road; resurface	3,135	Completed
<u>Bridge Replacement/Rehabilitation</u>				
22	MD 109	Old Hundred Road; over Little Bennet Creek; bridge deck replacement (Preliminary Engineering and Construction added due to the Revenue Increase)	2,000	FY 2009
23	CO 326	Grosvenor Lane; over I 270; bridge deck replacement	2,585	Under construction
24	MD 355	Rockville Pike; bridge 15119 on MD 355 nothbound over I 495 outer loop; bridge deck replacement	2,307	Under construction
25	I 495	Ramp over westbound Clara Barton Parkway; bridge deck replacement	2,288	FY 2009
26	I 495	Capital Beltway; Ramp K over Cabin John Parkway and bridge 15110 on MD 190 over I 495; bridge rehabilitation	7,611	Completed
<u>Safety/Spot Improvement</u>				
27		Areawide friction improvements - Phase II (Note: Cost for entire project shown in Montgomery and Prince George's County.)	2,450	FY 2009
28	US 29	Columbia Pike; north of Stewart Lane to south of Blackburn Road; guard rail	1,248	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
29	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost)	850	FY 2008
30	MD 190	River Road; over Rock Run; drainage	1,091	Under construction
31	MD 198	Spencerville Road; at Good Hope Road; install channelization island to provide modified T intersection	750	FY 2009
32	MD 198	Spencerville Road; Kruhm Road and MD 650; channelization improvements	227	Completed
33	MD 410	Montgomery Avenue; Pearl Street to Chelton Avenue; geometric improvements	449	Completed
34	MD 650	Damascus Road; at MD 97; add left turn lane on southbound MD 650 (Funded for preliminary engineering only)	130	FY 2009
<u>Community Safety and Enhancements</u>				
35	MD 97	Georgia Avenue; north of MD 108 to Queen Elizabeth/Prince Phillip Drive; pedestrian safety improvements (Funded for preliminary engineering only)	58	FY 2008
36	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Prince George's County)	6,000	Under construction
<u>Traffic Management</u>				
37	I 495	Capital Beltway; at MD 650; interchange lighting	1,404	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Environmental Preservation</u>				
38	MD 185	Connecticut Avenue; Everett Street to MD 193 at Newport Mill Road; landscaping	40	FY 2008
<u>Sidewalks</u>				
39	MD 97	Georgia Avenue; Longwood Park Entrance to Market Street; retrofit sidewalk - 2,000 linear feet	25	FY 2008
40	MD 108	Olney Laytonsville Road; south of Golf Estates Drive to Maple Knoll Drive; retrofit sidewalks - 1,400 linear feet	45	FY 2008
41	MD 547	Knowles Avenue; crosswalk at Kensington Park Library; retrofit sidewalks - 100 linear feet	20	FY 2008
<u>Intersection Capacity Improvements</u>				
42	MD 27	Ridge Road; at Sweepstakes Road/Marlboro Pike; widen MD 27 to provide separated right turn lane (Funded for preliminary engineering only)	120	FY 2008
43	MD 28	Norbeck Road; MD 97 to Norbeck Boulevard; left turn lane and signal on MD 97 southbound to MD 28 eastbound, a new signal on MD 28 and widening of MD 28 to two lanes in each direction	5,700	FY 2009
44	MD 97	Georgia Avenue; at MD 28; intersection improvement project	600	FY 2009
45	MD 108	Old Laytonsville Road; at Fieldcrest Road; provide separate westbound left turn lane	625	FY 2009
46	MD 108	Sandy Spring Road; at MD 650; intersection reconstruct	2,288	FY 2009
47	MD 115	Muncaster Mill Road; at Bowie Mill Road; extend eastbound left turn (Funded for preliminary engineering only)	120	FY 2009
48	MD 193	University Boulevard; at MD 320; widen to provide right turn onto southbound MD 320	1,200	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

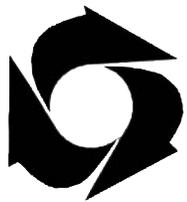
STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
49	MD 193	University Boulevard; at I 495; ramp widening	1,330	Completed
50	MD 355	Frederick Road; at MD 118; extend southbound left turn lane	460	FY 2009
51	I 495	Capital Beltway; at MD 97; ramp widening	1,483	Completed
52	MD 650	New Hampshire Avenue; at Adelphi Road; widening for additional lanes	1,500	FY 2009
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
53		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,253	FY 2008
54		Rock Creek Hiker-Biker Trail Bridge - construction of a 1,060 linear feet long by 8 feet wide trail with a 610 feet long by 12 feet wide pedestrian bridge over Veirs Mill Road	2,368	FY 2008
55		Rockville I 270/MD 28 Bridges and Trail - construction of trail, boardwalk, and four bridges over I 270 and ramps	3,771	Completed
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
56		Olde Town Gaithersburg Rolling Stock Restoration; renovation and refurbishment of two historic rail cars	430	FY 2009
<u>Landscaping/Scenic Beautification/Mitigation</u>				
57		Rock Creek Watershed Restoration - stream restoration along Turkey Branch in the Rock Creek watershed	1,448	Underway

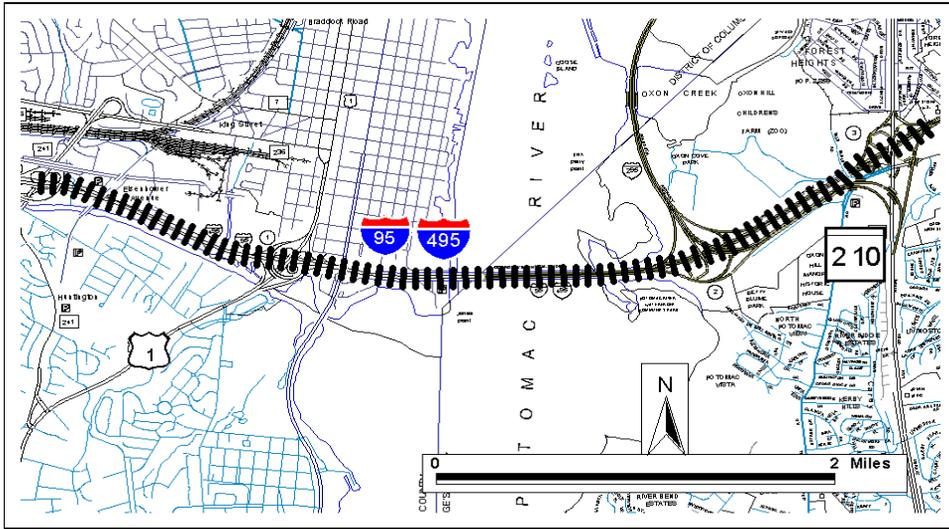
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Establishment of Transportation Museums</u>				
58		National Capital Trolley Museum Display Facility - expansion of the National Capital Trolley Museum by constructing a 5,000 square foot display barn on land adjacent to the present facilities in Northwest Branch Park	250	Underway
<u>Environmental Mitigation</u>				
59		US 29 Southbound stream channel stabilization; stabilization of 850 feet of an unnamed tributary to Rocky Gorge Reservoir	262	FY 2009



Prince George's



PROJECT: I-95/I-495 Woodrow Wilson Bridge Improvement

DESCRIPTION: Joint project with VDOT, DCDPW and FHWA to address congestion and operational problems associated with the Woodrow Wilson Bridge. The limits of the project are from Telegraph Road in Virginia to MD 210 in Maryland. A pedestrian/bicycle facility will be included in this project.

JUSTIFICATION: The bridge was nearing the end of its structural life and operating with traffic volumes significantly higher than its design capacity.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-295/I-495, National Harbor Access (Line 6)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 210, MD 228 to I-95/I-495 (Line 21)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 22)

STATUS: Engineering and Construction underway. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	16264	42968	26435	17052	0	WWB/HP

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	99,192	91,180	4,511	3,342	159	0	0	0	0	8,012	0
Right-of-way	3,519	3,514	5	0	0	0	0	0	0	5	0
Construction	1,215,581	986,799	133,570	25,847	18,369	0	0	0	0	177,786	50,996
Total	1,318,292	1,081,493	138,086	29,189	18,528	0	0	0	0	185,803	50,996
Federal-Aid	1,150,155	989,666	123,881	21,734	14,874	0	0	0	0	160,489	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

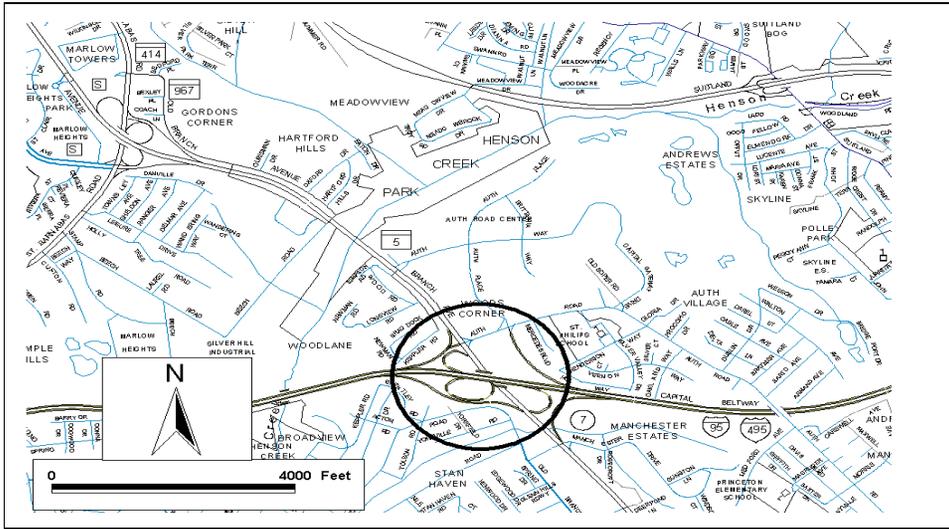
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 216,000

PROJECTED (2030) - 278,100

OPERATING COST IMPACT \$700,000 per year



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Reconstruct the interchange of MD 5 (Branch Avenue) and I-95/I-495 to improve access to the Branch Avenue Metro Station. This includes the construction of a flyover ramp from inner loop I-95/I-495 to Southbound MD 5 (Phase 1). Pedestrian/bicycle facilities will be included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods resulting in severe congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 5, US 301 to I-95/I-495 (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2007			2010	2011	2012	2013			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,426	3,411	15	0	0	0	0	0	15	0	
Right-of-way	10,841	10,771	2	68	0	0	0	0	70	0	
Construction	36,492	14,921	8,516	6,618	6,437	0	0	0	21,571	0	
Total	50,759	29,103	8,533	6,686	6,437	0	0	0	21,656	0	
Federal-Aid	35,266	15,648	7,734	6,040	5,844	0	0	0	19,618	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

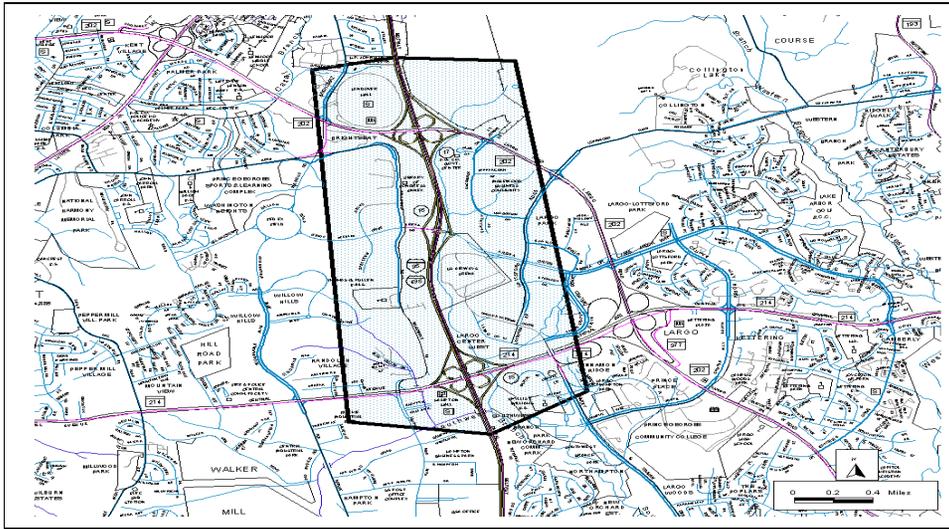
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 122,000 (MD 5)
187,000 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)
204,400 (I-95/495)

OPERATING COST IMPACT \$42,700 per year



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Convert the I-95/I-495 interchange at Arena Drive from a part time interchange to a full time interchange to handle the existing and proposed growth in the vicinity of FedEx Field and the Largo Town Center Metro Station (2.80 miles).

JUSTIFICATION: This interchange would provide access to existing and proposed development in the area and relieve safety concerns at the I-95/I-495 interchanges at MD 202 and MD 214.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
 MD 202, Brightseat Road to Technology Way (Line 29)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$4.3 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,394	1,322	72	0	0	0	0	0	72	0
Right-of-way	1	1	0	0	0	0	0	0	0	0
Construction	30,801	196	13,235	13,943	3,427	0	0	0	30,605	0
Total	32,196	1,519	13,307	13,943	3,427	0	0	0	30,677	0
Federal-Aid	27,715	175	11,906	12,549	3,085	0	0	0	27,540	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

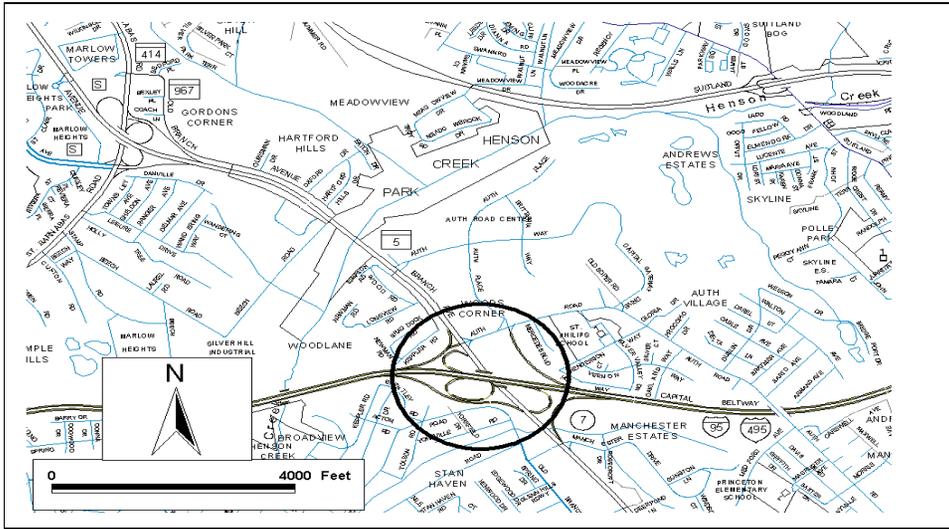
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 196,000

PROJECTED (2030) - 222,600

OPERATING COST IMPACT \$1,500 per year



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to provide a long term solution for traffic congestion in this area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Ave. Metro Access - Phase 1 (Line 2)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3257	0	0	0	0	NHS
CO	0	0	0	0	0	----

STATUS: Engineering underway. Right-of-way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program. Added \$1.3 million to Right-of-way and \$64.3 million to Construction due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	777	777	0	0	0	0	0	0	0	0	0
Engineering	3,832	416	800	1,000	1,616	0	0	0	0	3,416	0
Right-of-way	5,366	0	500	3,697	1,169	0	0	0	0	5,366	0
Construction	64,271	0	0	0	6,538	17,880	20,262	19,591	64,271	0	0
Total	74,246	1,193	1,300	4,697	9,323	17,880	20,262	19,591	73,053	0	0
Federal-Aid	6,310	320	1,040	2,722	2,228	0	0	0	5,990	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

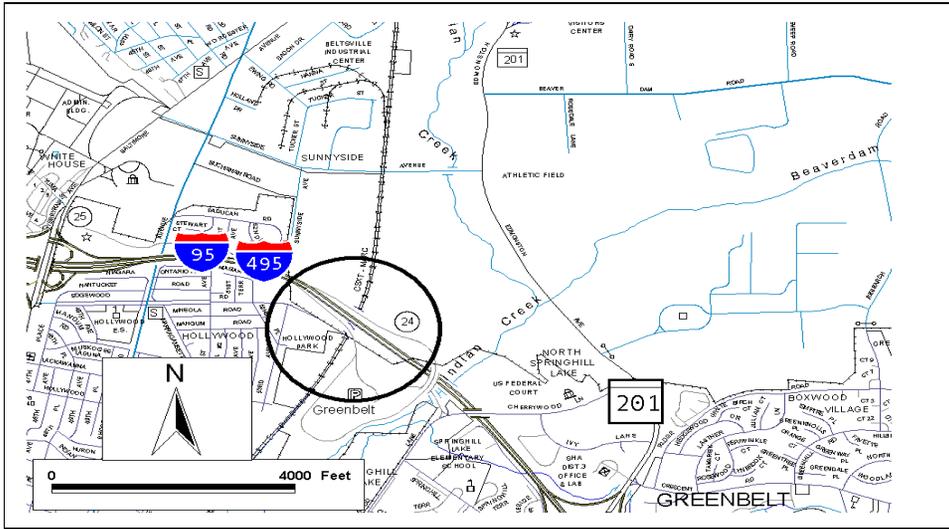
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 122,000 (MD 5)
187,000 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)
204,400 (I-95/495)

OPERATING COST IMPACT \$10,000 per year



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering on hold. Contributions to Developer for Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$8.0 million to Construction as contributions to Developer due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	1,334	204	300	415	415	0	0	0	0	1,130	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	4,000	4,000	0	0	0	0	8,000	0
Total	10,895	1,765	300	4,415	4,415	0	0	0	0	9,130	0
Federal-Aid	7,042	1,259	234	585	890	4,074	0	0	0	5,783	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

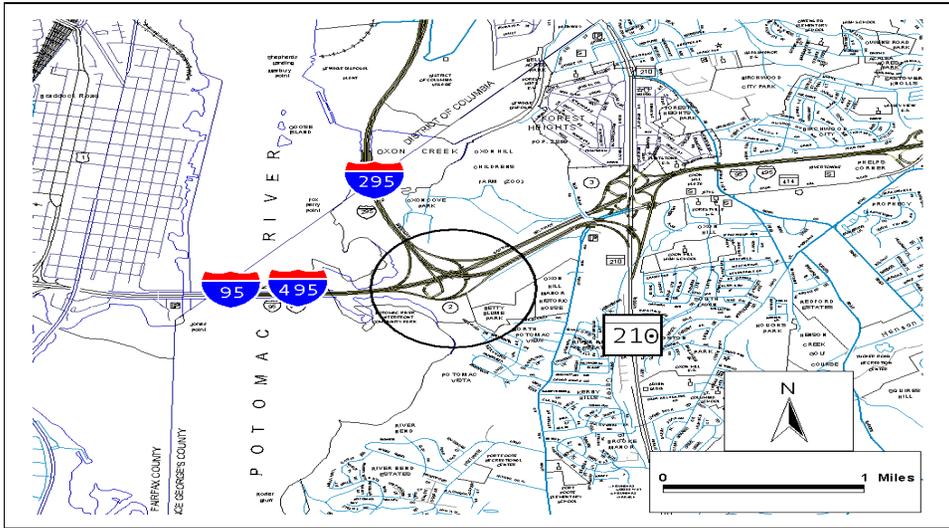
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 238,000

PROJECTED (2030) - 282,800

OPERATING COST IMPACT N/A



PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Construct access improvements and MD 414 Extended.

JUSTIFICATION: This project supports the National Harbor project, which is a major economic development opportunity in Prince George's County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge Improvements (Line 1)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 210, MD 228 to I-95/I-495 (Line 21)
- MD 210, Interchange at Kerby Hill/Livingston Road (Line 22)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	300	300	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,050	22,131	15,619	5,100	5,100	5,100	0	0	30,919	0
Total	53,350	22,431	15,619	5,100	5,100	5,100	0	0	30,919	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

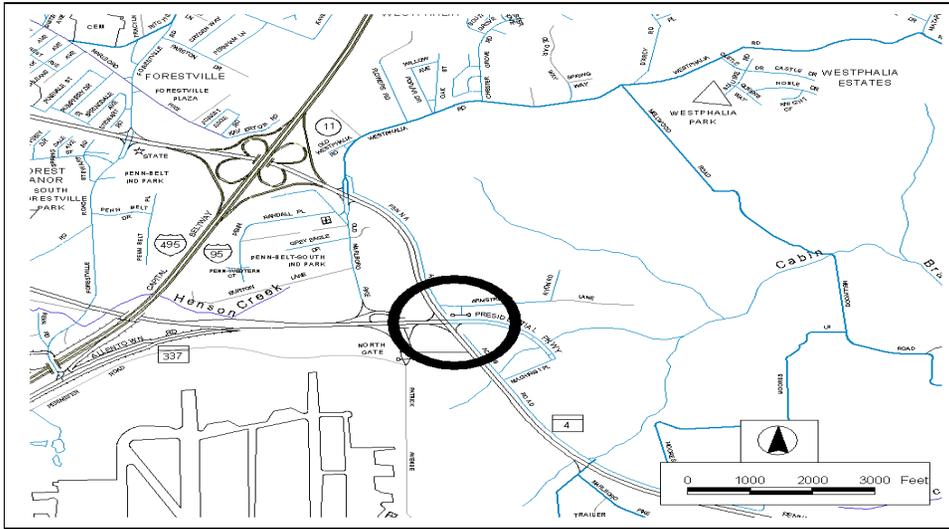
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 194,000

PROJECTED (2030) - 278,100

OPERATING COST IMPACT \$3,900 per year



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate.(BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate planned development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
MD 4, MD 223 to I-95/I-495 (Line 18)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	71191	0	0	0	NHS/HP

STATUS: Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$21.2 million is due to a scope change due to a reevaluation of the project. Scope change is dependent on Right-of-way donation by Developer.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,272	1,272	1,000	500	1,500	0	0	0	0	3,000	0
Right-of-way	18,302	786	802	9,853	6,861	0	0	0	0	17,516	0
Construction	91,271	0	0	11,865	45,027	34,379	0	0	0	91,271	0
Total	113,845	2,058	1,802	22,218	53,388	34,379	0	0	0	111,787	0
Federal-Aid	88,670	1,273	1,416	17,386	41,780	26,815	0	0	0	87,397	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway

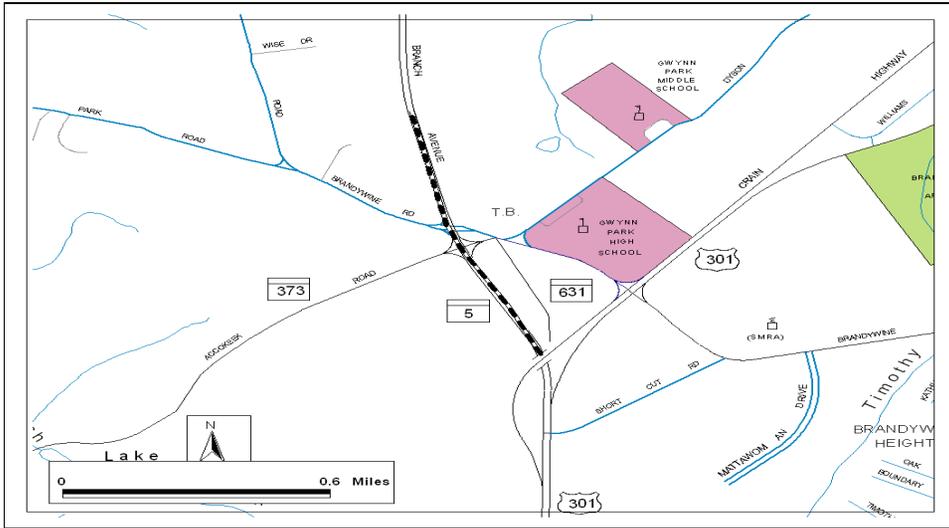
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 78,000

PROJECTED (2030) - 99,350

OPERATING COST IMPACT \$9,600 per year



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Widen existing MD 5 from 4 to 6 lanes from north of MD 373 to US 301 (1.07 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase as growth continues in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 20)
- US 301, South Corridor Transportation Study (Line 23)
- US 301, Waldorf Area Project (Line 25)

STATUS: Engineering underway. Right-of-way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program as a breakout project of MD 5 at MD 373 and Brandywine Road Relocated (Line 20). Project includes Federal High Priority Project Funds and Federal Appropriation Funds.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3096	0	0	0	0	HP
CO	0	0	7436	0	0	STP/HP

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,969	0	200	3,269	500	0	0	0	3,969	0
Construction	9,534	0	0	0	7,415	2,119	0	0	9,534	0
Total	13,503	0	200	3,269	7,915	2,119	0	0	13,503	0
Federal-Aid	10,532	0	156	2,550	6,174	1,652	0	0	10,532	0

FUNCTION:

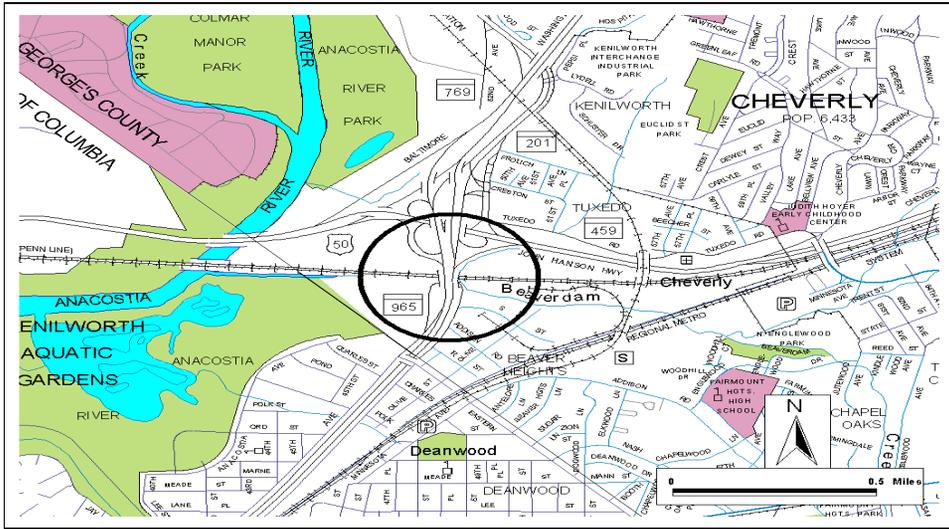
- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 62,000

PROJECTED (2030) - 97,700



PROJECT: MD 201, Kenilworth Avenue

DESCRIPTION: Replace Bridge 16028 over Amtrak, MD 965 and Beaver Dam Branch.

JUSTIFICATION: The existing bridge is in a deteriorated condition. No acceleration lane exists on the southbound MD 201 bridge causing a stop condition for traffic from the eastbound US 50 ramp to southbound MD 201. This bridge has been identified as a high accident location.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	872	872	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	23,652	7,651	11,764	4,237	0	0	0	0	0	16,001	0
Total	24,524	8,523	11,764	4,237	0	0	0	0	0	16,001	0
Federal-Aid	19,676	6,811	9,445	3,420	0	0	0	0	0	12,865	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Urban Freeway Expressway

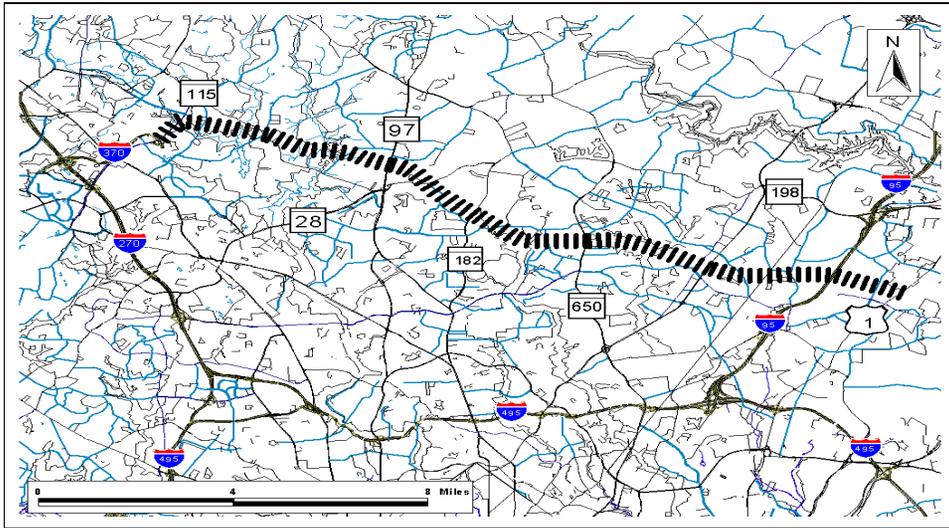
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 106,000

PROJECTED (2030) - 118,000

OPERATING COST IMPACT N/A



PROJECT: InterCounty Connector

DESCRIPTION: Construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

JUSTIFICATION: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/Contee Road Interchange (Line 14)
- MD 28/MD 198, MD 97 to I-95 (Line 26)
- MD 201 Ext/US 1, I-95 to Contee Road (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	18692	0	0	0	0	STP/HP
CO	0	0	0	0	0	----

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:										PROJECT CASH FLOW	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
					.....2010.....	.....2011.....	.....2012.....	.....2013.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	600	18,692	0	0	0	0	0	0	0	18,692	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	19,292	600	18,692	0	0	0	0	0	0	0	18,692	0
Federal-Aid	19,292	600	18,692	0	0	0	0	0	0	0	18,692	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

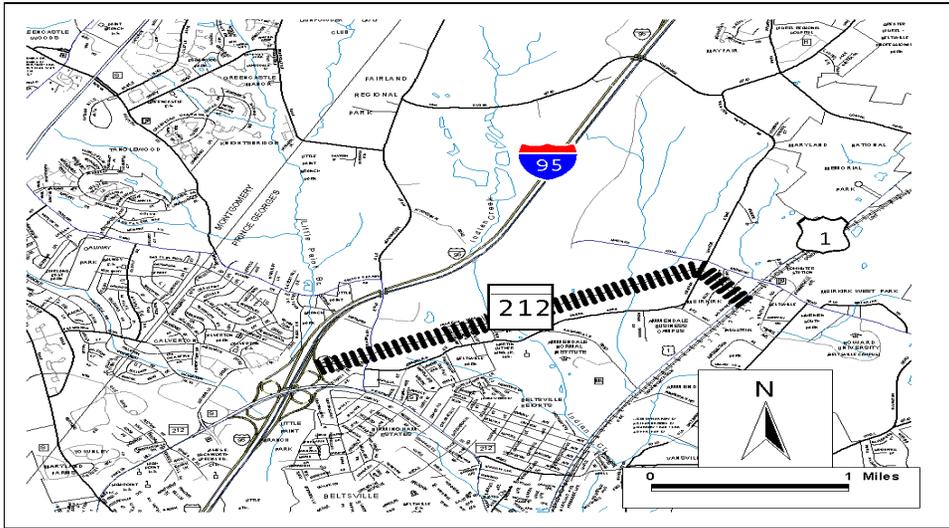
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - N/A

PROJECTED (2030) - 30,400 - 96,500

OPERATING COST IMPACT N/A



PROJECT: MD 212 Relocated

DESCRIPTION: Prince George's County is constructing a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.00 miles). When completed, this road will become MD 212. Sidewalks are included where appropriate, and wide curb lanes accommodate bicycles.

JUSTIFICATION: This project will relieve the projected traffic congestion generated by proposed development and enhance safety within the limits of the project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 28)
 US 1, College Avenue to Sunnyside Avenue (Line 32)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction by Prince George's County underway. The cost shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	155	155	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	7,000	7,000	0	0	0	0	0	0	0	0	0
Total	7,155	7,155	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

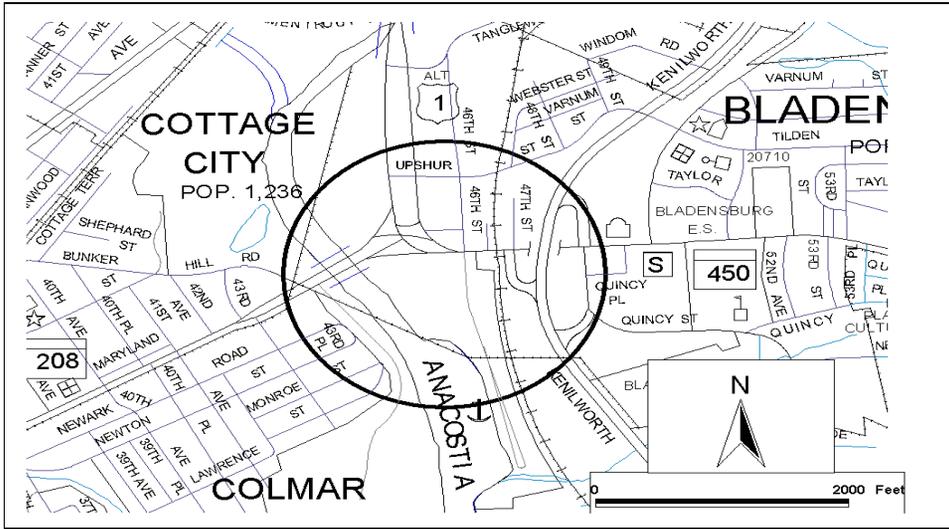
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 34,750

PROJECTED (2030) - 55,350

OPERATING COST IMPACT \$10,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross in Bladensburg.

JUSTIFICATION: This project will improve safety and relieve major traffic backups that occur at this railroad crossing and adjacent intersections.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$6.0 million is due to contaminated soil and additional sheet piles.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	577	576	1	0	0	0	0	0	0	1	0
Engineering	3,325	3,325	0	0	0	0	0	0	0	0	0
Right-of-way	10,101	8,179	664	993	265	0	0	0	0	1,922	0
Construction	60,746	38,265	15,793	6,688	0	0	0	0	0	22,481	0
Total	74,749	50,345	16,458	7,681	265	0	0	0	0	24,404	0
Federal-Aid	64,792	43,250	14,714	6,591	237	0	0	0	0	21,542	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

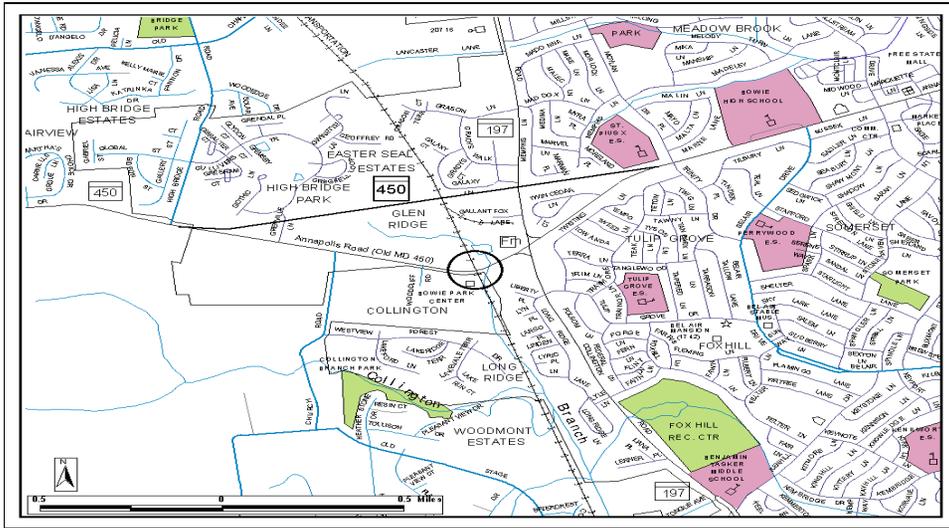
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 38,750

PROJECTED (2030) - 62,475

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Replaced old MD 450 Bridge 16017 over CSX Railroad. Wide shoulders accommodate bicycles and pedestrians.

JUSTIFICATION: The bridge was deteriorated and had substandard vertical and horizontal clearances.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	443	443	0	0	0	0	0	0	0	0	0
Right-of-way	853	302	429	122	0	0	0	0	0	551	0
Construction	5,537	5,309	228	0	0	0	0	0	0	228	0
Total	6,833	6,054	657	122	0	0	0	0	0	779	0
Federal-Aid	5,440	4,822	520	98	0	0	0	0	0	618	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

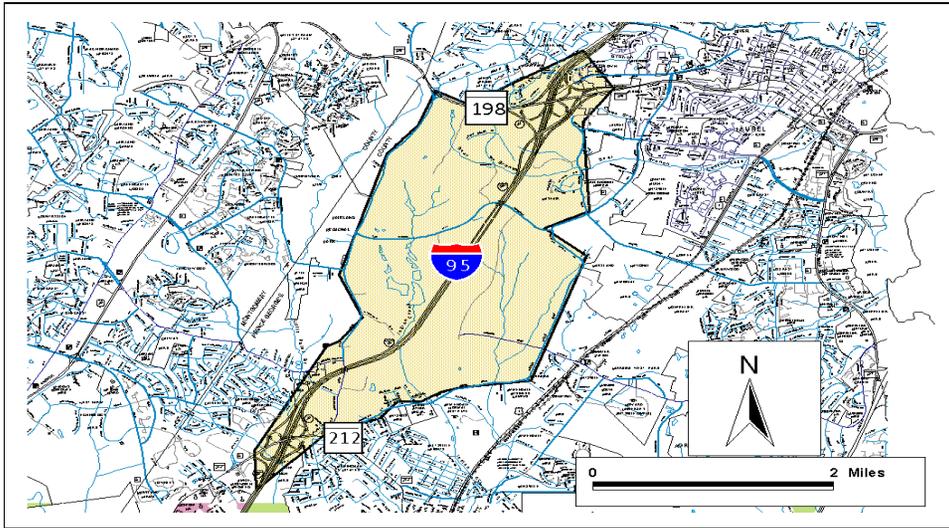
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 7,500

PROJECTED (2030) - 8,000

OPERATING COST IMPACT N/A



PROJECT: I-95

DESCRIPTION: Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.

JUSTIFICATION: This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for proposed development east and west of I-95.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 10)
- MD 28/MD 198, MD 97 to I-97 (Line 26)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$1.1 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
Planning	1,300	1,300	0	0	0	0	0	0	0	0	0	0
Engineering	4,060	828	50	250	2,932	0	0	0	0	3,232	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	5,360	2,128	50	250	2,932	0	0	0	0	3,232	0	0
Federal-Aid	4,242	1,980	35	175	2,052	0	0	0	0	2,262	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

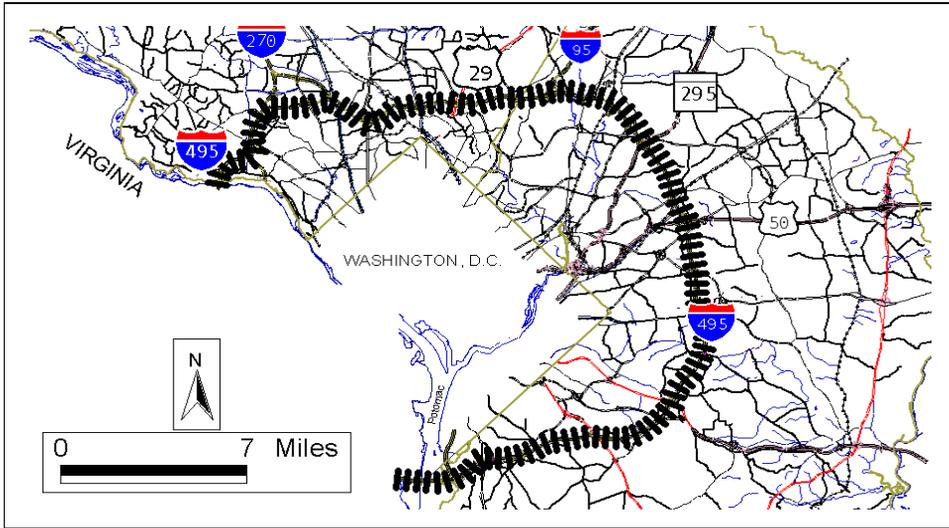
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 182,000

PROJECTED (2030) - 245,300

OPERATING COST IMPACT N/A



PROJECT: I-495/I-95, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-95/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
- I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
- I-95/I-495, Branch Ave. Metro Access Phase II (Line 4)
- I-95/I-495, Greenbelt Metro Station (Line 5)
- MD 4, Interchange at Suitland Parkway (Line 7)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	14,980	10,976	150	1,121	1,013	1,020	700	0	4,004	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	9	0	0	0	0	0	0	0	-9
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,980	10,985	150	1,121	1,013	1,020	700	0	4,004	-9
Federal-Aid	10,486	7,683	105	785	709	714	490	0	2,803	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

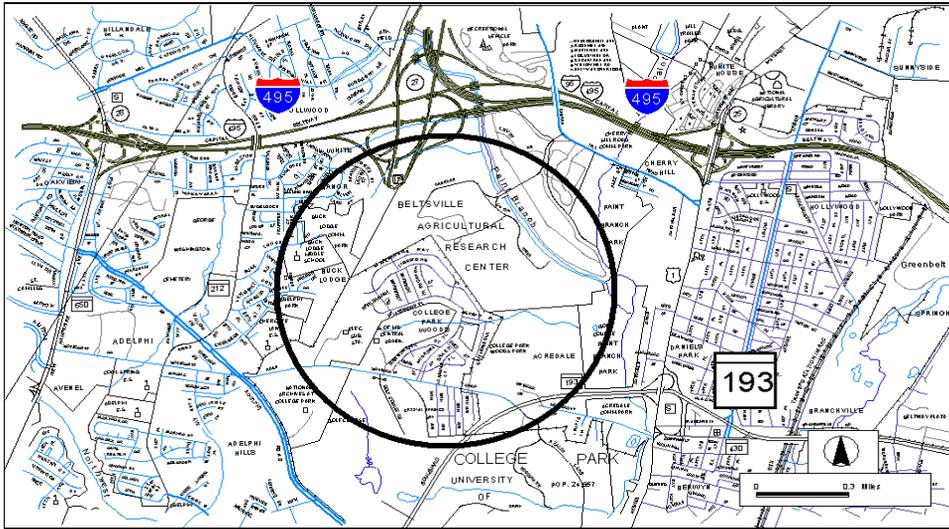
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 139,000 - 258,000

PROJECTED (2030) - 144,100 - 278,100

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, University of Maryland Connector

DESCRIPTION: Study to provide improved access between the I-95/I-495 interchange and the University of Maryland campus in College Park (0.5 miles).

JUSTIFICATION: This project would provide an alternative means of access to the University of Maryland, College Park campus, thus enabling commuters to avoid congestion on area roadways.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to Sunnyside Avenue (Line 32)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning underway. An additional \$1.5 million is needed to complete Planning. MDOT will coordinate the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
Planning	1,000	232	268	400	100	0	0	0	0	0	768	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	232	268	400	100	0	0	0	0	0	768	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

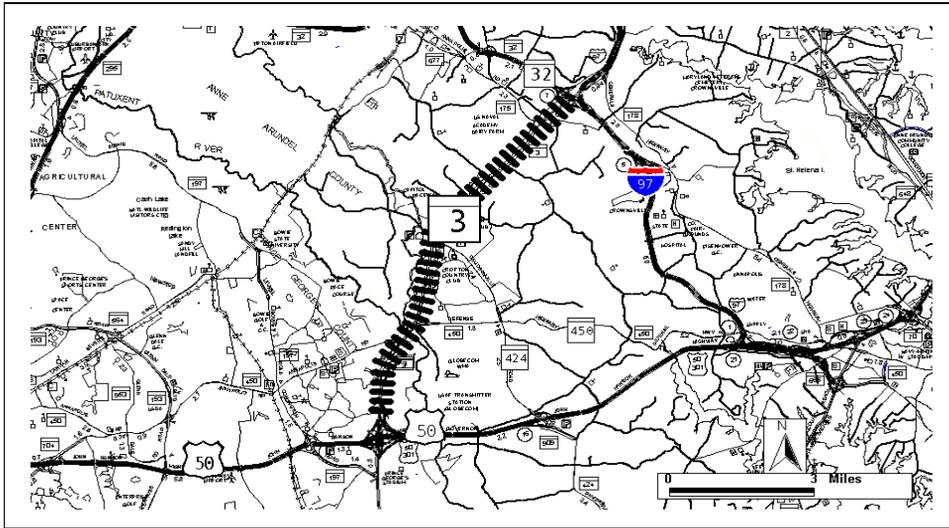
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - N/A

PROJECTED (2030) - 38,300

OPERATING COST IMPACT N/A



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 23)
- US 301, North of Mount Oak Road to US 50 (Line 24)
- MD 450, Stonybrook Drive to west of MD 3 (Line 31)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	3,397	3,147	200	50	0	0	0	0	0	250	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,646	4,646	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,043	7,793	200	50	0	0	0	0	0	250	0
Federal-Aid	2,378	2,203	140	35	0	0	0	0	0	175	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

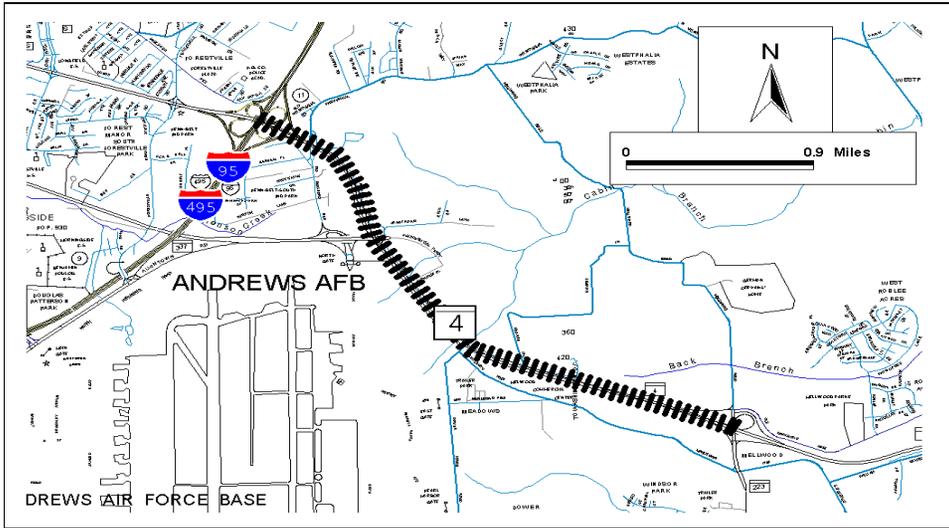
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 76,000

PROJECTED (2030) - 124,800

OPERATING COST IMPACT N/A



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Interchanges at Westphalia and Dower House Roads are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 4, Interchange at Suitland Parkway (Line 7)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Freeway - Expressway

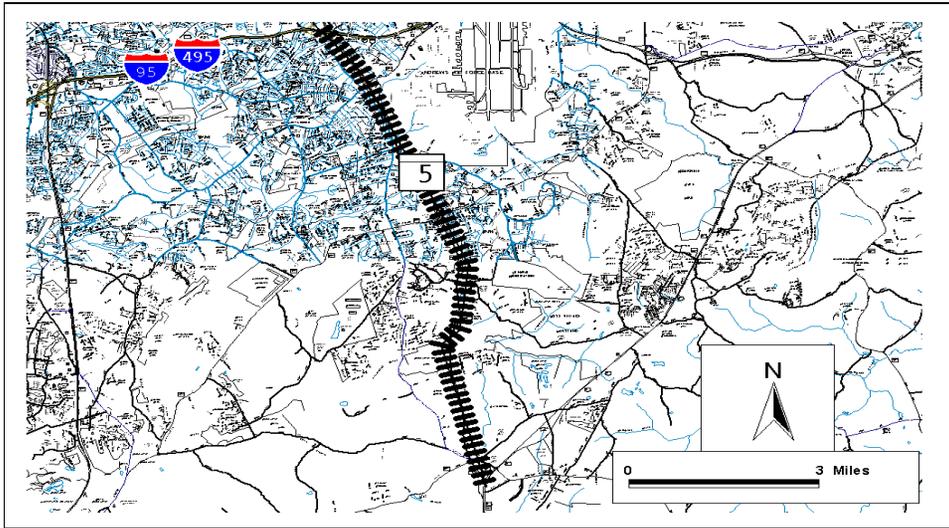
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 78,500

PROJECTED (2030) - 99,325

OPERATING COST IMPACT N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Avenue Metro Station Access - Phase 1 (Line 2)
- I-95/I-495, Branch Ave. Metro Station Access - Phase II (Line 4)
- MD 5, MD 373 to US 301 (Line 8)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 20)
- US 301, South Corridor Transportation Study (Line 23)
- US 301, Waldorf Area Project (Line 25)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	2,322	738	350	828	406	0	0	0	1,584	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0
Right-of-way	8,167	8,167	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,208	10,624	350	828	406	0	0	0	1,584	0
Federal-Aid	6,370	6,370	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

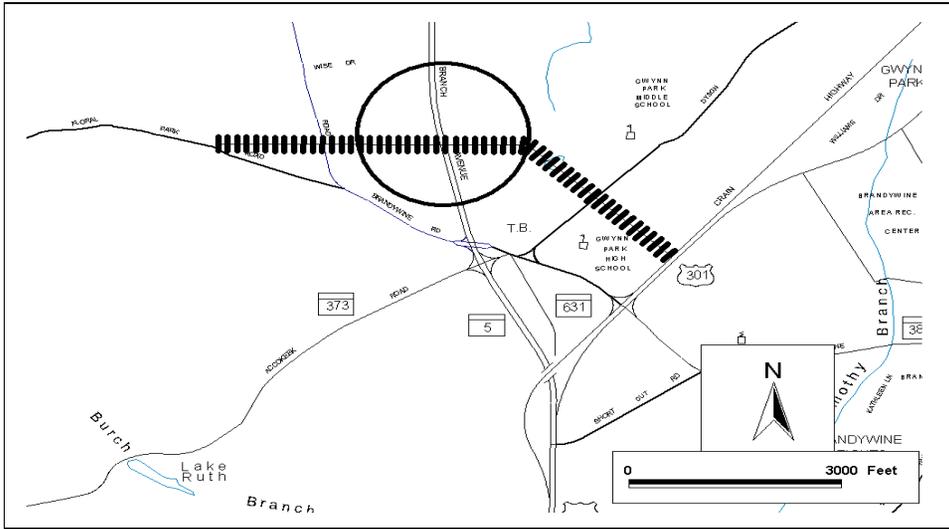
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 122,000

PROJECTED (2030) - 141,000

OPERATING COST IMPACT N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase as growth continues to occur in Southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 8)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)
- US 301, South Corridor Transportation Study (Line 23)
- US 301, Waldorf Area Project (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The improvement from north of MD 373 to US 301 was moved to the Construction Program (Line 8) as a breakout project. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,681	955	900	700	2,126	2,000	1,000	0	6,726	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,681	955	900	700	2,126	2,000	1,000	0	6,726	0
Federal-Aid	8,373	699	702	546	2,873	2,774	779	0	7,674	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

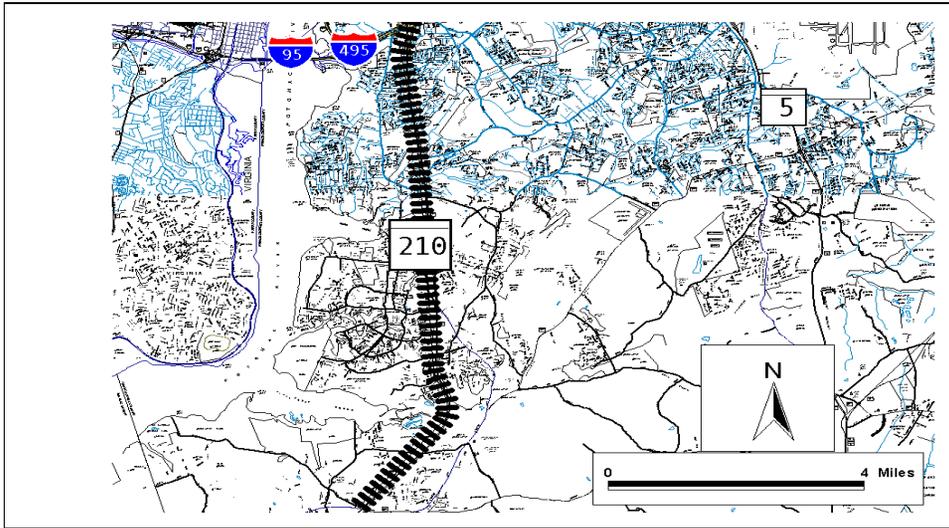
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 62,000

PROJECTED (2030) - 97,700

OPERATING COST IMPACT N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 6)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 22)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	2,944	2,873	71	0	0	0	0	0	71	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	979	979	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,923	3,852	71	0	0	0	0	0	71	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

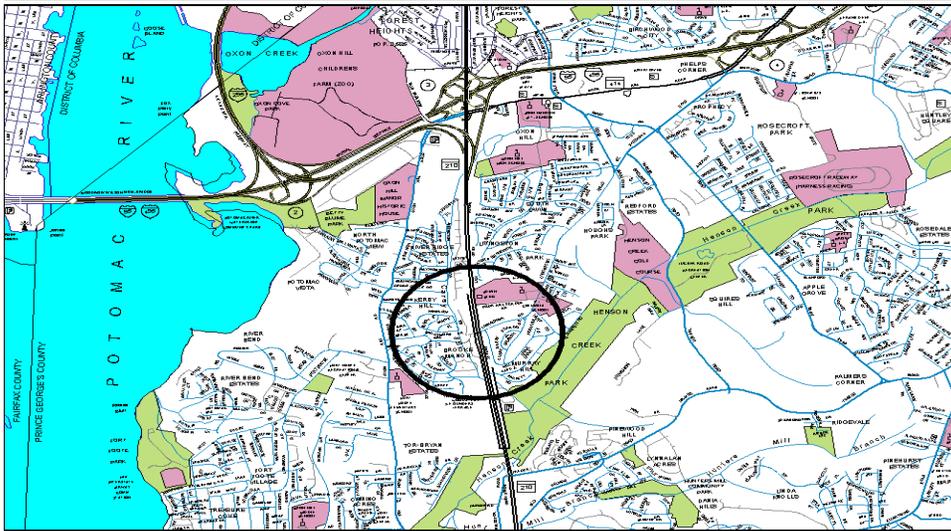
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 78,000

PROJECTED (2030) - 126,350

OPERATING COST IMPACT N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Reconstruct the existing MD 210 intersection at Kerby Hill Road/Livingston Road to a grade separated interchange. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 6)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 210, MD 228 to 95/I-495 (Line 21)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,410	167	600	600	5,043	0	0	0	6,243	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,410	167	600	600	5,043	0	0	0	6,243	0
Federal-Aid	5,000	130	468	468	3,934	0	0	0	4,870	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

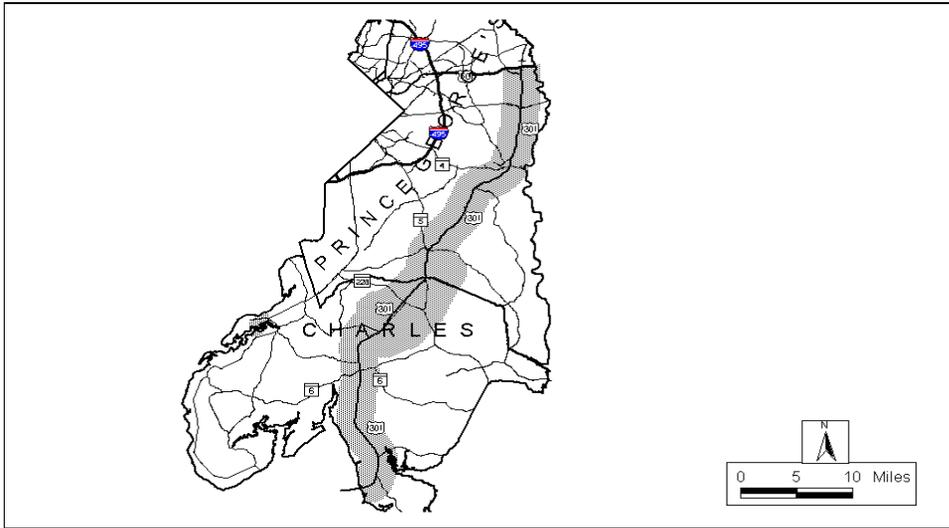
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 78,000

PROJECTED (2030) - 126,350

OPERATING COST IMPACT N/A



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 8)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 19)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 20)
- US 301, North of Mount Oak Road to US 50 (Line 24)
- US 301, Waldorf Area Project (Line 25)

STATUS: Project Planning on hold for the entire corridor, but proceeding with breakout projects in Bowie and Waldorf. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$15.0 million to Right-of-way due to the Revenue Increase and \$4.3 million to FY13.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	10,747	10,497	200	50	0	0	0	0	250	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	78,021	36,721	2,500	15,760	5,760	5,760	5,760	5,760	41,300	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	88,768	47,218	2,700	15,810	5,760	5,760	5,760	5,760	41,550	0
Federal-Aid	7,523	7,348	140	35	0	0	0	0	175	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

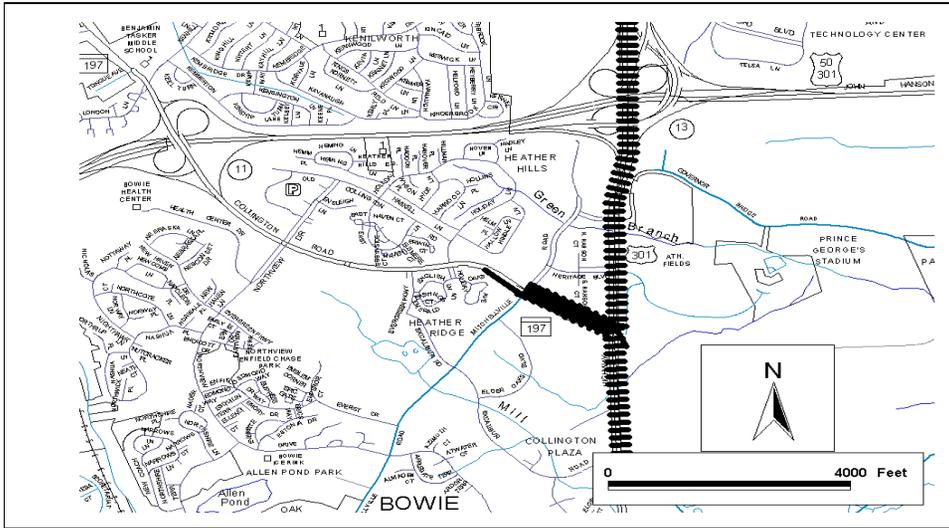
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 17,920 (Charles) -
 86,000 (Prince George's)

PROJECTED (2030) - 27,300 (Charles) -
 114,300 (Prince George's)

OPERATING COST IMPACT N/A



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 3, US 50 to MD 32 (Line 17)
- US 301, South Corridor Transportation Study (Line 23)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2007			2010	2011	2012	2013			
Planning	2,518	2,302	216	0	0	0	0	0	216	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,518	2,302	216	0	0	0	0	0	216	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

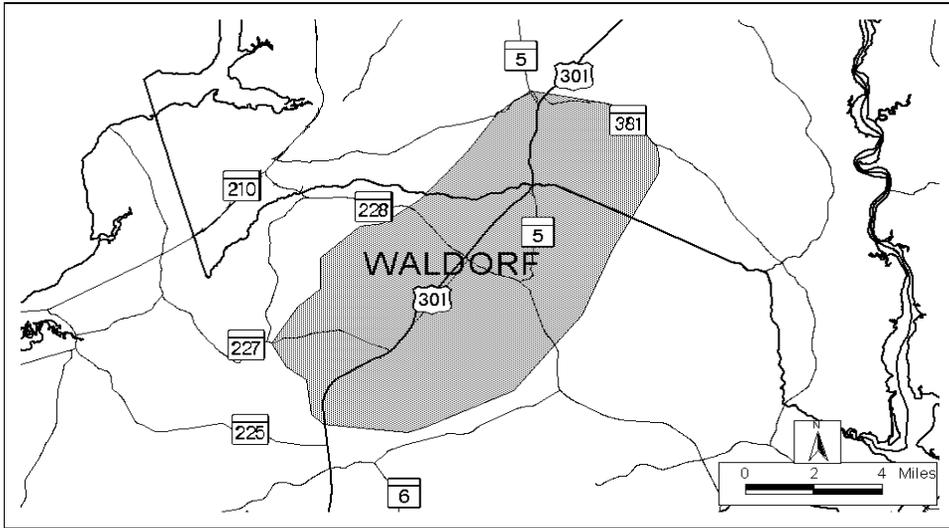
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 66,500

PROJECTED (2030) - 116,500

OPERATING COST IMPACT N/A



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade and widen US 301 through Waldorf and/or construct an access controlled bypass of Waldorf from Turkey Hill Road/Washington Ave. in Charles County to north of the US 301/MD 5 interchange at T.B. in Prince George's County.

JUSTIFICATION: Existing US 301 is a primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 8)
- MD 5, US 301 to I-95/I-495 (Line 19)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 20)
- US 301, South Corridor Transportation Study (Line 23)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$3.3 million is due to additional planning funds needed for storm water management, environmental stewardship and watershed studies.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	8,011	3,011	2,000	2,000	1,000	0	0	0	5,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,011	3,011	2,000	2,000	1,000	0	0	0	5,000	0
Federal-Aid	5,608	2,108	1,400	1,400	700	0	0	0	3,500	0

FUNCTION:

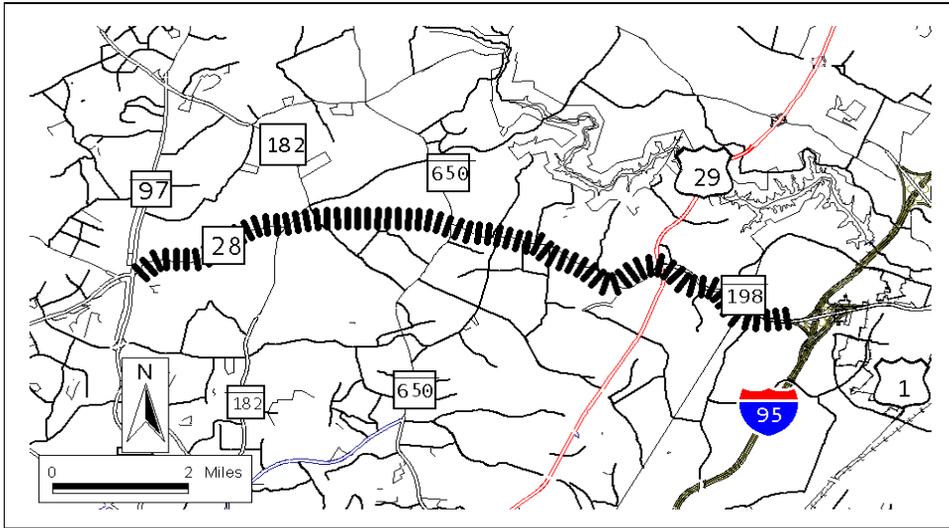
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) -** 59,300 (Charles) - 86,000 (Prince George's)
- PROJECTED (2030) -** 71,000 (Charles) - 114,200 (Prince George's)

OPERATING COST IMPACT N/A



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 10)
- I-95/Contee Road Interchange (Line 14)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	3,580	3,100	250	180	50	0	0	0	480	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	109	2	0	107	0	0	0	0	107	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	3,689	3,102	250	287	50	0	0	0	587	0	
Federal-Aid	2,506	2,170	175	126	35	0	0	0	336	0	

FUNCTION:

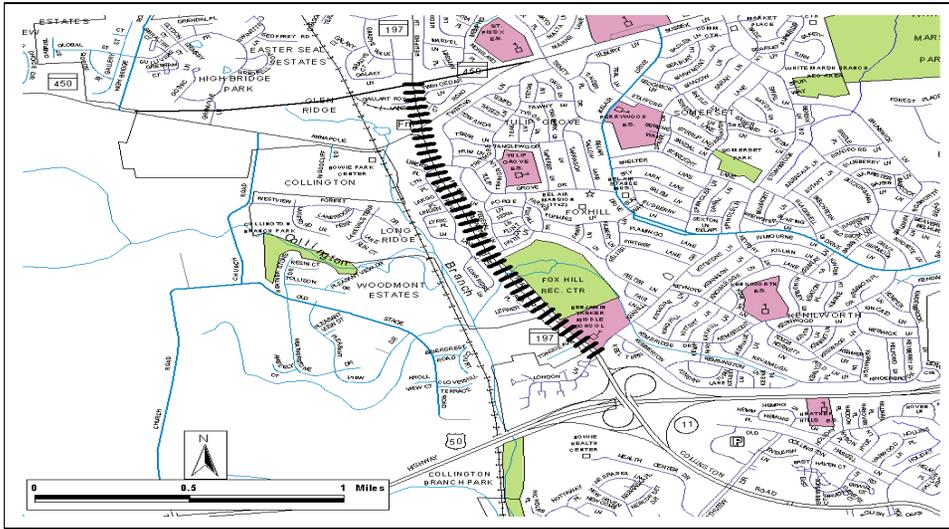
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) -** 18,000 - 34,000 (MD 28)
18,500 - 66,500 (MD 198)
- PROJECTED (2030) -** 29,800 - 42,000 (MD 28)
24,500 - 75,100 (MD 198)

OPERATING COST IMPACT N/A



PROJECT: MD 197, Collington Road

DESCRIPTION: Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, Bridge over CSX Railroad (Line 13)

STATUS: Project Planning underway. County contributing \$1.0 million to planning study. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY									
	ESTIMATED COST (\$000)	THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013	2014	2015		
Planning	700	4	0	98	598	0	0	0	0	0	696	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	700	4	0	98	598	0	0	0	0	0	696	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

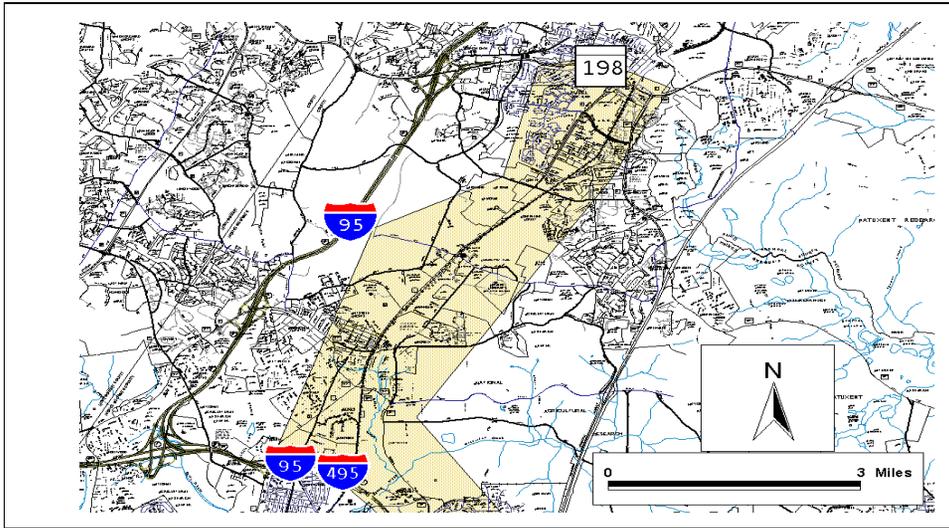
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 43,500

PROJECTED (2030) - 57,925

OPERATING COST IMPACT N/A



PROJECT: MD 201 Extended (Kenilworth Avenue)/US 1

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 10)
- MD 212 Relocated, US 1 to I-95 (Line 11)
- MD 28/MD 198, MD 97 to I-95 (Line 26)
- US 1, College Avenue to Sunnyside Avenue (Line 32)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	7,220	5,064	678	868	610	0	0	0	2,156	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,220	5,064	678	868	610	0	0	0	2,156	0
Federal-Aid	5,054	3,545	475	608	426	0	0	0	1,509	0

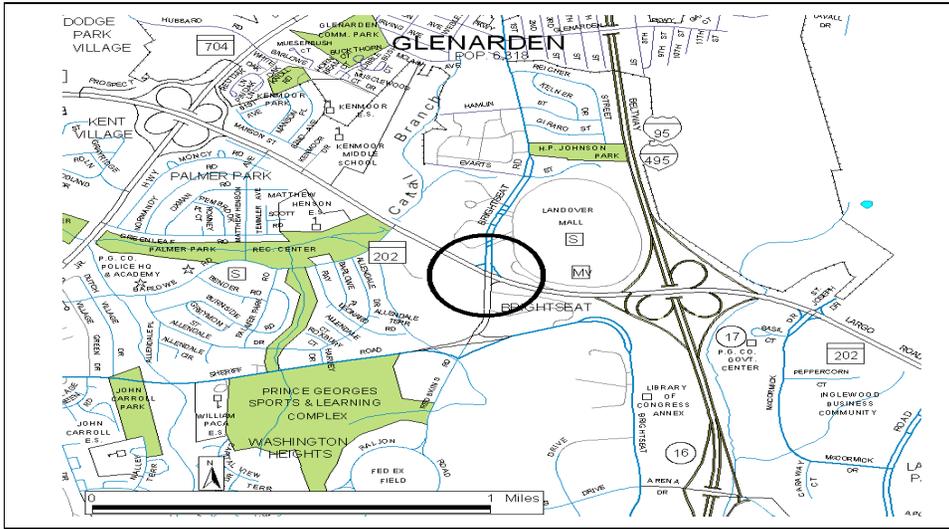
FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial
- STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) - 54,750
- PROJECTED (2030) - 62,300

OPERATING COST IMPACT N/A



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Landover Mall which is being planned for revitalization by the County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
 I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Reduction in project scope.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,100	337	500	500	763	0	0	0	0	1,763	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,100	337	500	500	763	0	0	0	0	1,763	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

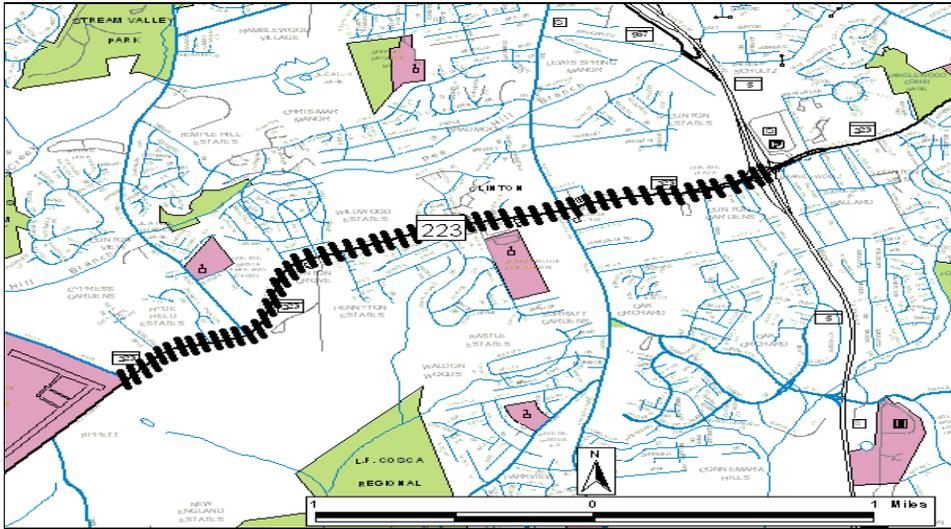
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 55,975

PROJECTED (2030) - 68,575

OPERATING COST IMPACT N/A



PROJECT: MD 223, Piscataway Road

DESCRIPTION: Reconstruct MD 223 from Steed Road to MD 5.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. Additional roadway capacity is needed to address this congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 @ TB to I-95/495 (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
Planning	3,100	136	250	1,300	964	450	0	0	0	0	2,964	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,100	136	250	1,300	964	450	0	0	0	0	2,964	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial

FEDERAL - N/A

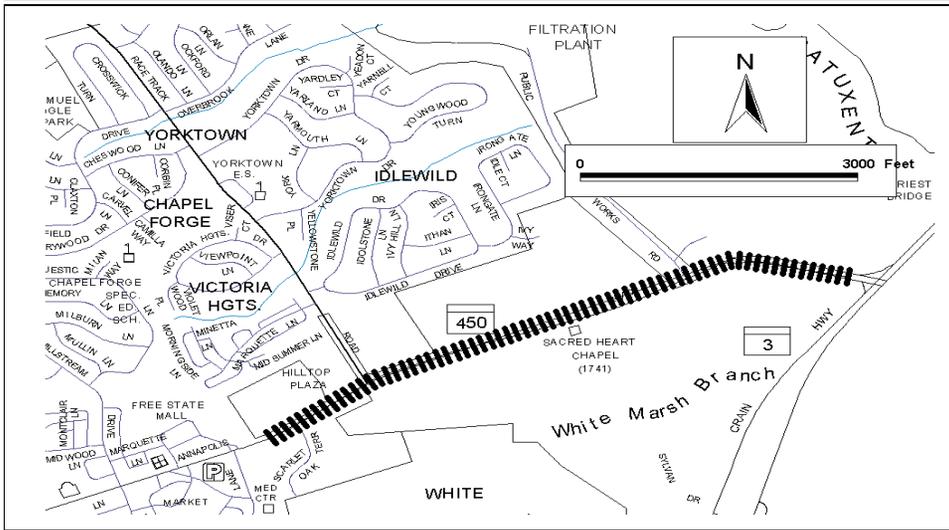
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 39,400

PROJECTED (2030) - 50,900

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 17)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					2010	2011	2012	2013			
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	3,656	1,225	300	300	1,831	0	0	0	0	2,431	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,990	2,559	300	300	1,831	0	0	0	0	2,431	0
Federal-Aid	2,925	980	240	240	1,465	0	0	0	0	1,945	0

FUNCTION:

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

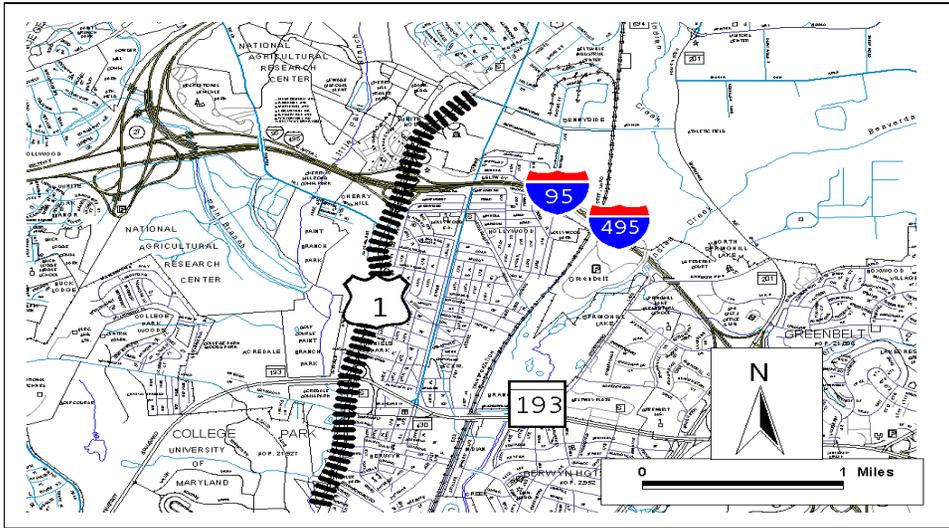
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 29,500

PROJECTED (2030) - 58,850

OPERATING COST IMPACT N/A



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 212 Relocated, US 1 to I-95 (Line 11)
- I-95/I-495, University of Maryland Connector (line 16)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering to begin for the segment from MD 193 to College Ave. during the budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$7.3 million to Engineering for the segment from MD 193 to College Ave. due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	1,335	1,332	3	0	0	0	0	0	0	3	0
Engineering	7,349	0	0	1,035	1,035	1,035	4,244	0	7,349	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,684	1,332	3	1,035	1,035	1,035	4,244	0	7,352	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 59,000

PROJECTED (2030) - 71,800

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 197	Laurel Bowie Road; Muirkirk Road to MD 198; resurface, safety and pedestrian improvements	3,892	Completed
<u>Safety/Spot Improvement</u>				
2	MD 4	Pennsylvania Avenue; Walters Lane to Parkland Drive; pedestrian safety improvements	2,228	Completed
3	MD 4	Pennsylvania Avenue; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers	859	Completed
4	US 50	John Hanson Highway; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers	859	Completed
5	MD 202	Largo Road; at Campus Way South; provide for double left turns southbound	1,608	Completed
<u>Noise Barriers</u>				
6	I 95	Capital Beltway; Cherry Hill Road Overpass to CSX Railroad; noise barriers (Knollwood, Powder Mill Estates and Hollywood)	3,558	Completed
<u>Traffic Management</u>				
7	US 1 ALT	Baltimore Avenue; MD 410 to Charles Amentrout Drive; traffic signal systemization	741	Completed
8	MD 223	Woodyard Road; at Dower House Road; install traffic signal	90	Completed
<u>Intersection Capacity Improvements</u>				
9	US 1	Baltimore Avenue; at Rhode Island Avenue; geometric improvements	686	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
		<u>Fiscal Year 2007 Completions (cont'd)</u>		
		<u>Intersection Capacity Improvements (cont'd)</u>		
10	MD 210	Indian Head Highway; Livingston and Palmer Road and Livingston and Swan Creek Road; geometric improvements	477	Completed
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
11		College Park Trolley Trail - construction of 2,600 feet trail along Rhode Island from Albion Road to Rhode Island Avenue including plaza/gateway at Calvert Road	87	Completed
		<u>Fiscal Years 2008 and 2009</u>		
		<u>Resurface/Rehabilitate</u>		
12	I 95/495	Capital Beltway; Outer Loop - MD 193 to Montgomery County Line; resurface	12,121	Completed
13	MD 198	Gorman Avenue/Fort Meade Road; 8th Street to the Anne Arundel County Line; resurface, safety and pedestrian improvements	2,014	Completed
14	MD 214	East Capital Street; DC line to Cindy Lane; resurface	3,328	FY 2009
15	MD 704	Martin Luther King Jr. Highway; Greenleaf Road to Barlow Road; resurface	2,172	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
16	MD 214	Central Avenue; over Patuxent River; bridge rehabilitation (Also shown in Anne Arundel County)	3,024	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
17		Areawide friction improvements - Phase II (Note: Cost for entire project shown in Montgomery and Prince George's County.)	2,450	FY 2009
18	MD 5	Branch Avenue; at Beech Road; intersection beacon upgrade	54	Under construction
19	MD 5	Branch Avenue; at 32nd Avenue/Bonita Street; addition of an island	387	Completed
20	I 95	Capital Beltway; at US 1; interchange lighting	1,200	Under construction
21	MD 193	Greenbelt Road; at Hanover Parkway; construct a second left turn lane	1,827	FY 2008
22	MD 193	University Boulevard; at MD 212/Riggs Road; add westbound left turn lane and a third eastbound through lane (Funded for preliminary engineering only)	158	PE Underway
23	MD 201	Kenilworth Avenue; MD 193 to I 495 ramp; geometric improvements	1,253	Under construction
24	MD 212	Riggs Road; interchange at Sargent Road; widen median and restripe southbound MD 212	781	Under construction
25	US 301	Crain Highway; Curtis Road to Leeland Road; guardrail	797	FY 2008
26	MD 704	Martin Luther King Jr. Highway; DC Line to Hill Road; traffic calming (Funded for preliminary engineering only)	283	PE Underway
<u>Community Safety and Enhancements</u>				
27	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; streetscape (northbound)	2,244	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
28	MD 212	Powder Mill Road; Roby Avenue to Odell Road (Beltsville); pedestrian safety and drainage improvements	150	FY 2008
29	MD 500	Queens Chapel Road; East West Highway to Hamilton Street; streetscape (Note: Construction to begin after FY 2009) (Preliminary Engineering, Right-of-Way and Construction added due to the Revenue Increase)	10,000	FY 2009
30	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Montgomery County)	6,000	Under construction
<u>Noise Barriers</u>				
31	MD 197	Laurel Bowie Road; Contee Road and Montpelier Drive bridge 160360; noise abatement	1,332	Completed
32	MD 450	Annapolis Road; West of Moylan Drive to 600 feet east of Moylan Drive; (Note: Construction to begin in Fiscal Year 2009); noise abatement	620	FY 2009
33	I 495	Capital Beltway; at White Oak; noise barrier (Preliminary Engineering and Construction added due to the Revenue Increase)	2,048	FY 2009
34	I 495	Capital Beltway; Temple Hill Road to MD 5; noise abatement	574	FY 2009
<u>Traffic Management</u>				
35	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization	1,840	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Environmental Preservation</u>				
36	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Enhancement Program - Fund 25; This project also shows in Howard County)	297	FY 2009
37	I 495	Capital Beltway; at Auth Road overpass; landscape	111	Completed
<u>Sidewalks</u>				
38	MD 193	Greenbelt Road; Cherrywood Lane to Cunningham Drive; retrofit sidewalks	85	Completed
39	MD 201	Kenilworth Avenue; north of Sarvis Avenue to Good Luck Road; retrofit sidewalks - 1,100 linear feet	60	FY 2008
40	MD 564	Chestnut Avenue; south of Amtrak bridge to north of the Amtrak bridge; retrofit sidewalk - 80 linear feet	6	FY 2008
41	MD 564	9th Street; Maple Avenue to west of Chapel Avenue; retrofit sidewalk - 300 linear feet	25	FY 2008
<u>Intersection Capacity Improvements</u>				
42	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1 (Funded for preliminary engineering only)	120	FY 2009
43	MD 193	Enterprise Road; at Woodmore/Lottsford Road; extend existing northbound left turn lane (Note: The cost shown represents SHA share of project cost)	2,300	FY 2008
44	MD 197	Laurel Bowie Road; at Powdermill Road; widening for left turn lanes (Funded for preliminary engineering only)	312	PE Underway
45	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	5,148	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

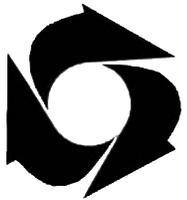
STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
46	US 301	Crain Highway; Mill Branch Road/Excalibur Road; widening (Note: The cost shown represents SHA share of project cost)	400	FY 2008
47	MD 381	Brandywine Road; at Cedarville Road; improve sight distance (Note: The cost shown represents SHA share of project cost)	600	FY 2008
48	MD 410	East West Highway; at MD 500; widening for double left turn/realign lanes (Funded for preliminary engineering only)	300	PE Underway
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
49		Melrose Park Access Trail; construction of a 300 foot neighborhood access trail from Crittenden Street to 41st Street, Melrose Park and the Northwest Branch Trail	53	FY 2009
50		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	FY 2008
<u>Preservation of Abandoned Railway Corridors</u>				
51		College Park Trolley Trail - Calvert Road to Paint Branch Parkway; construct of final segment of the College Park Trail	200	FY 2009
<u>Environmental Mitigation</u>				
52		Functional Enhancement of Stormwater Management Facilities in Prince George's County - improvements to 24 existing stormwater management facilities	1,318	Underway
53		Anacostia East Restoration - restoration of 22.5 acres of landfill to tidal wetlands to improve water quality from highway runoff	2,500	Underway

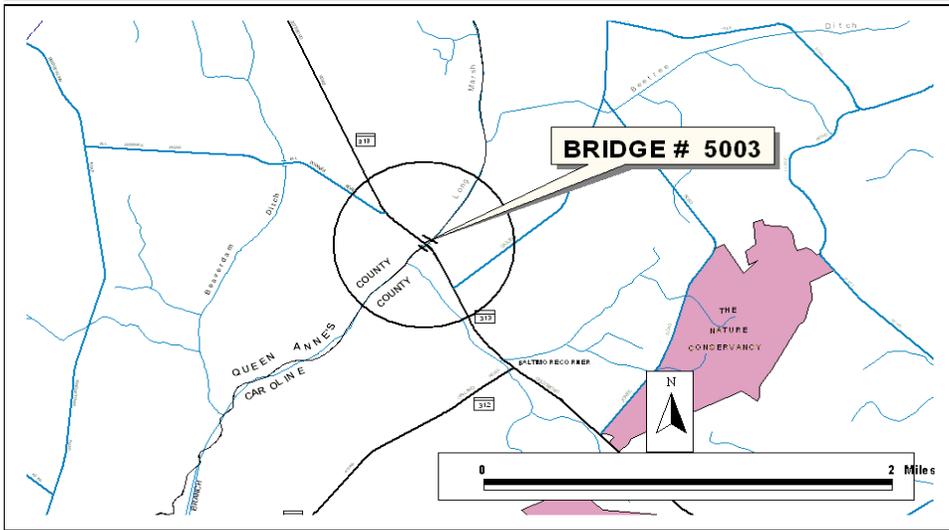
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
54	I 95	<p><u>Fiscal Years 2008 and 2009 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p> <p><u>Environmental Mitigation (cont'd)</u></p>	297	FY 2009
		<p>I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Environmental Preservation Program - Fund 24; This project also shows in Howard County)</p>		



Queen Anne's



PROJECT: MD 313, Greensboro Road

DESCRIPTION: Replace Bridge 5003 over Long Marsh Ditch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This structure is deteriorated and requires replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	629	619	10	0	0	0	0	0	10	0
Right-of-way	67	63	4	0	0	0	0	0	4	0
Construction	2,669	588	2,081	0	0	0	0	0	2,081	0
Total	3,365	1,270	2,095	0	0	0	0	0	2,095	0
Federal-Aid	2,059	465	1,594	0	0	0	0	0	1,594	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

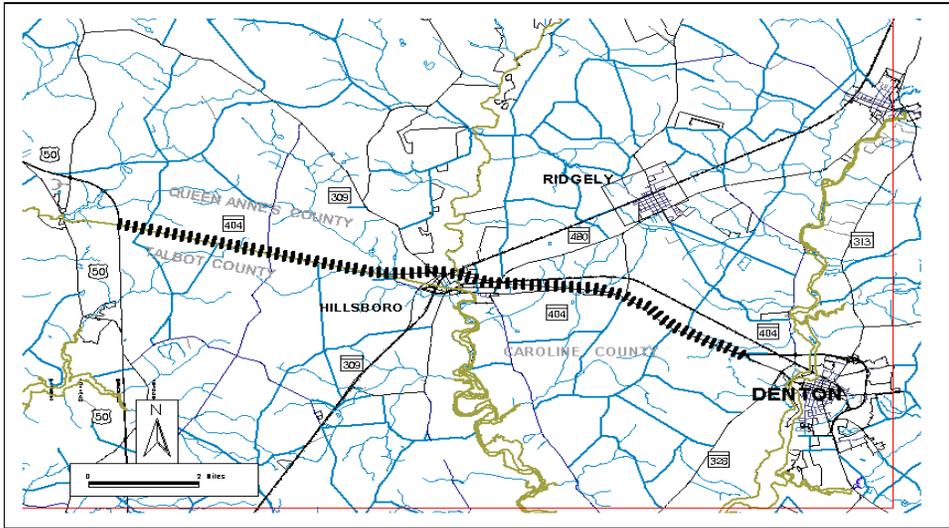
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 1,525

PROJECTED (2030) - 2,475

OPERATING COST IMPACT N/A



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 50, US 301 to MD 404 (Line 3)
- MD 404, Double Hills Road to east of MD 16 South (Caroline County - Line 1)
- MD 404, Cemetery Road to MD 480 (Caroline County Line 2)
- MD 404, Access Controls (Caroline County System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. Added Engineering funding for the segment from MD 309 to Cemetery Road. An additional \$19.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$2.5 million to Engineering due to the Revenue Increase, and transferred \$1.0 million to the segment from Cemetery Road to MD 480 (Line 2) for additional right-of-way needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	540	540	0	0	0	0	0	0	0	0
Engineering	6,495	2,537	1,000	1,400	1,058	500	0	0	3,958	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,035	3,077	1,000	1,400	1,058	500	0	0	3,958	0
Federal-Aid	3,116	1,979	780	312	45	0	0	0	1,137	0

FUNCTION:

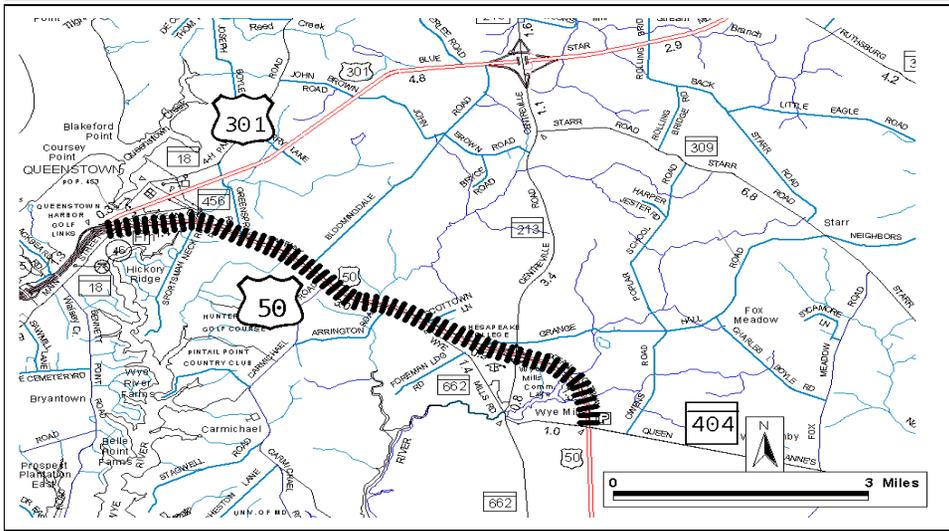
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) - 18,050
23,600 (Summer)
- PROJECTED (2030) - 25,850
37,200 (Summer)

OPERATING COST IMPACT N/A



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire controls of access and replace at-grade intersections with interchanges. Shoulders and service roads will accommodate bicycles and pedestrians.

JUSTIFICATION: This improvement is needed to provide increased capacity to relieve traffic congestion and for improved safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, US 50 to MD 404 Business (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$14.7 million is needed to complete Engineering. Partial Right-of-way underway. An additional \$49.4 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	THRU 2007			2010	2011	2012	2013			
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	7,784	6,558	225	470	531	0	0	0	0	1,226	0
Right-of-way	10,992	7,735	1,857	1,400	0	0	0	0	0	3,257	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,333	15,850	2,082	1,870	531	0	0	0	0	4,483	0
Federal-Aid	10,755	7,505	1,564	1,351	335	0	0	0	0	3,250	0

FUNCTION:

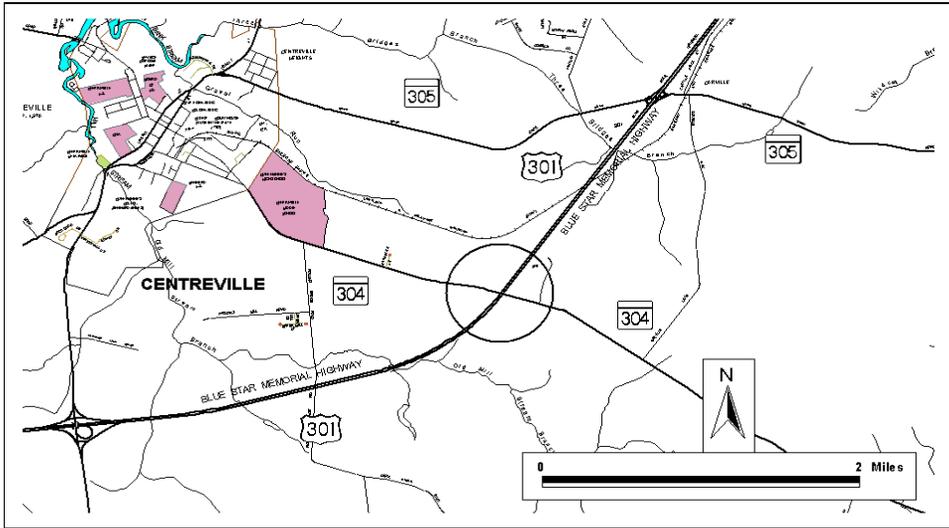
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 55,050
 83,500 (Summer)
PROJECTED (2030) - 87,400
 134,400 (Summer)

OPERATING COST IMPACT N/A



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Study to construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing at-grade intersection creates a conflict point on this high speed arterial. This project will improve safety and access control on US 301.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Partial Engineering to begin during current fiscal year. An additional \$1.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013			
Planning	975	846	129	0	0	0	0	0	0	129	0
Engineering	4,850	0	400	950	3,500	0	0	0	0	4,850	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,825	846	529	950	3,500	0	0	0	0	4,979	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 19,950 (U301)
 4,525 (MD 304)
PROJECTED (2030) - 32,400 (US 301)
 7,350 (MD 304)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
		<u>Fiscal Year 2007 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 50	Blue Star Memorial Highway; begin State maintenance to Kent Narrows; resurface	6,154	Completed
		<u>Safety/Spot Improvement</u>		
2	US 301	Blue Star Memorial Highway; at MD 304; construct ramp from westbound MD 304 to northbound US 301	725	Completed
		<u>Sidewalks</u>		
3	MD 18	Main Street; Wharf Lane and Steamboat Avenue; retrofit sidewalks - 979 linear feet	5	Completed
		<u>Fiscal Years 2008 and 2009</u>		
		<u>Resurface/Rehabilitate</u>		
4	US 301	Blue Star Memorial Highway; MD 305 to MD 302; resurface	2,062	FY 2008
5	US 301	Blue Star Memorial Highway; US 50 to Bloomindale Road; resurface	2,350	Completed
		<u>Safety/Spot Improvement</u>		
6	US 50	Ocean Gateway; at MD 213; realign eastbound and westbound US 50 left turns (Funded for preliminary engineering only)	150	FY 2009
		<u>Community Safety and Enhancements</u>		
7	MD 19/19A	Main Street/Walnut Street; (MD 19 - Main Street) MD 213 to MD 19A, (MD 19A - Main Street) MD 19 to MD 213 and (MD 19 - Walnut Street) MD 19 to eastern limits of Church Hill; urban street reconstruct	2,822	Completed

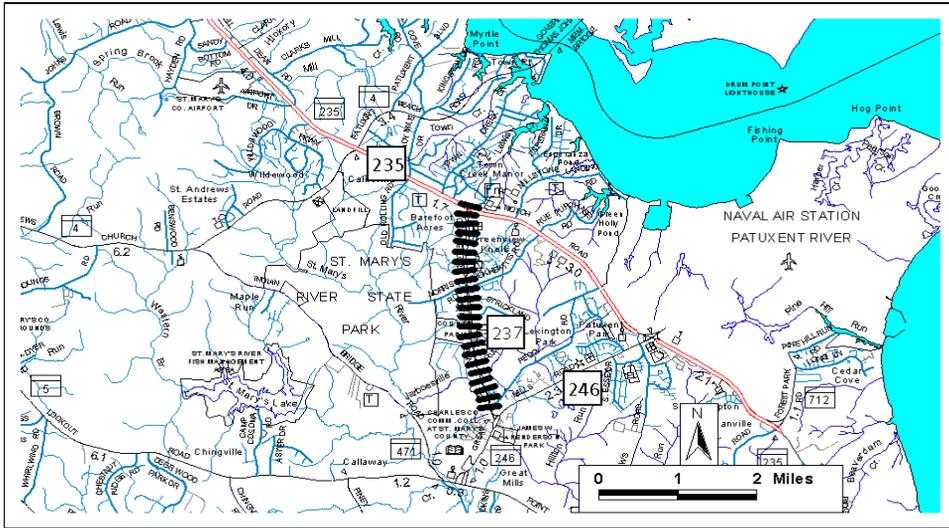
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Sidewalks</u>				
8	MD 303	Main Street; MD 404a to Park Avenue; retrofit sidewalk - 835 linear feet	91	Completed
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
9	MD 213	Church Hill Road; stormwater retrofit for Gravel Run South	133	FY 2009



St. Mary's



PROJECT: MD 237, Chancellors Run Road

DESCRIPTION: Upgrade and widen MD 237 to a multi-lane highway from Pegg Road to MD 235 (2.71 miles). Sidewalks will serve pedestrians. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The existing two lane roadway is narrow with minimal shoulders and some sharp horizontal and vertical curves. It experiences periods of congestion and will be incapable of handling projected peak hour traffic volumes resulting from residential and commercial growth in the Lexington Park area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	28609	0	0	0	0	STP/HP

STATUS: Engineering and Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$5.9 million is due to an increase in excavation and borrow costs.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE	
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	THRU 2007				YEAR 2008	YEAR 2009	2010	2011			2012	2013
Planning	747	747	747	0	0	0	0	0	0	0	0	0
Engineering	3,242	3,092	3,092	150	0	0	0	0	0	0	150	0
Right-of-way	20,833	3,134	3,134	4,220	3,361	9,362	756	0	0	0	17,699	0
Construction	37,720	9	9	3,346	10,981	12,668	10,716	0	0	0	37,711	0
Total	62,542	6,982	6,982	7,716	14,342	22,030	11,472	0	0	0	55,560	0
Federal-Aid	31,620	7	7	3,198	9,210	10,489	8,716	0	0	0	31,613	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

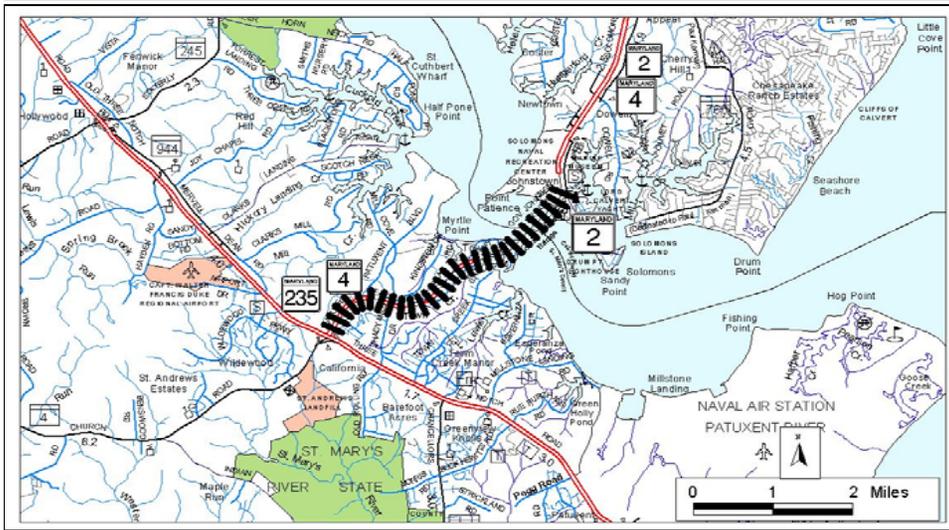
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 18,800

PROJECTED (2030) - 33,000

OPERATING COST IMPACT \$6,700 per year



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders or wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$4.0 million to Planning due to the Revenue Increase.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY		SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013		
						
Planning	5,500	194	1,000	1,300	1,656	1,350	0	0	5,306	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,500	194	1,000	1,300	1,656	1,350	0	0	5,306	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

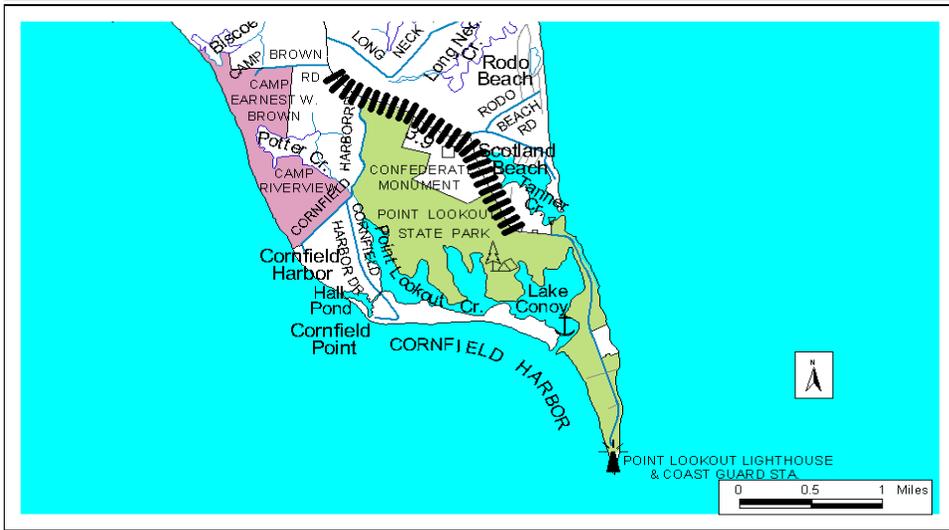
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 28,400

PROJECTED (2030) - 35,200

OPERATING COST IMPACT N/A



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 to provide shoulders from south of Camp Brown Road to the Ranger Station. (2.0 miles)

JUSTIFICATION: The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway and many recreational vehicles are too wide to safely travel the narrow road.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2010.....	.....2011.....	.....2012.....	.....2013.....				
Planning	453	453	0	0	0	0	0	0	0	0	0	0
Engineering	900	755	25	120	0	0	0	0	0	145	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,353	1,208	25	120	0	0	0	0	0	145	0	0
Federal-Aid	782	529	18	84	0	0	0	0	0	102	151	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

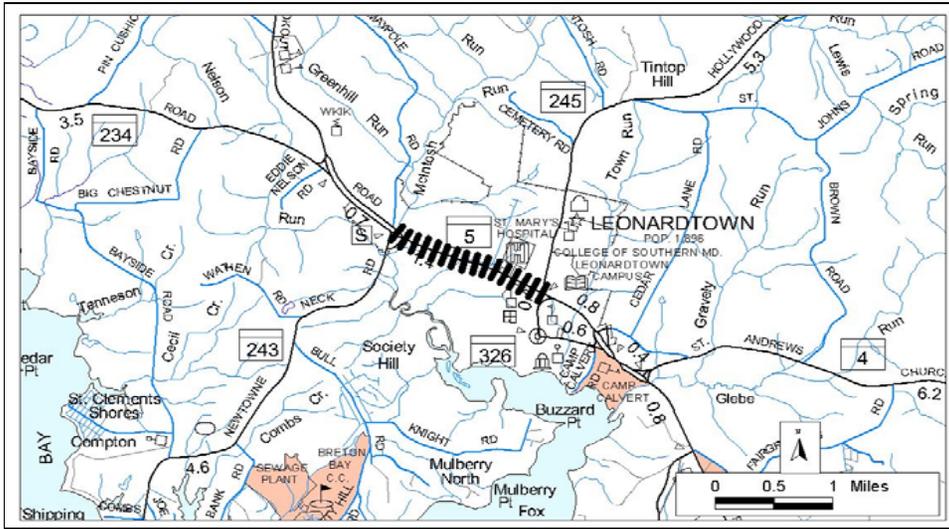
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 4,125 (Summer Peak)

PROJECTED (2030) - 4,875 (Summer Peak)

OPERATING COST IMPACT N/A



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.39 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 5 Business, MD 5 to MD 5 in Leonardtown (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$0.5 million to Planning due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,250	113	637	450	50	0	0	0	1,137	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,250	113	637	450	50	0	0	0	1,137	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 28,750

PROJECTED (2030) - 50,750

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 5	Point Lookout Road; MD 245 to Moakley Street; resurface southbound and northbound	200	Completed
2	MD 5	Point Lookout Road; MD 235 to Old Village Road; resurface	1,229	Completed
3	MD 5 NB	Point Lookout Road; Old Village to Deborah Drive; resurface	2,271	Completed
4	MD 235	Three Notch Road; Cedar Lane to St. Jerome's Neck Road; resurface	520	Completed
<u>Safety/Spot Improvement</u>				
5	MD 235	Three Notch Road; at MD 6; geometric improvements	723	Completed
<u>Sidewalks</u>				
6	MD 5	Three Notch Road; Golden Beach Road from 100 feet west of MD 5 to 175 feet east of MD 5; retrofit sidewalk - 476 linear feet	18	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
7	MD 5 SB	Three Notch Road; Old Village Road to Charles County Line; resurface	2,180	FY 2008
<u>Bridge Replacement/Rehabilitation</u>				
8	MD 234	Budds Creek Road; over St. Clements Creek; bridge deck replacement (Preliminary Engineering and Construction added due to the Revenue Increase)	2,000	FY 2009

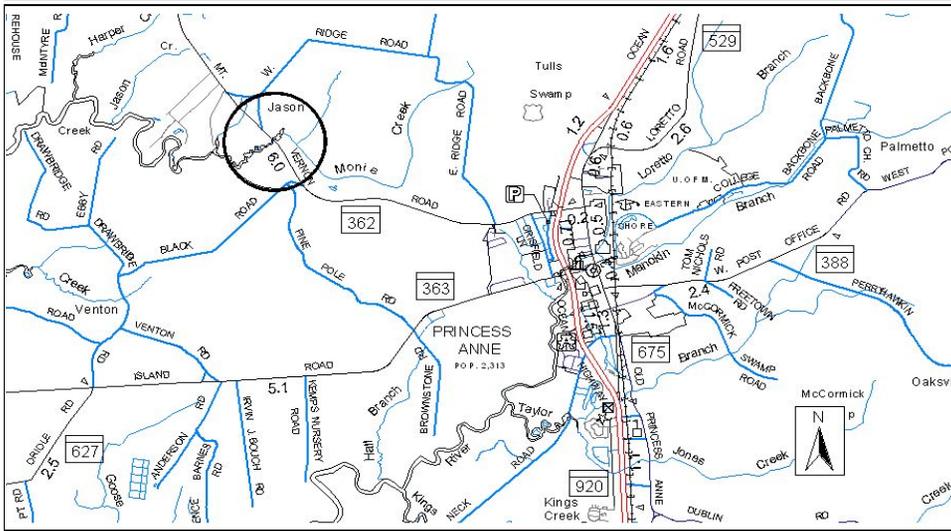
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
9	MD 234	Budds Creek Road; at MD 238; construct single lane roundabout	1,795	Under construction
<u>Community Safety and Enhancements</u>				
10	MD 5 BUS	Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape	4,551	FY 2008
11	MD 246	Great Mills Road; Saratoga Drive to MD 235 in Lexington Park; streetscape (Funded for preliminary engineering only)	472	PE Underway
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
12		MD 5 Viewshed Protection	639	Underway



Somerset



PROJECT: MD 362, Mt. Vernon Road

DESCRIPTION: Replace Bridge 19005 over Monie Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This structure is deteriorated and requires replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program due to the Revenue Increase.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					2010	2011	2012	2013			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	110	81	29	0	0	0	0	0	0	29	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	1,500	0	306	984	210	0	0	0	0	1,500	0
Total	1,610	81	335	984	210	0	0	0	0	1,529	0
Federal-Aid	83	62	21	0	0	0	0	0	0	21	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

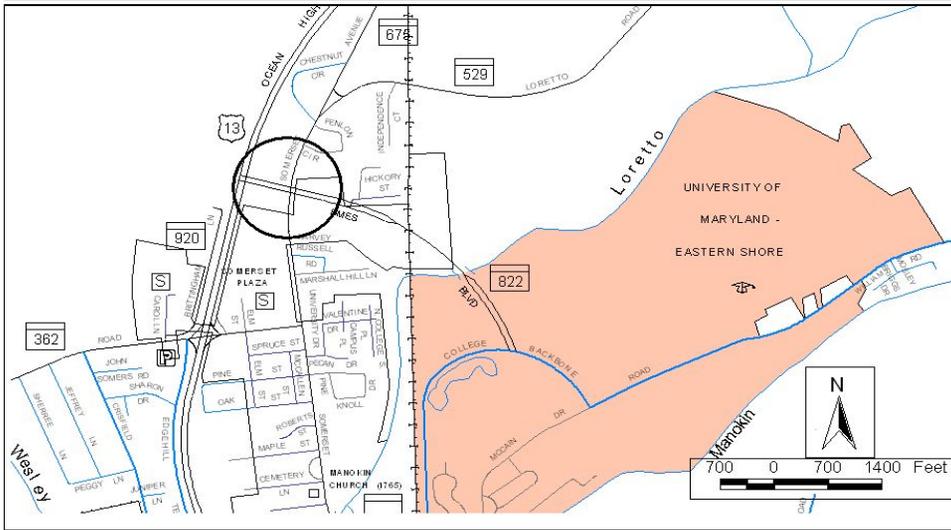
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 1850

PROJECTED (2030) - 2400

OPERATING COST IMPACT N/A



PROJECT: MD 822, University of Maryland Eastern Shore Access Road

DESCRIPTION: Construct a roundabout at the MD 675 intersection and sidewalks along MD 675.

JUSTIFICATION: This project will improve safety and operation through the MD 675 intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Right-of-way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program. Added \$0.4 million to Right-of-way and \$3.6 million to Construction due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	468	410	58	0	0	0	0	0	0	58	0
Right-of-way	400	0	30	370	0	0	0	0	0	400	0
Construction	3,623	0	0	1,617	2,006	0	0	0	0	3,623	0
Total	4,491	410	88	1,987	2,006	0	0	0	0	4,081	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Major Collector

FEDERAL - Urban Minor Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 4,650

PROJECTED (2030) - 9,500

OPERATING COST IMPACT N/A

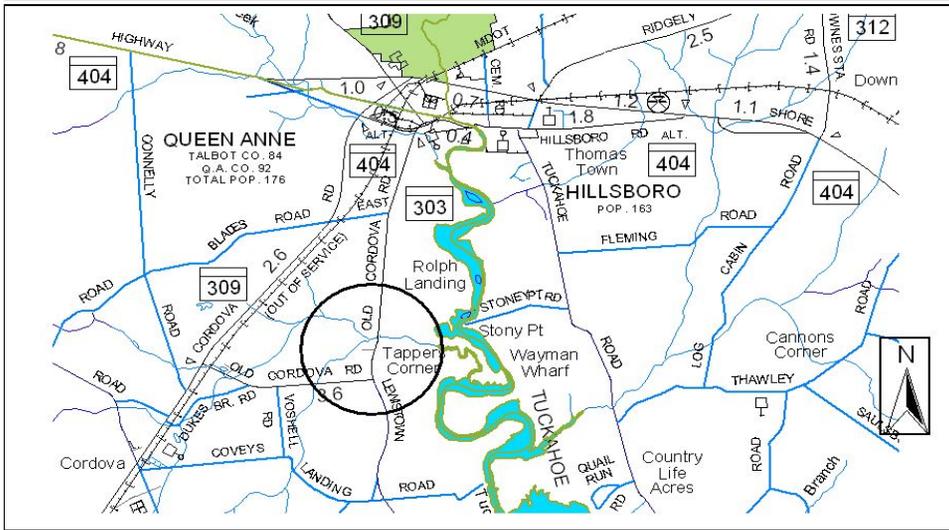
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13 SB	Ocean Highway; MD 362 to structure over Manokin River and Somerset County rest area to MD 675D; resurface	280	FY 2008
2	MD 364	Dividing Creek Road; US 13 to bridge over Dividing Creek; resurface	251	FY 2008
3	MD 413	Cristfield Highway; Tulls Corner Road to bridge over Annemessex River; resurface	622	FY 2009
4	MD 413	West Main Street; Rock Street to Mill Lane; resurface	605	FY 2008
5	MD 627	Oriole Road; Crab Island Road to Deal Island Road; resurface	165	FY 2008
6	MD 667	Rehobeth Road; Old Westover Road to US 13; resurface	800	FY 2009



Talbot



PROJECT: MD 303, Lewistown Road

DESCRIPTION: Replace Bridge 20020 over Tuckahoe Creek

JUSTIFICATION: The bridge is structurally deficient, has a low sufficiency rating and needs to be replaced.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	125	66	59	0	0	0	0	0	59	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,075	0	128	723	224	0	0	0	1,075	0
Total	1,200	66	187	723	224	0	0	0	1,134	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Rural Local

FEDERAL - Rural Local

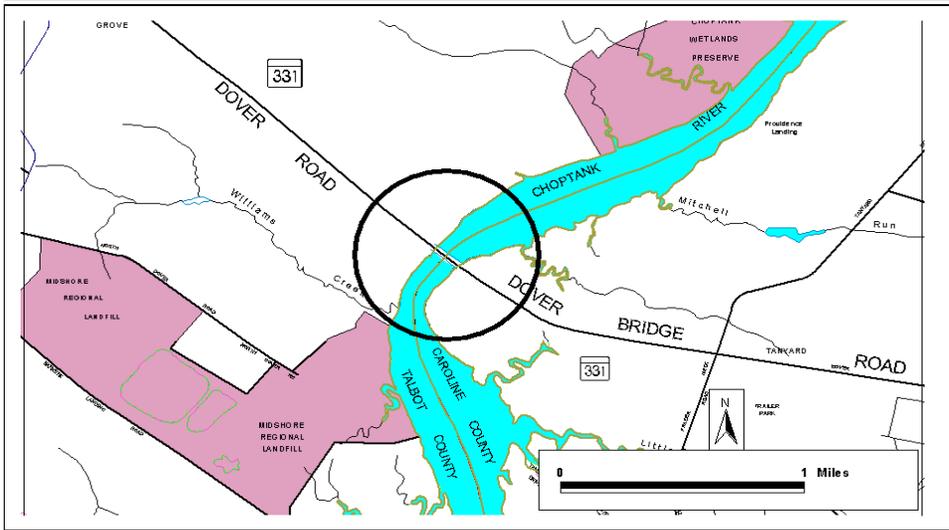
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 800

PROJECTED (2030) - 1,005

OPERATING COST IMPACT N/A



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway, will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Constructing a new high level bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties in the past that affected commerce and emergency services in Caroline and Talbot counties.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	749	0	0	0	NHS
CO	0	0	31073	0	0	NHS/HP

STATUS: Engineering underway. Right-of-way to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost decrease of \$1.6 million is due to reduced inflation.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,496	624	416	456	0	0	0	0	872	0
Right-of-way	936	0	0	104	728	104	0	0	936	0
Construction	39,838	0	0	0	5,279	15,487	13,495	5,577	39,838	0
Total	42,270	624	416	560	6,007	15,591	13,495	5,577	41,646	0
Federal-Aid	33,019	499	333	448	4,699	12,163	10,526	4,351	32,520	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

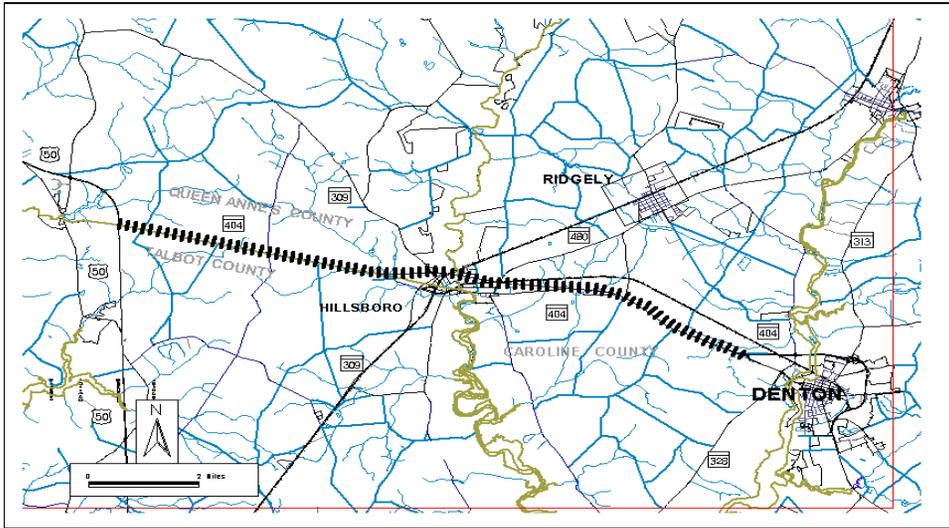
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 12,950

PROJECTED (2030) - 19,000

OPERATING COST IMPACT \$55,400 per year



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 404, Double Hills Road to east of MD 16 South (Caroline County - Line 1)
- MD 404, Cemetery Road to MD 480 (Caroline County Line 2)
- MD 404, Access Controls (Caroline County System Preservation Program)
- US 50, US 301 to MD 404 (Queen Anne's County - Line 3)
- US 50, Access Control (System Preservation Program)

STATUS: Partial Engineering underway. Added Engineering funding for the segment from MD 309 to Cemetery Road. An additional \$19.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$2.5 million to Engineering due to the Revenue Increase, and transferred \$1.0 million to the segment from Cemetery Road to MD 480 (Line 2) for additional right-of-way needs.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	540	540	0	0	0	0	0	0	0	0
Engineering	6,495	2,537	1,000	1,400	1,058	500	0	0	3,958	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,035	3,077	1,000	1,400	1,058	500	0	0	3,958	0
Federal-Aid	3,116	1,979	780	312	45	0	0	0	1,137	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) - 18,050
23,600 (Summer)
- PROJECTED (2030) - 25,850
37,200 (Summer)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
		<u>Fiscal Year 2007 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	US 50	Ocean Gateway; various locations throughout Talbot County; replace turndown end treatments and upgrade traffic barriers	115	Completed
		<u>Fiscal Years 2008 and 2009</u>		
		<u>Resurface/Rehabilitate</u>		
2	US 50	Ocean Gateway; Barber Road to Malkas Branch; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	2,000	FY 2009
		<u>Safety/Spot Improvement</u>		
3	MD 328	Matthewstown Road; US 50 to Elliot Road; widen for bypass lane	770	FY 2009
		<u>Community Safety and Enhancements</u>		
4	MD 333	Morris Street; Strand Street to Caroline Street in Oxford; urban street reconstruct	3,987	FY 2008
		<u>Sidewalks</u>		
5	MD 33	Talbot Street; at Trusty Street, Willow Street and Railroad Avenue; retrofit sidewalks - 210 linear feet	48	FY 2008
		<u>Access Controls</u>		
6	US 50	Ocean Gateway; MD 404 to MD 322 north of Easton and MD 322 south of Easton to the Choptank River; purchase right-of-way for access controls	240	FY 2008

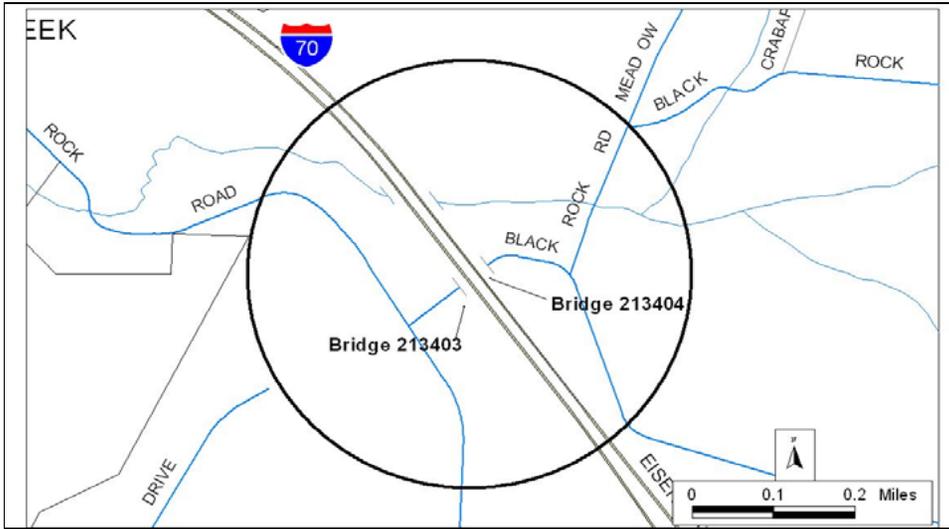
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
7	US 50	<p align="center"><u>Fiscal Years 2008 and 2009 (cont'd)</u></p> <p align="center"><u>Intersection Capacity Improvements</u></p> <p>Ocean Gateway; 0.5 mile west of MD 328 to 0.5 mile east of MD 331; mill, resurface and re-stripe US 50 to replace existing right turn lanes with shared through/right turn lanes</p>	4,958	Under construction
8		<p align="center"><u>Enhancements</u></p> <p><u>Preservation of Abandoned Railway Corridors</u></p> <p>St. Michael's Nature Trail; construct a 6,860 linear feet, 8 foot wide trail on the remains of an old railroad bed within SHA owned property, the project will connect 3 public parks</p>	471	FY 2008



Washington



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Replace Bridges 213403, and 213404 over Black Rock Road.

JUSTIFICATION: Both bridges are structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	6832	0	0	0	0	BR

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				YEAR 2010	YEAR 2011			YEAR 2012	YEAR 2013
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	317	252	65	0	0	0	0	0	0	0	0	65	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	7,592	0	1,155	4,016	2,421	0	0	0	0	0	0	7,592	0
Total	7,909	252	1,220	4,016	2,421	0	0	0	0	0	0	7,657	0
Federal-Aid	7,074	192	1,088	3,614	2,180	0	0	0	0	0	0	6,882	0

FUNCTION :

STATE - Rural Interstate

FEDERAL - Interstate

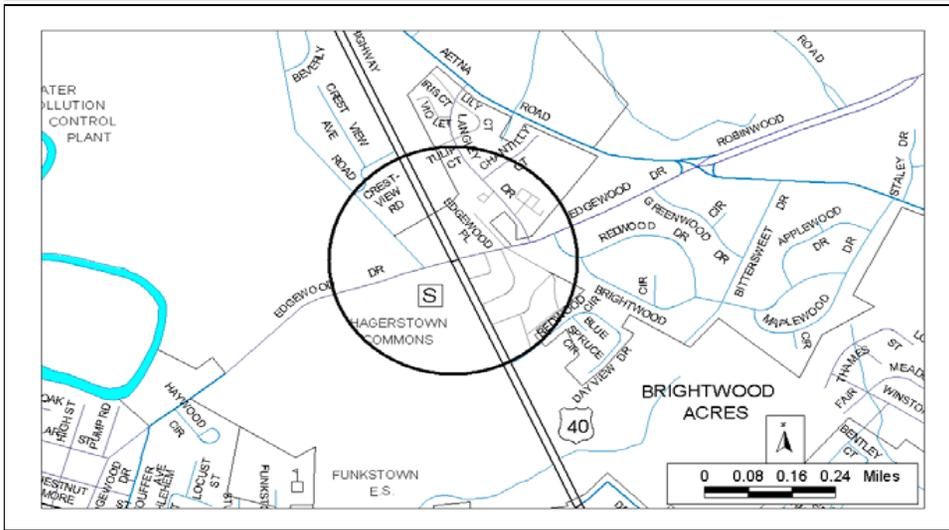
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 68,000

PROJECTED (2030) - 108,300

OPERATING COST IMPACT N/A



PROJECT: US 40, Dual Highway

DESCRIPTION: Widen US 40 at Edgewood Drive intersection. Wide curb lanes will be provided for bicycles and sidewalks will serve pedestrians.

JUSTIFICATION: This is one of several intersections along this section of US 40 east of Hagerstown that experiences congestion. Increased development and moving the hospital to a new location will add additional traffic volumes.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Right-of-way underway. Construction to begin during current fiscal year. The City and County will participate in 50% of project funding. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,782	1	2,330	451	0	0	0	0	0	2,781	0
Construction	3,361	0	1,071	1,707	583	0	0	0	0	3,361	0
Total	6,143	1	3,401	2,158	583	0	0	0	0	6,142	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

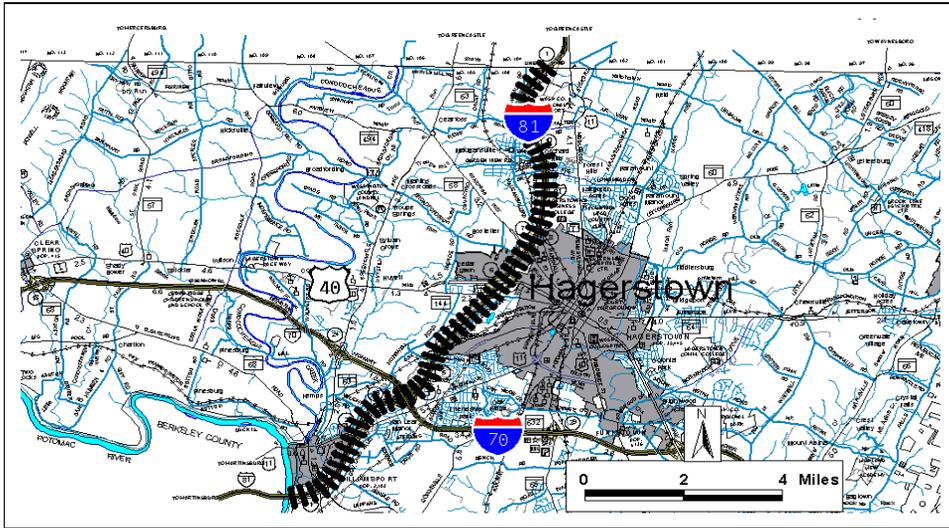
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 37,250

PROJECTED (2030) - 49,300

OPERATING COST IMPACT N/A



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (12.08 miles).

JUSTIFICATION: Existing I-81 is a 4 lane freeway that experiences operational problems due to the heavy traffic volumes, much of which is truck traffic (approximately 34%). Projected residential and commercial development in the Hagerstown area will further contribute to congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- Hagerstown Regional Airport expansion (MAA)
- I-81, Feasibility Study (Pennsylvania)
- I-81, Martinsburg to Falling Waters Interchange (West Virginia)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	PROJECT CASH FLOW											
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY								
				.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	3,262	3,012	110	140	0	0	0	0	250	0		
Engineering	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0		
Construction	0	0	0	0	0	0	0	0	0	0		
Total	3,262	3,012	110	140	0	0	0	0	250	0		
Federal-Aid	2,283	2,108	77	98	0	0	0	0	175	0		

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 52,500 - 71,500

PROJECTED (2030) - 71,500 - 102,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 40 Alt	Frederick Streets; east corporate limits of Funkstown to West Baltimore Street; resurface	463	Completed
2	MD 67	Rohrersville Road; US 340 to Gapland Road; resurface	1,425	Completed
<u>Sidewalks</u>				
3	MD 144WB	Western Pike; Limestone Road to Virginia Avenue in town of Hancock; retrofit sidewalks along eastbound roadway - 580 linear feet	26	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 65	Sharpsburg Pike; MD 68 to I 70; resurface	1,368	Completed
5	MD 68	Clearspring Road; 0.35 mile west of Cedar Ridge Road to 0.01 mile west of Bottom Road; resurface	1,099	FY 2008
6	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to 0.31 miles east of MD 144 bridge 21063; resurface	5,474	Completed
7	I 81	Maryland Veterans Memorial Highway; West Virginia Line to Halfway Boulevard Bridge; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	4,539	FY 2009
<u>Safety/Spot Improvement</u>				
8	US 11	Virginia Avenue; Bower Avenue to Noland Drive; resurface	1,287	FY 2009
9	US 11	Virginia Avenue; at Englewood Road; drainage	635	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
10	US 40	National Pike; at Poffenberger Road; lower vertical limit (Preliminary Engineering and Construction added due to the Revenue Increase)	350	FY 2009
11	MD 65	Sharpsburg Pike; at MD 63; lower vertical crest (Preliminary Engineering and Construction added due to the Revenue Increase)	350	FY 2009
12	MD 65	Sharpsburg Pike; Taylors Landing Road to north of MD 68; resurface includes intersection improvement at MD 68	3,515	Under construction
13	MD 66	Mapleville Road; at San Mar Road; geometric improvements (Funded for preliminary engineering only) (Preliminary Engineering added due to the Revenue Increase)	800	FY 2009
14	I 68	National Freeway; from Garrett County Line to milepoint 8.5 and from milepoint 37 to milepoint 49; guardrail (Project also shown in Allegany County) (Preliminary Engineering and construction added due to the Revenue Increase)	1,900	FY 2009
15	I 70	Eisenhower Memorial Highway; at MD 68; cross-over correction	450	FY 2009
16	I 70	Eisenhower Memorial Highway; at 1,500 feet east of MD 56, 500 feet west of MD 68 and 500 feet east of MD 66; construct deceleration lanes at three existing median emergency crossovers (Funded for preliminary engineering only)	133	PE Underway
17	I 81	Maryland Veterans Memorial Highway; at I 70; acceleration and deceleration lanes, superelevation correction	2,469	FY 2009
<u>Community Safety and Enhancements</u>				
18	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); streetscape (Funded for preliminary engineering only)	550	PE Underway

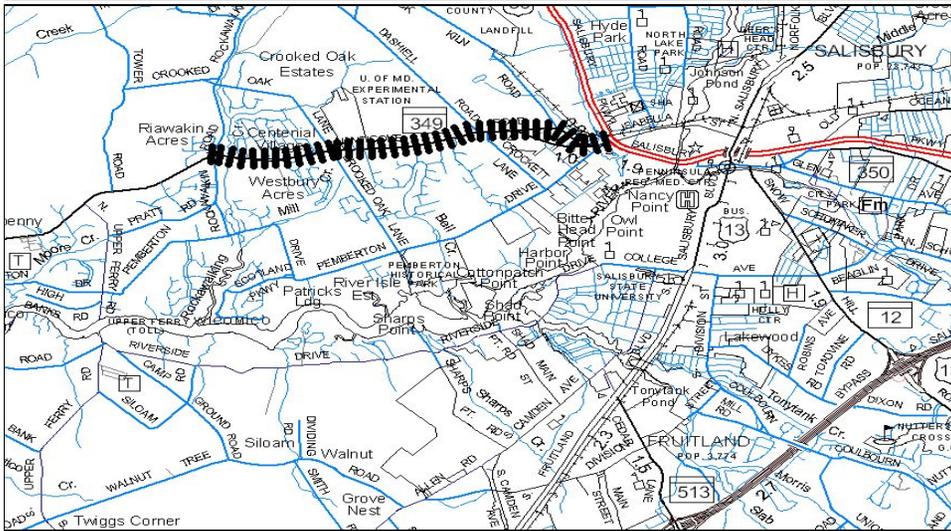
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Environmental Preservation</u>				
19	I 70	Eisenhower Memorial Highway; at US 40; landscape	163	FY 2008
<u>Sidewalks</u>				
20	US 40	Washington Avenue; Nottingham Road to Bryan Place; retrofit sidewalk - 1,200 linear feet	100	FY 2008
21	MD 66	Maple Avenue; US 40 Alt. to 500 feet north of Campus Drive; retrofit sidewalk - 635 linear feet	79	FY 2008
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
22		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; constuct trail	2,450	FY 2009
<u>Environmental Mitigation</u>				
23		I-70 Thermal Impact reduction; replacement of 1.9 miles of concrete lining of highway ditches along I-70 with vegetated lining systems to reduce the thermal impact from I-70 in the Beaver Creek Watershed	437	Underway



Wicomico



PROJECT: MD 349, Nanticoke Road

DESCRIPTION: Study to upgrade and widen existing MD 349 from US 50 to Rockawalkin Road (2.5 miles). Sidewalks will be included where appropriate. Wide curb lanes or shoulders will accommodate bicycles.

JUSTIFICATION: This project would relieve traffic congestion and improve traffic safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Development and Evaluation Program. Added \$3.0 million for Planning due to the Revenue Increase.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
					2010	2011	2012			2013
Planning	3,000	0	150	600	1,000	800	450	0	3,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,000	0	150	600	1,000	800	450	0	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 12,600

PROJECTED (2030) - 19,700

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13 SB	Salisbury Bypass; US 13 Business to MD 12; resurface southbound roadway	1,673	Completed
2	US 50	Ocean Gateway; White Richardson Road to Worcester County Line; resurface	1,630	Completed
3	US 50 BUS	Salisbury Parkway; Boundary Street to East Main Street; resurface	2,001	Completed
<u>Sidewalks</u>				
4	US 13 BUS	North Fruitland Boulevard; College Avenue to Tony Tank bridge; repair and install curb gutter and sidewalks in various locations - 4,796 linear feet	200	Completed
5	US 13 BUS	South Salisbury Boulevard; Bateman Street to Canal Park Drive; retrofit sidewalks - 2,497 linear feet	175	Completed
6	US 50 BUS	Salisbury Parkway; East Main Street to Boundary Street; repair and install curb gutter and sidewalks in various locations - 652 linear feet	25	Completed
<u>Bicycle Retrofit</u>				
7	US 13 BUS	South Salisbury Boulevard; Pollitt Drive to Canal Park Drive; construct bicycle/pedestrian route	150	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
8	US 13	Salisbury Bypass; MD 12 to Mt. Hermon Road; resurface	835	Under construction
9	US 13 BUS	North Salisbury Boulevard; London Avenue to north of Bridgeview Street phase 4; resurface	120	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10	US 13 BUS	North Salisbury Boulevard; US 50 Business to London Avenue; resurface	250	FY 2009
11	US 13 BUS	South Salisbury Boulevard; US 13 Bypass to College Avenue and US 13 Business to Somerset County Line; resurface	1,050	Completed
12	US 13 NB	Salisbury Bypass; Mt. Hermon Road to US 13 Business; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	1,500	FY 2009
13	US 50 EB	Ocean Gateway; Walston Switch Road to White Richardson Road; resurface	1,330	FY 2009
14	MD 313	Sharpstown Road; MD 34 to Cooper Mill Road; resurface	419	FY 2008
15	MD 347	Quantico Road; Old Athol Road to Old Railroad Road; resurface	342	FY 2008
<u>Safety/Spot Improvement</u>				
16	US 13 BUS	North Salisbury Boulevard; London Avenue to North of Bridgeview Street and US 13 Business to Johnson's Pond; drainage improvement	2,509	FY 2008
17	US 13 BUS	South Salisbury Boulevard; Waverly Road, South Boulevard, Lloyd Street and Hanson Street to Wicomico River; drainage improvement (\$1.6 million added to Construction due to the Revenue Increase)	4,632	FY 2008
18	US 50 BUS	Salisbury Parkway; at Tilghman Road; geometric improvements	1,115	FY 2009
19	MD 349	Nanticoke Road; US 50 to Willing Drive; construct thru lane, left turn lane (Funded for preliminary engineering only)	45	PE Underway
20	MD 513	East Cedar Lane; at Division Street; construct roundabout	1,053	Completed

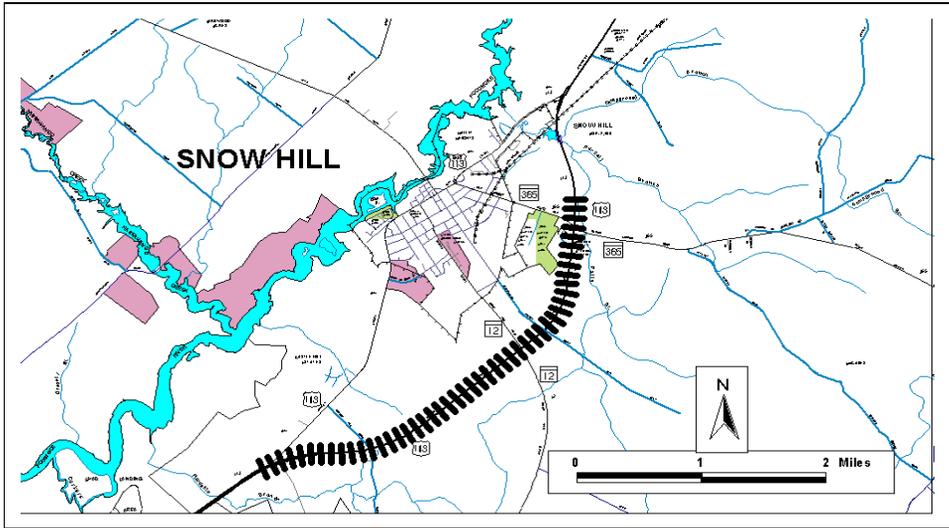
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Sidewalks</u>				
21	MD 54	East State Street; US 13 to Woodlawn Avenue; retrofit sidewalk - 1,000 linear feet	104	FY 2008
22	MD 513	East Cedar Lane; US 13 to Division Street; retrofit sidewalk - 3,200 linear feet	100	FY 2008
<u>Access Controls</u>				
23	US 50	Ocean Gateway; Vienna Bypass to Naylor Mill Road; purchase right-of-way for access controls	240	FY 2008
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
24		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2008



Worcester



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgraded existing US 113 to a 4 lane divided highway with access controls from US 113 Business (Market Street) to north of MD 365 (Public Landing Road) (4.0 miles). Shoulders accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes. This project improved the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 113, Hayes Landing Road to Goody Hill Road (Line 2)
- US 113, Goody Hill Road to Massey Branch (Line 3)
- US 113, Public Landing Road to Massey Branch (Line 5)
- US 113, Access Controls (System Preservation Program)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
				.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,524	1,524	0	0	0	0	0	0	0	0
Right-of-way	51	51	0	0	0	0	0	0	0	0
Construction	17,500	17,372	128	0	0	0	0	0	128	0
Total	19,075	18,947	128	0	0	0	0	0	128	0
Federal-Aid	15,058	14,956	102	0	0	0	0	0	102	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

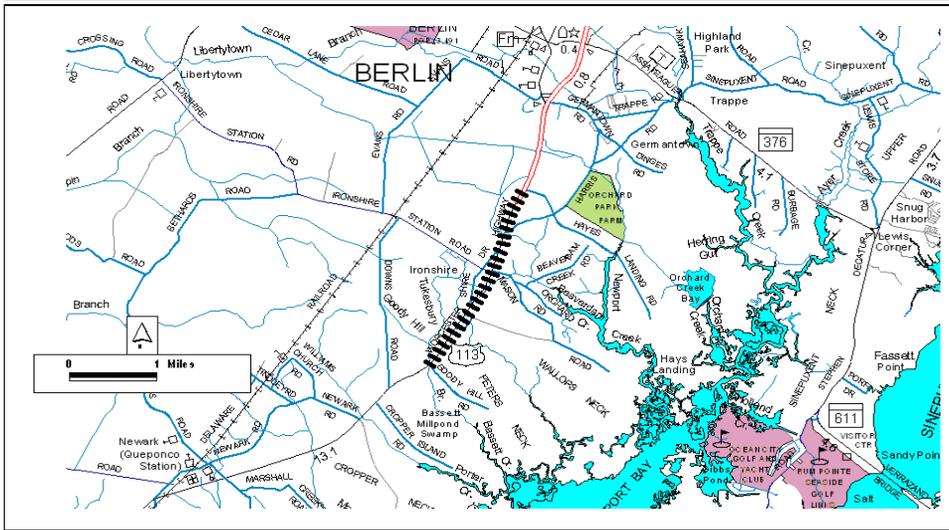
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 9,450 - 17,100

PROJECTED (2030) - 11,000 - 22,000
14,500 - 31,000 (Summer)

OPERATING COST IMPACT \$9,900 per year



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 to a 4 lane divided highway with access controls from Hayes Landing Road to Goody Hill Road (2.5 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 113, Market Street to Public Landing Road (Line 1)
- US 113, Goody Hill Road to Massey Branch (Line 3)
- US 113, Public Landing Road to Massey Branch (Line 5)
- US 113, Access Controls (System Preservation Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$10.1 million is due to transfer of Engineering and Right-of-way funds from the segment from Public Landing Road to Goody Hill Road (Line 5) and an unfavorable bid price.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	15143	0	0	0	0	NHS/STP

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,910	1,880	30	0	0	0	0	0	0	30	0
Right-of-way	4,497	2,531	1,054	912	0	0	0	0	0	1,966	0
Construction	17,251	2	2,504	7,014	7,731	0	0	0	0	17,249	0
Total	23,658	4,413	3,588	7,926	7,731	0	0	0	0	19,245	0
Federal-Aid	19,996	3,291	3,045	6,872	6,788	0	0	0	0	16,705	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

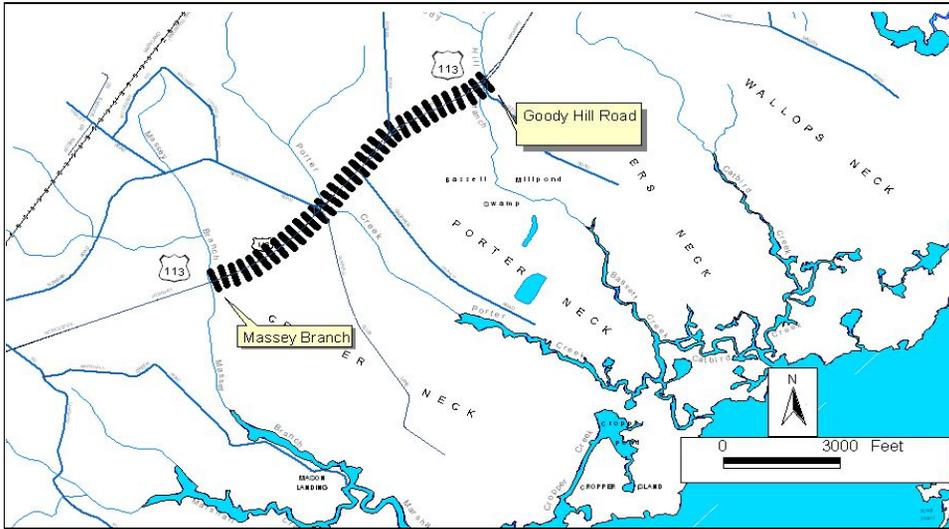
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 15,100

PROJECTED (2030) - 32,000

OPERATING COST IMPACT \$2,480 per year



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway from Goody Hill Road to Massey Branch (1.8 miles). Project will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local, commercial/residential development along this highway. This project will improve the highways safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 113, Market Street to Public Landing Road (Line 1)
- US 113, Hayes Landing Road to Goody Hill Road (line 2)
- US 113, Public Landing Road to Massey Branch (Line 5)
- US 113, Access Controls (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	2046	0	0	0	0	HP
CO	0	296	0	0	0	HP

STATUS: Engineering underway. Right-of-way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program as a breakout project of US 113 from Public Landing to Goody Hill (Line 5). Added \$17.9 million to Construction due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	779	250	385	144	0	0	0	0	0	529	0
Right-of-way	2,623	0	500	2,123	0	0	0	0	0	2,623	0
Construction	18,287	0	0	1,804	7,703	8,780	0	0	0	18,287	0
Total	21,689	250	885	4,071	7,703	8,780	0	0	0	21,439	0
Federal-Aid	2,537	195	390	1,952	0	0	0	0	0	2,342	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

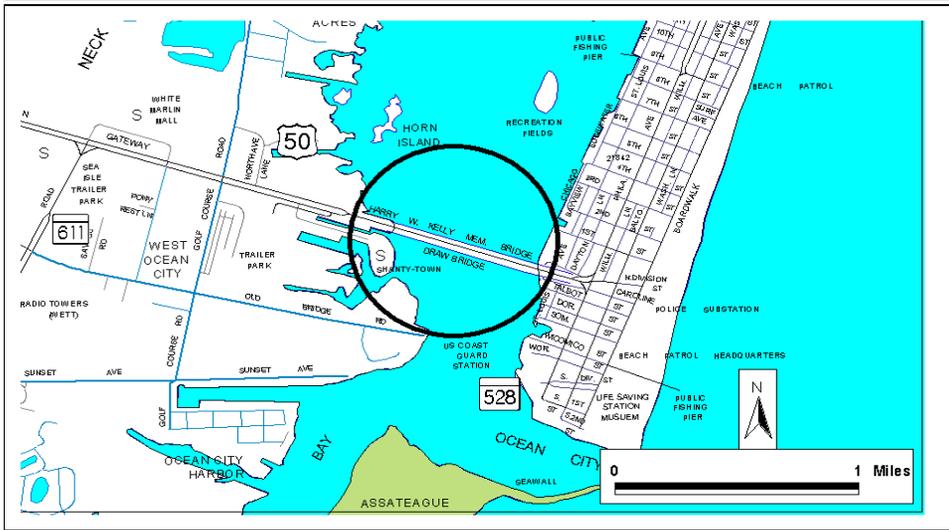
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 10,800

PROJECTED (2030) - 16,275

OPERATING COST IMPACT \$1,800 per year



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure. Shoulders, wide curb lanes and sidewalks will accommodate bicycles and pedestrians.

JUSTIFICATION: The 62 year old draw span is estimated to have 15 to 20 years of serviceability left. This high traffic volume arterial has experienced mechanical problems with the draw span during peak seasonal traffic. This project would improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
						.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning			2,500	1,223	700	577	0	0	0	0	1,277	0
Engineering			0	0	0	0	0	0	0	0	0	0
Right-of-way			0	0	0	0	0	0	0	0	0	0
Construction			0	0	0	0	0	0	0	0	0	0
Total			2,500	1,223	700	577	0	0	0	0	1,277	0
Federal-Aid			0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

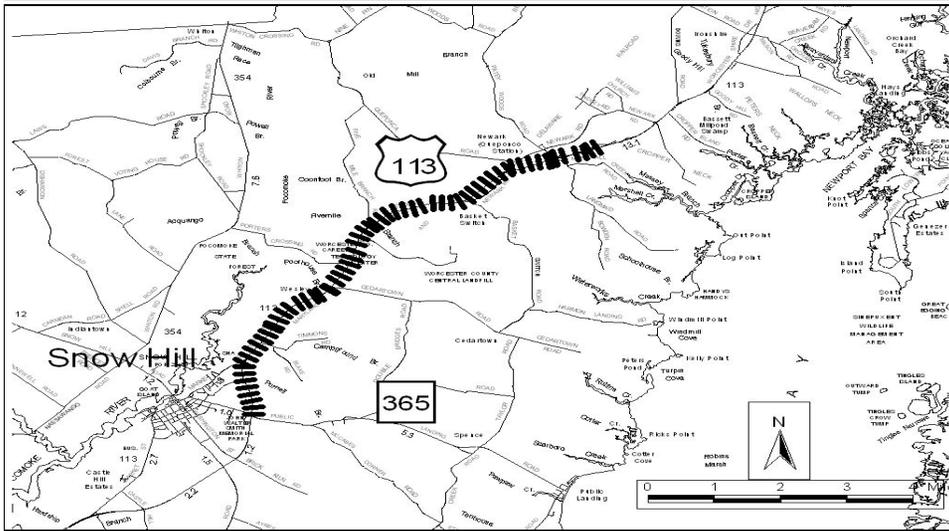
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 50,000 (Summer)
 34,800 (Non Summer)

PROJECTED (2030) - 55,300 (Summer)
 38,800 (Non Summer)

OPERATING COST IMPACT N/A



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway from north of MD 365, Public Landing Road, to Massey Branch (8.9 miles). Will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 113, Market Street to Public Landing Road (Line 1)
- US 113, Hayes Landing Road to Goody Hill Road (Line 2)
- US 113, Goody Hill Road to Massey Branch (Line 3)
- US 113, Access Control (System Preservation Program)

STATUS: Partial Engineering and Right-of-way underway. An additional \$4.6 million is needed to complete Engineering. An additional \$11.6 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost decrease of \$8.5 million is due to transfer of Engineering and Right-of-way funds to the segments from Hayes Landing Road to Goody Hill Road (Line 2) and from Goody Hill Road to Massey Branch (Line 3).

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	4000	0	0	0	0	NHS/HP
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE	
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,256	3,262	622	372	0	0	0	0	994	0	
Right-of-way	5,127	0	2	2,060	2,000	1,065	0	0	5,127	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	9,383	3,262	624	2,432	2,000	1,065	0	0	6,121	0	
Federal-Aid	6,742	2,289	166	1,897	1,560	830	0	0	4,453	0	

FUNCTION:

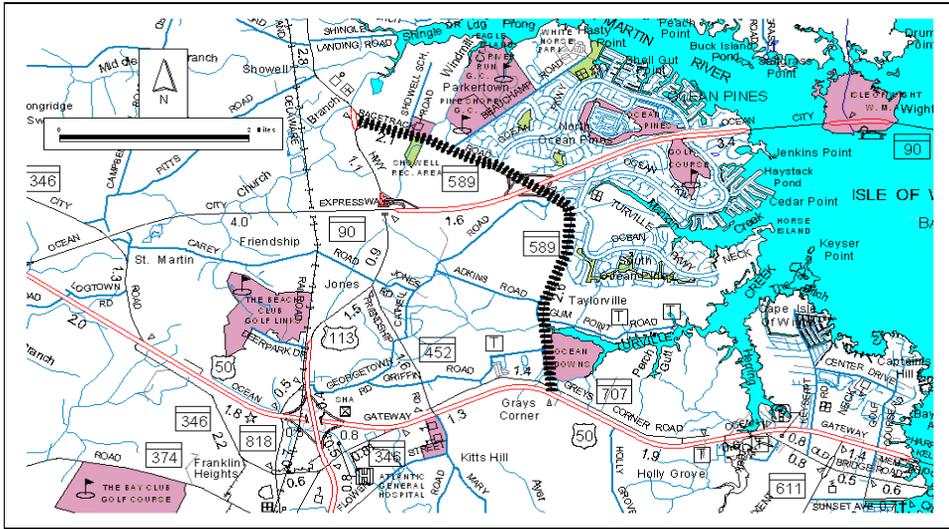
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) -** 6,650 - 11,725
- PROJECTED (2030) -** 9,000 - 18,850
11,300 - 23,700 (Summer)

OPERATING COST IMPACT N/A



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study to upgrade and widen existing MD 589 from US 50 to US 113 to a multi-lane highway (4.7 miles). Sidewalks will be included where appropriate. Wide curb lanes or shoulders will accommodate bicycles.

JUSTIFICATION: This project would relieve traffic congestion and improve traffic safety along the mainline and at the US 50 intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$2.0 million to Planning due to the Revenue Increase.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
	COST	THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013	2010	2011			2012	2013
	Planning	3,000	73	600	600	1,000	727	0	0	0			0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,000	73	600	600	1,000	727	0	0	0	0	0	0	2,927	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 18,000

PROJECTED (2030) - 27,650

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

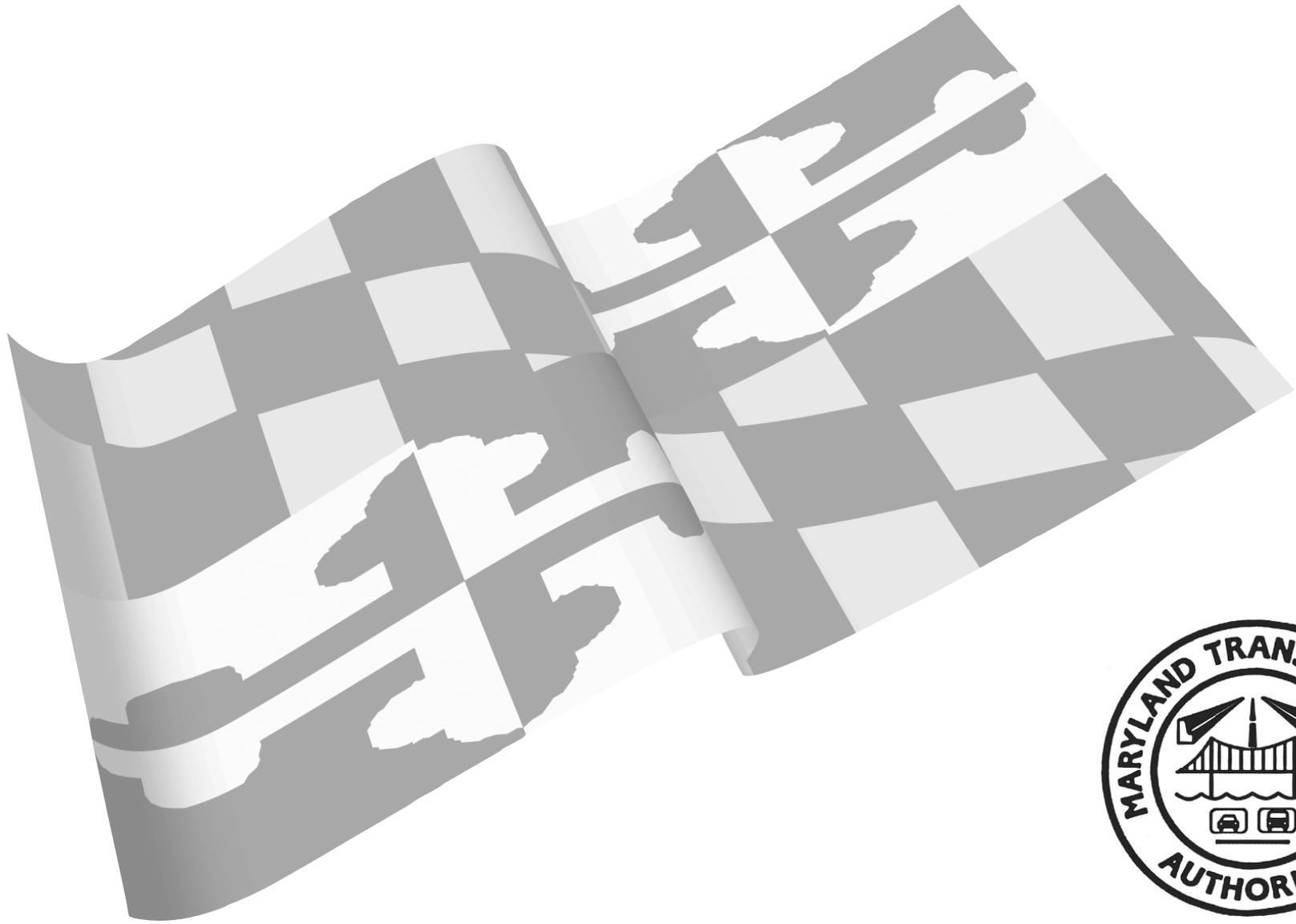
STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 113	Worcester Highway; Byrd Road to US 13; resurface	423	Completed
2	MD 250 A	Old Virginia Road; US 13 to US 13 Business; resurface	37	Completed
3	MD 611	Stephen Decatur Road; MD 707 to MD 376; resurface	869	Completed
<u>Bicycle Retrofit</u>				
4	MD 611	Stephen Decatur Road; Bayberry Drive to Sinepuxent Bay bridge; construct a bicycle/pedestrian route	810	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
5	US 13	Ocean Highway; MD 756 to US 13 Business; resurface	640	Completed
6	US 50	Ocean Gateway; Herring Creek to Sinepuxent Bay; resurface	1,000	FY 2009
7	US 50 EB	Ocean Gateway; Wicomico county line to MD 346; resurface	1,100	FY 2009
8	MD 368	St. Martins Neck Road; MD 367 to the beginning of county maintenance; resurface	24	FY 2008
9	MD 528	Coastal Highway; 60th Street to 26th Street; milling and resurface	1,432	Completed
10	MD 568	Hatchery Road; MD 367 to Delaware State Line; resurface	33	FY 2008
11	MD 575 B	US 113 to Pitts Road; resurface	45	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 7 (cont'd)

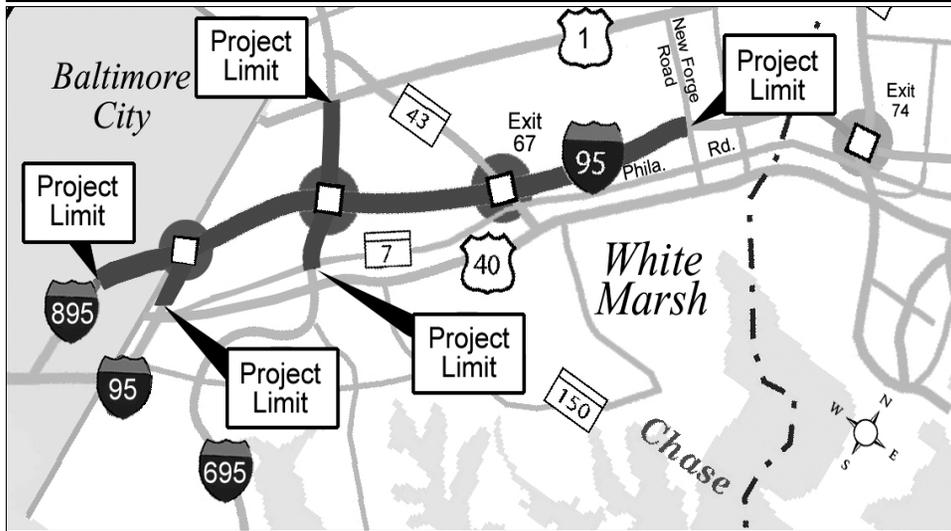
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
12	US 50	Ocean Gateway; over Sinepuxent Bay; bridge deck overlay (Preliminary Engineering and Construction added due to the Revenue Increase)	3,500	FY 2009
<u>Community Safety and Enhancements</u>				
13	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Funded for concept development only)	200	FY 2008
<u>Sidewalks</u>				
14	MD 376	Bay Street; corner of Pitts Street and Bay Street to US 113; retrofit sidewalk - 1,502 linear feet	87	FY 2008
15	MD 377	William Street; entrance of Walnut Hill Development to MD 346; retrofit sidewalk - 4,400 linear feet	55	FY 2008
<u>Access Controls</u>				
16	US 113	Worcester Highway; south of Snow Hill to Pocomoke City and MD 818 in Berlin to end of dual highway; purchase right-of-way for access controls	683	FY 2009
<u>Enhancements</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
17		Watershed Enhancement Initiative Lizard Hill; create wetlands on a 28 acre site by grading, improving soil conditions, and modifying the hydrology to create an Atlantic Cedar wetland	925	FY 2008
<u>Environmental Mitigation</u>				
18		Pepperfield Site; hydrologic enhancement of approximately 100 acres of forested floodplain adjacent to Rayfield Ditch and upstream	192	FY 2009



MARYLAND TRANSPORTATION AUTHORITY

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	828.3	1,069.9	1,041.0	593.9	140.9	23.4	3,697.3
System Preservation Minor Projects	127.1	115.6	84.0	48.6	35.8	2.2	413.4
<u>Development & Evaluation Program</u>							
	<u>9.5</u>	<u>5.5</u>	<u>2.7</u>	<u>2.5</u>	<u>2.5</u>	<u>1.4</u>	<u>24.0</u>
TOTAL	965.0	1,190.9	1,127.7	645.0	179.2	27.0	4,134.8



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Construction

DESCRIPTION: Improve the I-95 Interchanges with I-895, I-695 and MD 43 and construct two Express Toll Lanes in each direction on I-95 from I-895 North to north of MD 43 (9.63 miles). (BRAC Related)

JUSTIFICATION: This segment of I-95 is the most congested section of I-95 in Maryland north of Baltimore City. Currently, I-95, south of MD 43, operates at Level of Service F during the morning and evening rush hours. By 2025, this section is also expected to operate at Levels of Service E and F during weekend peak periods. High congestion levels increase the level of diversion to alternative routes, such as the community-oriented arterials US 1, US 40, and MD 7. If anticipated congestion levels in Section 100 are not addressed, an increase in congestion-related accidents would likely occur.

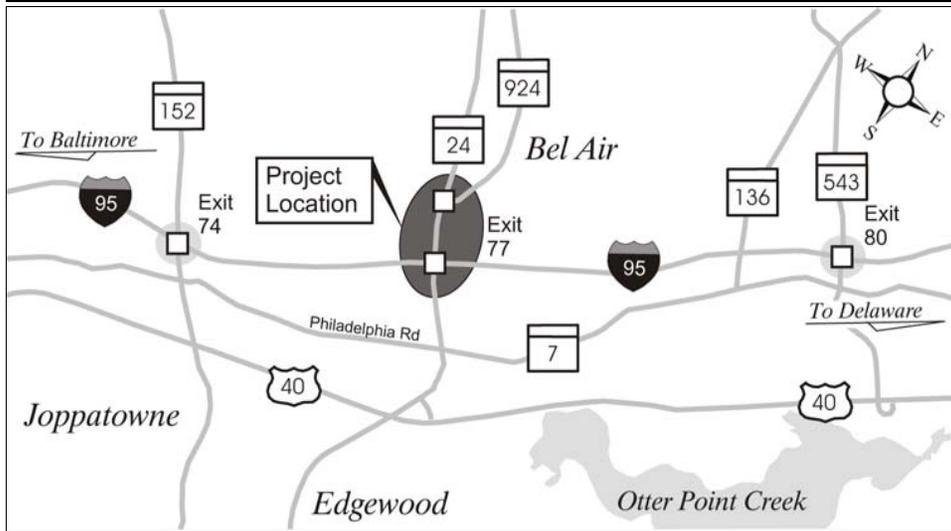
STATUS: The Authority adopted the I-95 Master Plan in April 2003. Engineering, Right-of-way acquisition, and Construction are underway.

ASSOCIATED IMPROVEMENTS:

- I-95 - Rossville Boulevard Bridge Replacement (Line 3)
- I-95 - Cowenton Avenue and Joppa Road Bridges Repalcement - Construction Program (Line 4)
- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel (Line 6)
- I-95 Section 200 - Development and Evaluation Program (Line 17)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The total cost increased by \$16.8 million due to increased engineering and right-of-way costs.

		POTENTIAL FUNDING SOURCE:									
				<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	3,565	3,565	0	0	0	0	0	0	0	0	
Engineering	176,569	74,378	37,996	27,456	22,040	12,752	1,947	0	102,191	0	
Right-of-way	48,583	23,432	7,000	13,151	5,000	0	0	0	25,151	0	
Construction	952,882	49,979	225,716	262,762	237,349	142,139	34,937	0	902,903	0	
Total	1,181,599	151,354	270,712	303,369	264,389	154,891	36,884	0	1,030,245	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 John F. Kennedy Memorial Highway - MD 24 Interchange Improvements

DESCRIPTION: Construct improvements to the I-95/MD 24 Interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924 intersection to a grade separated interchange. Phase 1 includes minor improvements to the I-95/MD 24 interchange and a grade-separated interchange at the MD 24/MD 924 intersection. Future phases will be further investigated as part of the I-95 Section 200 project planning study. (BRAC Related)

JUSTIFICATION: This project will provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation.

STATUS: Engineering and Right-of-way acquisition are underway. Construction to begin in FY 2008. Jointly funded with SHA. The SHA portion of the project cost is \$40.6 million. The MdTA cost is the balance at \$18.2 million. The Authority plans to transfer funds to MDOT equal to the SHA portion of costs in the program period (69%).

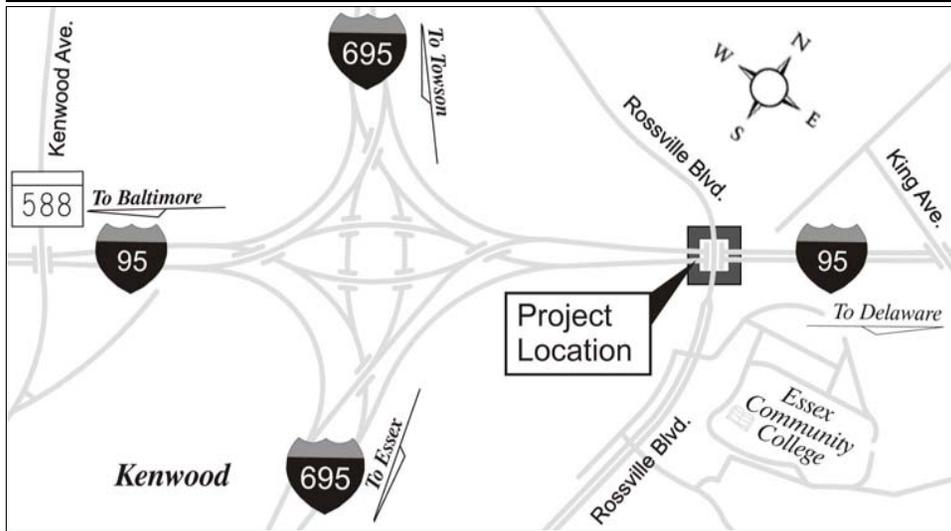
ASSOCIATED IMPROVEMENTS:

I-95 Section 200 - Development and Evaluation Program (Line 17)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost decrease of \$8.9 million based on more detailed construction cost estimates.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	984	984	0	0	0	0	0	0	0	0
Engineering	13,160	5,677	3,223	2,200	2,060	0	0	0	7,483	0
Right-of-way	4,000	3,363	637	0	0	0	0	0	637	0
Construction	41,700	0	12,825	21,725	7,150	0	0	0	41,700	0
Total	59,844	10,024	16,685	23,925	9,210	0	0	0	49,820	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The estimated cost of this project is also included in the SHA Program.



PROJECT: I-95 John F. Kennedy Memorial Highway - Rossville Boulevard Bridge Replacement

DESCRIPTION: Replace the Rossville Boulevard Bridge over I-95.

JUSTIFICATION: The bridge replacement is needed due to its deteriorated condition and to accommodate the widening of I-95 to be done as part of the I-95 Express Toll Lanes project.

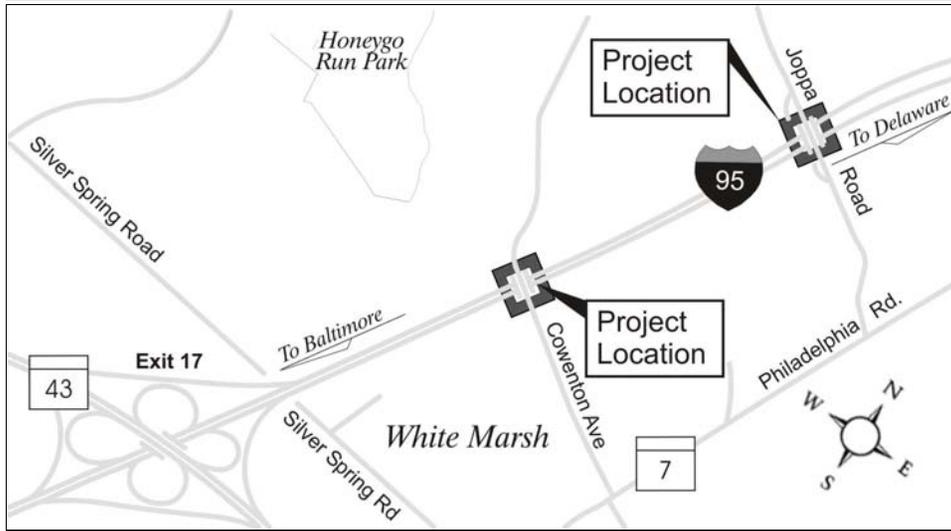
STATUS: Open to service.

ASSOCIATED IMPROVEMENTS:

I-95 Express Toll Lanes-Construction Program (Line 1)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost increased by \$1.7 million due to a reallocation of engineering costs for the I-95 Express Toll Lanes improvements.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,849	2,749	100	0	0	0	0	0	100	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	12,243	10,985	1,258	0	0	0	0	0	1,258	0	
Total	15,092	13,734	1,358	0	0	0	0	0	1,358	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 John F. Kennedy Memorial Highway - Cowenton Avenue and Joppa Road Bridges Replacement

DESCRIPTION: Replace the Cowenton Avenue and Joppa Road Bridges over I-95.

JUSTIFICATION: The bridge replacements are needed to accommodate the widening of I-95 to be done as part of the I-95 Express Toll Lanes project.

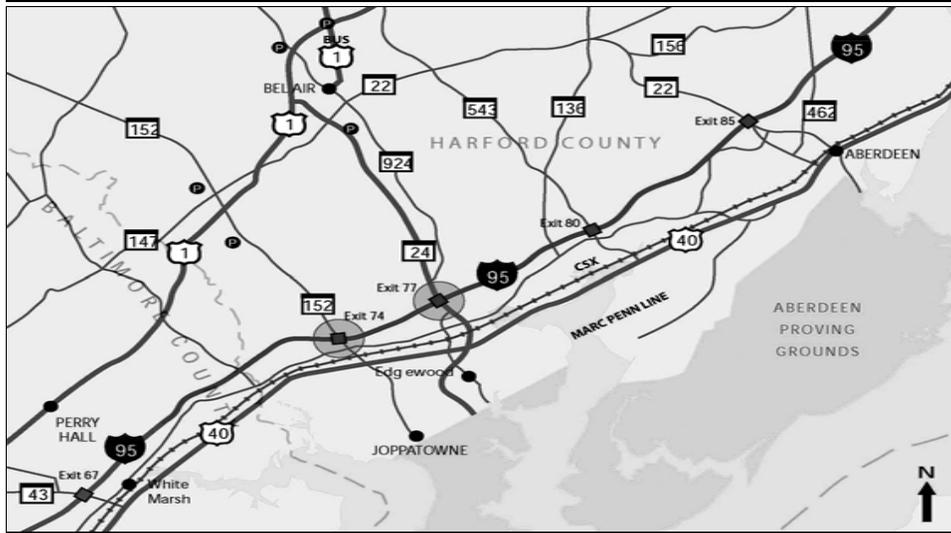
STATUS: Open to service.

ASSOCIATED IMPROVEMENTS:

I-95 Express Toll Lanes- Construction Program (Line 1)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,435	2,550	885	0	0	0	0	0	885	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,420	13,296	2,124	0	0	0	0	0	2,124	0
Total	18,855	15,846	3,009	0	0	0	0	0	3,009	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - New Park & Ride Facilities.

DESCRIPTION: The JFK Park and Ride Study recommends adding a new, 310 space, transit accessible Park and Ride at MD 152 and a new, 200 space, transit accessible Park and Ride at MD 24. (The current Park and Rides are not transit accessible). (BRAC Related)

JUSTIFICATION: As part of the I-95 Express Toll Lanes (ETLs) Project and the Section 200 Planning Study and evaluation of the existing Park and Ride facilities servicing the John F. Kennedy Memorial Highway (JFK) from MD 43 to MD 22 in being conducted. Park and Rides evaluated include the MD 43, MD 152, MD 24, MD 543 and MD 22 Park and Rides.

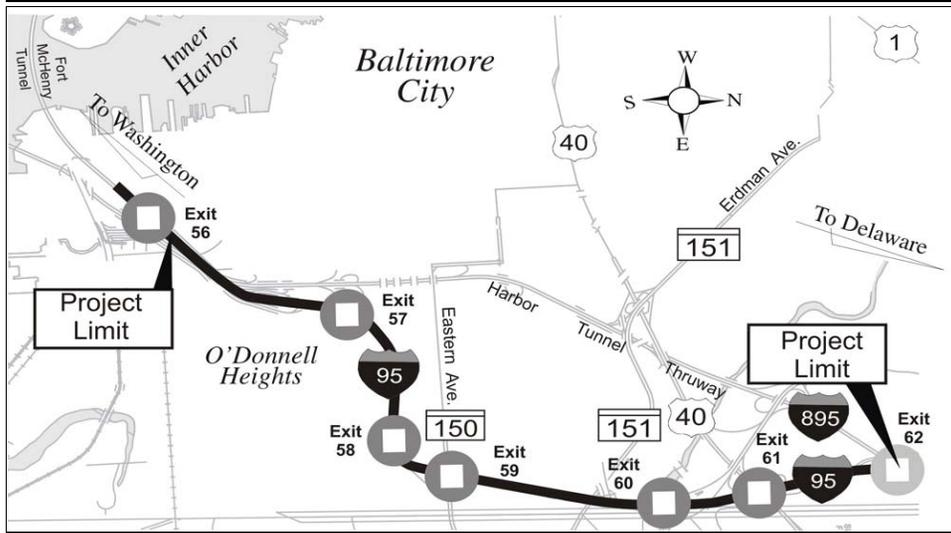
STATUS: Engineering and Right-of-way acquisition are underway. Construction to begin in FY 2009.

ASSOCIATED IMPROVEMENTS:

I-95 Section 200 - Development and Evaluation Program (Line 17)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: New construction project.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	700	700	600	0	0	0	2,000	0
Right-of-way	2,000	0	2,000	0	0	0	0	0	2,000	0
Construction	11,000	0	0	5,252	5,748	0	0	0	11,000	0
Total	15,000	0	2,700	5,952	6,348	0	0	0	15,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications

DESCRIPTION: The project limits extend from the southern end of Section 100, ETL Project (Moravia Road) to the Fort McHenry Tunnel Toll Plaza. Modifications include Phase 1 Moravia Road to Eastern Avenue grinding and overlaying; Phase 2 Eastern Avenue to Fort McHenry tunnel includes restriping to provide lane continuity.

JUSTIFICATION: Currently the typical section of I-95 from Moravia Road to the FMT is as follows: Three lanes per direction from I-895 to Moravia Rd; Four lanes per direction from Moravia Rd. to O'Donnell St; Three lanes per direction from O'Donnell St to Boston St; and Four lanes per direction from Boston St. to the Fort McHenry Tunnel.

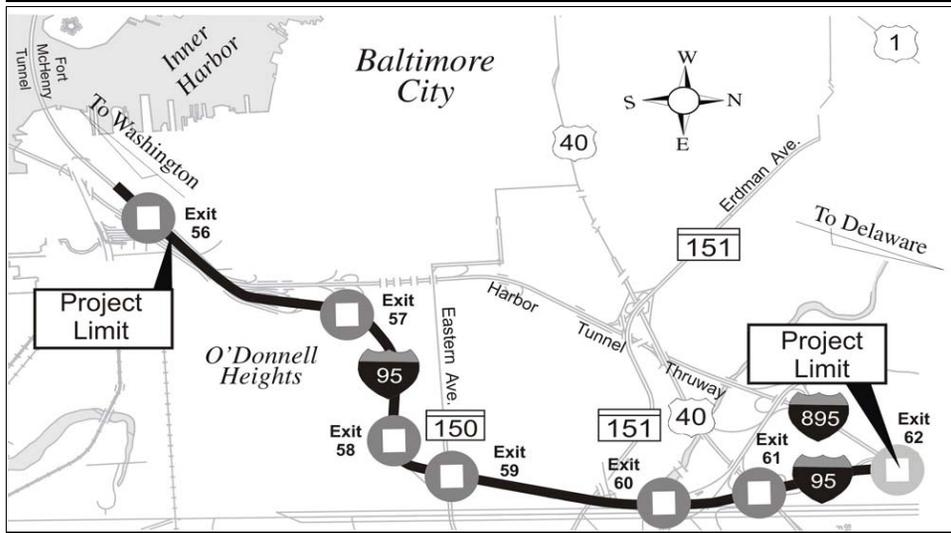
STATUS: Planning is underway. Engineering for phase I to begin in FY 2008. Construction for phase I southbound only to begin in FY 2010.

ASSOCIATED IMPROVEMENTS:

I-95 Express Toll Lanes - Construction Program (Line1)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: New construction project.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	250	193	57	0	0	0	0	0	57	0
Engineering	2,145	0	621	750	774	0	0	0	2,145	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,427	0	0	0	6,427	0	0	0	6,427	0
Total	8,822	193	678	750	7,201	0	0	0	8,629	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation North of Tunnel

DESCRIPTION: Rehabilitate all of I-95 north of the Tunnel to I-895. Includes resurfacing of 34 bridge decks and related structural repairs; resurfacing and safety improvements of roadways; replacing and upgrading of existing signing; and inspect and repair of highmast light poles and sign structures.

JUSTIFICATION: Bridge decks and roadways have not been resurfaced since their opening in 1976 and they exhibit various degrees of deterioration. Signs and other safety features need to be brought up to the latest standards.

STATUS: Bridge and roadway rehabilitation are complete. Signing and light pole work to begin in FY 2008.

ASSOCIATED IMPROVEMENTS:

Structural Repairs to I-95 Viaduct Bridges from Canton Railroad to Herring Run (1465) - Minor Projects Program (Line 26, Page MdTA-27)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increased by \$3.2 million due to increased engineering for redesign and increased construction costs due to higher material costs.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,944	5,718	470	600	156	0	0	0	1,226	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,268	39,296	4,097	6,875	7,000	0	0	0	17,972	0
Total	64,212	45,014	4,567	7,475	7,156	0	0	0	19,198	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1446, 1447, 1466



PROJECT: I-95 Fort McHenry Tunnel - Higher Speed Toll Plaza Modifications

DESCRIPTION: Install higher speed toll lanes at Fort McHenry Tunnel toll plaza. This improvements will enable E-Z Pass customers to pass through the toll plazas at 30 mph (similar to FSK Bridge toll plaza).

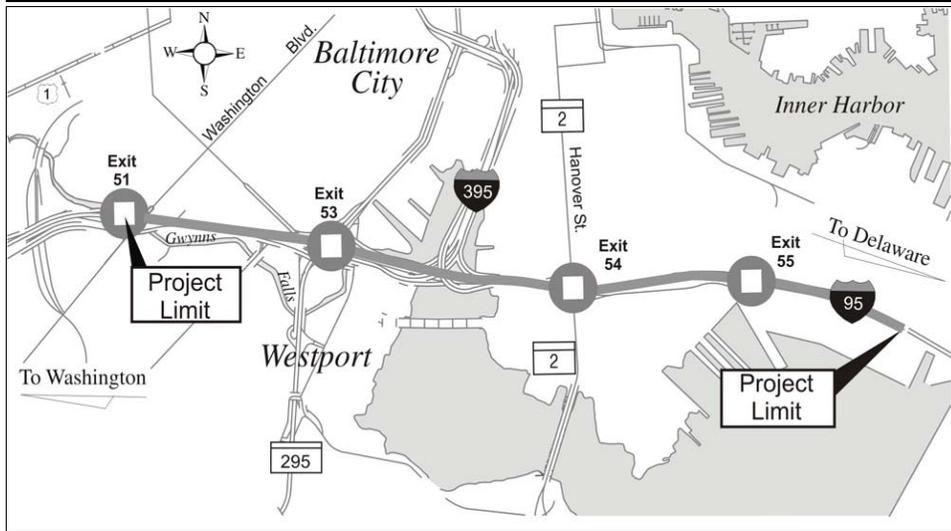
JUSTIFICATION: This project will improve traffic operations and capacity at the toll plazas.

STATUS: Engineering is complete. Construction to begin in FY 2008.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,797	703	500	594	0	0	0	0	1,094	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,957	0	5,042	6,915	0	0	0	0	11,957	0
Total	13,754	703	5,542	7,509	0	0	0	0	13,051	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation South of Tunnel

DESCRIPTION: Rehabilitate all of I-95 & I-395 south of the Tunnel. Includes resurfacing of 61 bridge decks and related structural repairs; resurfacing of roadways; replacement and upgrades of existing signing; miscellaneous safety improvements; and inspection and repair of highmast light poles and sign structures.

JUSTIFICATION: Bridge decks have not been resurfaced since their opening in 1976 and they exhibit various degrees of deterioration. Signs and other safety features need to be brought up to the latest standards.

STATUS: Construction is underway for replacement and upgrade of existing signs. Construction of roadway elements to begin in FY 2008.

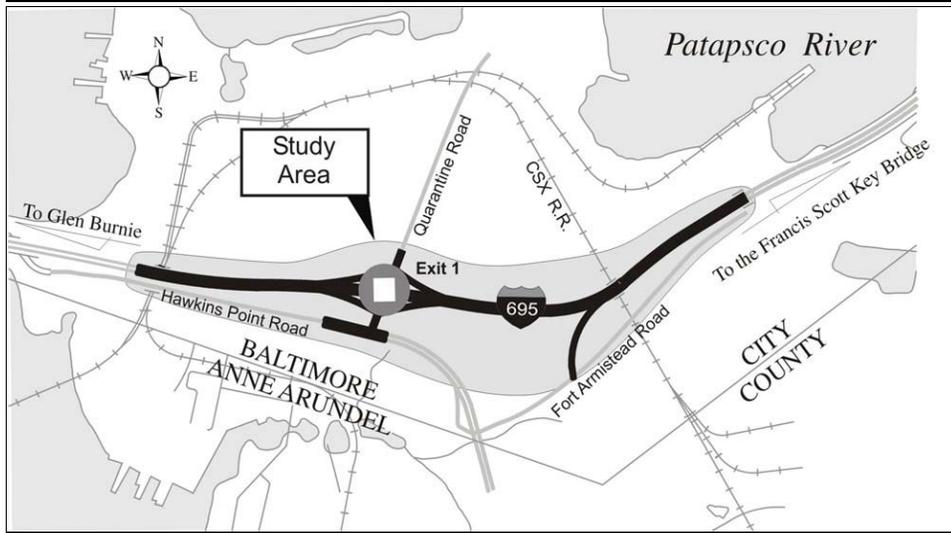
ASSOCIATED IMPROVEMENTS:

I-95 Carroll Camden Access Study - Development and Evaluation Program (Line 20)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost decreased by \$7.4 million due to a modification of the phase I project from Joh Avenue to Washington Boulevard to remove bridge rehabilitation work.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	14,565	4,110	625	1,400	1,000	700	1,300	1,100	6,125	4,330	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	107,544	6,741	9,825	15,590	2,498	4,375	12,813	12,812	57,913	42,890	
Total	122,109	10,851	10,450	16,990	3,498	5,075	14,113	13,912	64,038	47,220	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

1448, 1453, 1454, 1455, 2080, 2096



PROJECT: Francis Scott Key - Interchange Improvements at MD 695 and Quarantine Road

DESCRIPTION: Construct interchange improvements on MD 695 (Baltimore Beltway) at Quarantine Road including a new commercial vehicles inspection facility. This will be complete in two phases. The first will include the road improvements and the second will include the construction of the inspection facility.

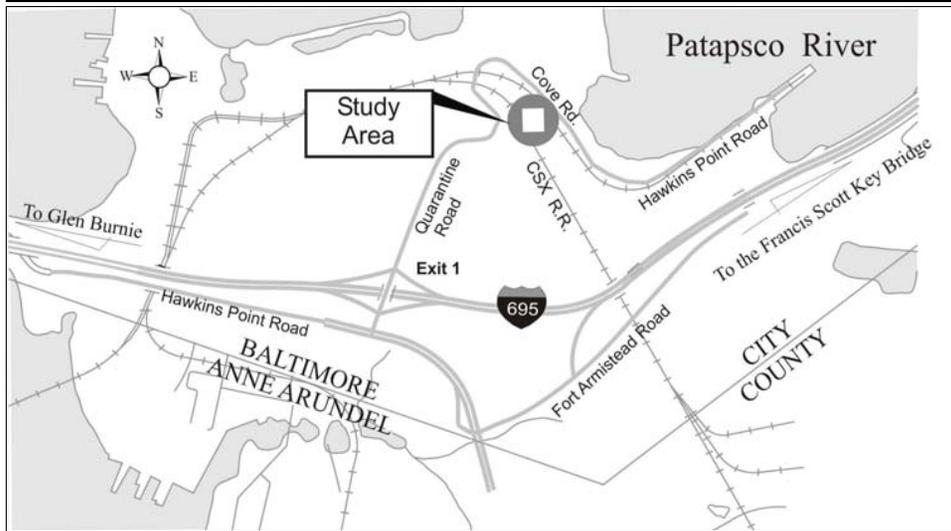
JUSTIFICATION: This project will improve safety by addressing constraints that result in ramp queues that extend onto MD 695. Also providing a commercial vehicle inspection station for homeland security and truck safety by providing facilities for checking trucks prior to crossing the Francis Scott Key Bridge in the eastbound direction.

STATUS: Engineering and Right-of-way acquisition are underway. Construction on the interchange improvements (Phase I) to begin in FY 2008.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increased by \$2.9 million due to increased right-of-way costs.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,000	3,495	500	1,405	500	0	0	367	2,772	733
Right-of-way	6,500	986	5,514	0	0	0	0	0	5,514	0
Construction	39,120	0	4,765	10,960	6,195	0	0	0	21,920	17,200
Total	52,620	4,481	10,779	12,365	6,695	0	0	367	30,206	17,933
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Francis Scott Key Bridge - Police Training Facility

DESCRIPTION: Construct new Police Training Facility for the Maryland Transportation Authority Police at Hawkins Point.

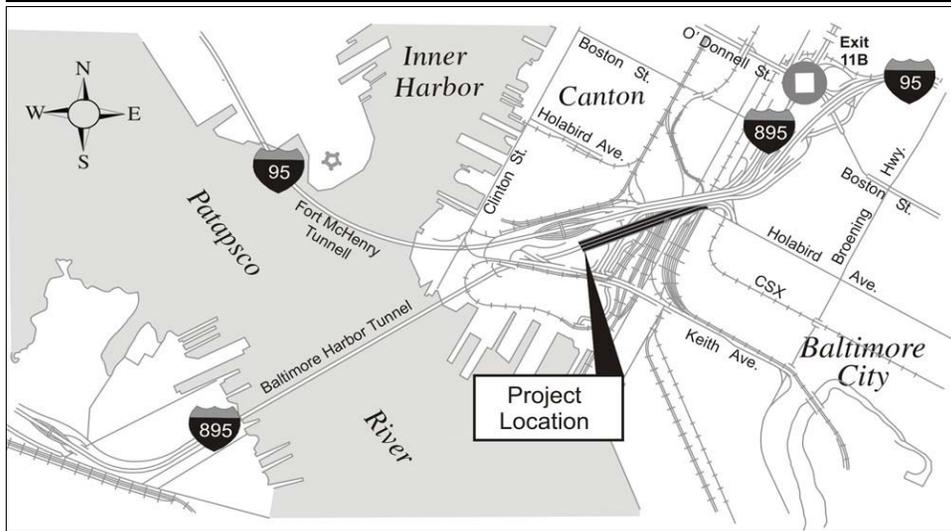
JUSTIFICATION: The project will improve capacity and training conditions for the Maryland Transportation Authority Police.

STATUS: Planning and Engineering are underway. Construction to begin in FY 2009.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increased by \$4.5 million due to increases in material costs and environmental clean up costs for the selecte site located at Hawkins Point.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	75	50	25	0	0	0	0	0	25	0
Engineering	1,700	379	521	450	350	0	0	0	1,321	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,000	0	0	9,000	7,000	0	0	0	16,000	0
Total	17,775	429	546	9,450	7,350	0	0	0	17,346	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Baltimore Harbor Tunnel Thruway - Canton Viaduct Bridge Deck Replacement

DESCRIPTION: Replace the deck and repaint the beams on the Canton Viaduct Bridge from the north portal entrance to Holabird Avenue.

JUSTIFICATION: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration. The beams were painted with lead based paint and must be stripped and repainted.

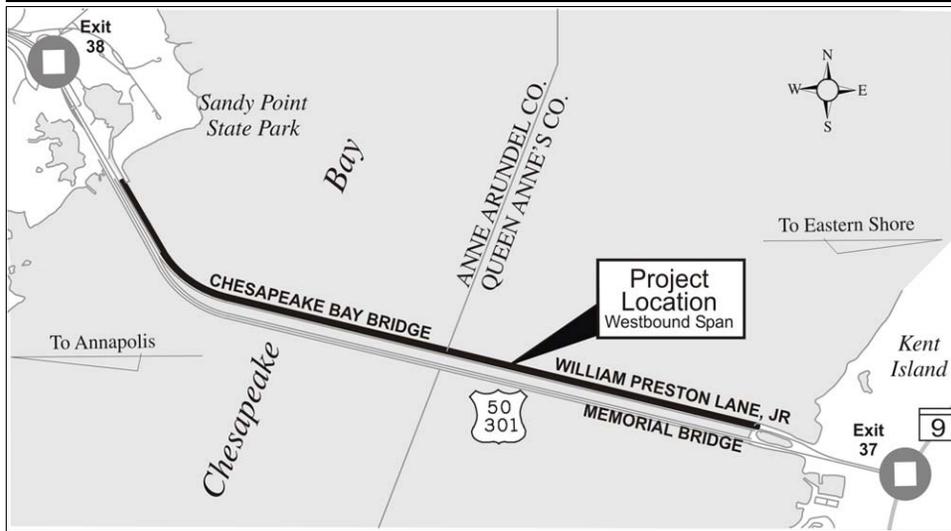
STATUS: Engineering is underway. Construction to begin in FY 2009.

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Construction delayed due to the need for rehabilitation of additional structural elements.. The cost increased by \$4.9 million due to increased design costs needed to redesign improvements resulted from further inspection of the structural elements.

<u>POTENTIAL FUNDING SOURCE:</u>		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,805	734	1,250	1,950	3,000	871	0	0	7,071	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,080	0	0	2,000	30,000	8,080	0	0	40,080	0
Total	47,885	734	1,250	3,950	33,000	8,951	0	0	47,151	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Bay Bridge US 50/301- Westbound Bridge Deck Rehabilitation

DESCRIPTION: Rehabilitate the westbound bridge deck. Phase I - Truss, Beam and Girder Spans. Phase II - Suspension and Thru-truss Spans.

JUSTIFICATION: The bridge deck on this structure has not been renovated since its opening in 1973. Testing has indicated that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration.

STATUS: Phase I Construction is complete. Phase II Construction is underway

ASSOCIATED IMPROVEMENTS:

Cleaning and Painting Structural Steel at Westbound Bay Bridge (Line 14)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	11,143	9,302	1,000	841	0	0	0	0	1,841	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	106,423	74,121	20,500	11,802	0	0	0	0	32,302	0
Total	117,566	83,423	21,500	12,643	0	0	0	0	34,143	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Bay Bridge US 50/301 - Cleaning and Painting Structural Steel Westbound Bridge

DESCRIPTION: The scope of work consists of cleaning and painting the entire structural steel surfaces on the westbound bridge of approximately 3 million square feet including girder spans, deck trusses, overhead truss members and suspension spans.

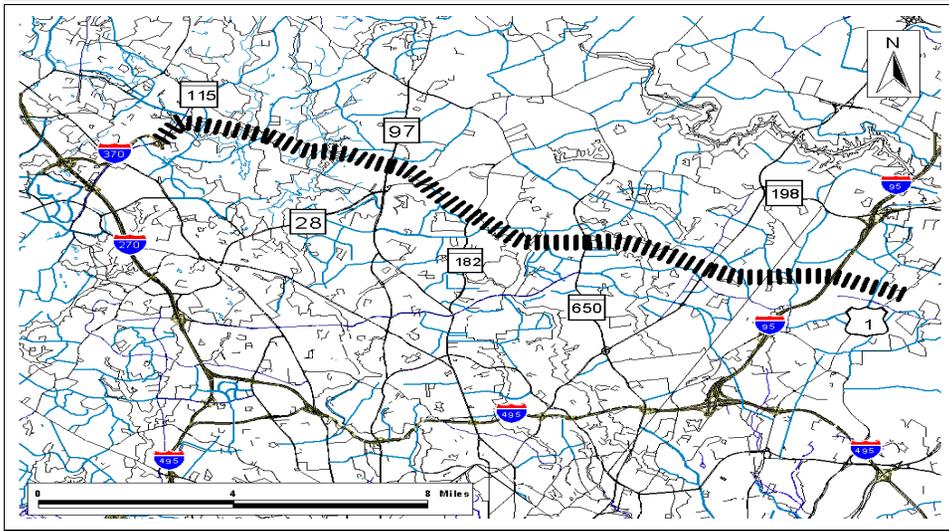
JUSTIFICATION: The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of significant deterioration. This improvement will protect the steel components of the bridge and will extend the useful life of the structural members.

STATUS: Engineering is underway. Construction to begin in FY 2009.

ASSOCIATED IMPROVEMENTS:
Bay Bridge Westbound Deck Rehabilitation (Line 13)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: New construction project.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007			FOR PLANNING PURPOSES ONLY2010.....2011.....2012.....			.....2013.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	250	250	500	900	900	200	0	2,750	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	81,000	0	0	12,000	28,000	28,000	13,000	0	81,000	0
Total	84,000	250	250	12,500	28,900	28,900	13,200	0	83,750	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Intercounty Connector

DESCRIPTION: Construction of a new east-west, multimodal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

JUSTIFICATION: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

STATUS: Engineering, Right-of-way and Construction are underway.

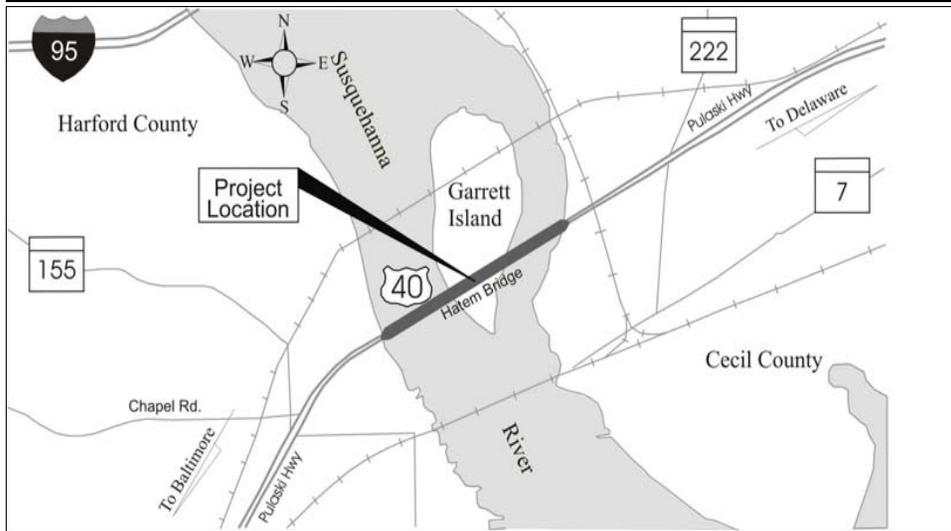
SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Costs shown include \$19.3 million in federal funds shown on SHA's portion of the CTP. Also included is \$180.0 million in state fund transfers from SHA to MdTA, approximately \$265.0 million in General Funds, and \$750.0 million in Garvee Bonds.

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 1,2,11,12, Montgomery County - SHA)
- MD 115, MD 28 to MD 124 (Line 4, Montgomery County - SHA)
- MD 124, Airpark Road to Fieldcrest Road (Line 5, Montgomery County - SHA)
- East/West Intersection Improvement Program (Line 7, Montgomery County - SHA)

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	28,889	28,889	0	0	0	0	0	0	0	0
Engineering	69,319	54,129	12,152	3,038	0	0	0	0	15,190	0
Right-of-way	330,303	123,819	154,503	40,001	11,980	0	0	0	206,484	0
Construction	2,017,314	13,620	301,009	594,156	639,435	383,254	76,673	9,167	2,003,694	0
Total	2,445,825	220,457	467,664	637,195	651,415	383,254	76,673	9,167	2,225,368	0
Federal-Aid	19,270	18,600	670	0	0	0	0	0	670	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2008	FA	18,670



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Deck Replacement

DESCRIPTION: Replace the 1.5 mile deck on the Hatem Bridge travelling between Perryville and Havre de Grace. Throughout construction, one 12 ft wide traffic lane will be maintained in each direction during construction. This maintenance of traffic plan was selected through coordination efforts with the Cecil/Harford Bridges Work Group. (BRAC Related)

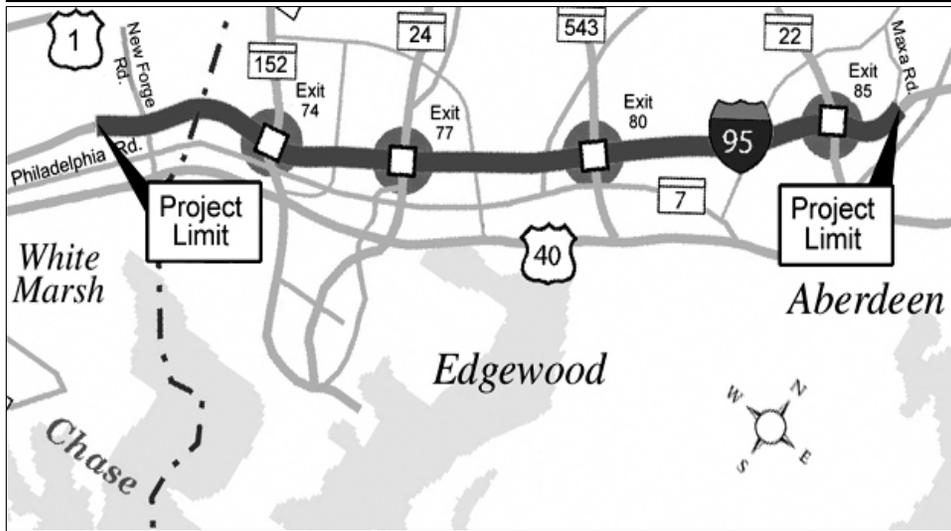
JUSTIFICATION: The concrete and steel grate core are deteriorated, requiring replacement. The deck was last renovated in 1982.

STATUS: Engineering Underway. Construction to begin in FY 2008.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Construction start delayed to allow for Tydings Bridge repairs to be completed. Cost increased by \$17.0 million due to increased cost of labor, equipment and materials.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,000	971	600	800	800	829	0	0	3,029	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	52,000	0	10,000	15,000	15,000	12,000	0	0	52,000	0
Total	56,000	971	10,600	15,800	15,800	12,829	0	0	55,029	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Section 200 Study

DESCRIPTION: Study to investigate capacity and safety needs on I-95 from north of MD 43 to north of MD 22 (18 miles). (BRAC Related)

JUSTIFICATION: South of MD 152, I-95 operates at Level of Service (LOS) E during weekday peak hours. Elsewhere, it operates at LOS D or better during weekday and weekend peak traffic periods. Without improvements, the LOS is expected to decrease by 2020, with some study sections operating at an undesirable LOS F during weekday and weekend periods.

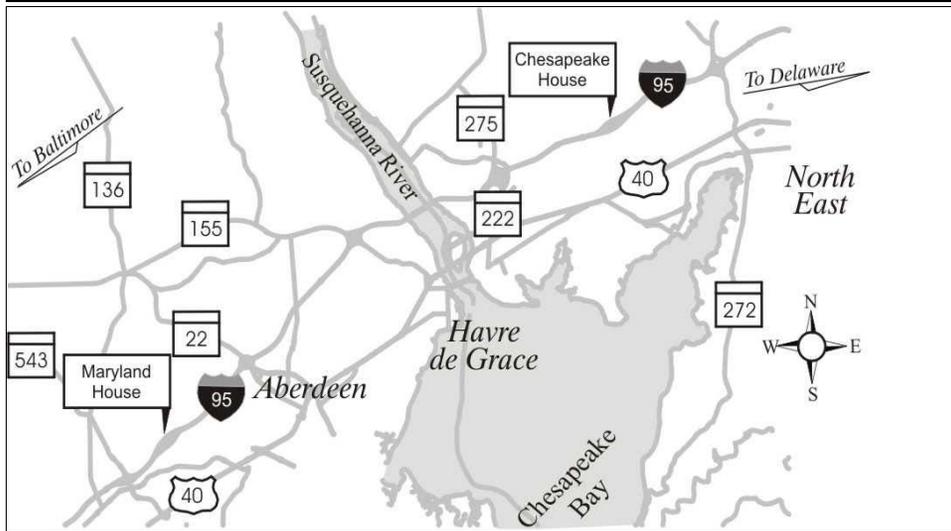
STATUS: The I-95 Master Plan was adopted by the Authority in April 2003. Project Planning is underway.

ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	5,000	3,523	1,477	0	0	0	0	0	1,477	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	3,523	1,477	0	0	0	0	0	1,477	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Travel Plazas Redevelopment

DESCRIPTION: New project to prepare for replacement and/or rehabilitation of Travel Plazas (Maryland House & Chesapeake House) and the development of the scope of services portion of a future solicitation. The solicitation will seek to obtain a comprehensive arrangement to provide for development and operation of the facilities beginning in late 2008 and extending approximately 20 years. (The current concessions vendor contract ends in October of 2008).

JUSTIFICATION: The Maryland House and Chesapeake House Travel Plazas have aged to the point in which redesign, and/or reconstruction is necessary to adequately meet public demand over the next 20 years.

STATUS: The development of the scope of work for the solicitation is underway

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	328	212	116	0	0	0	0	0	116	0
Engineering	1,350	0	0	188	388	388	386	0	1,350	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,678	212	116	188	388	388	386	0	1,466	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Toll Plaza Planning Study

DESCRIPTION: This study will investigate alternative toll locations and collection methods. (BRAC Related)

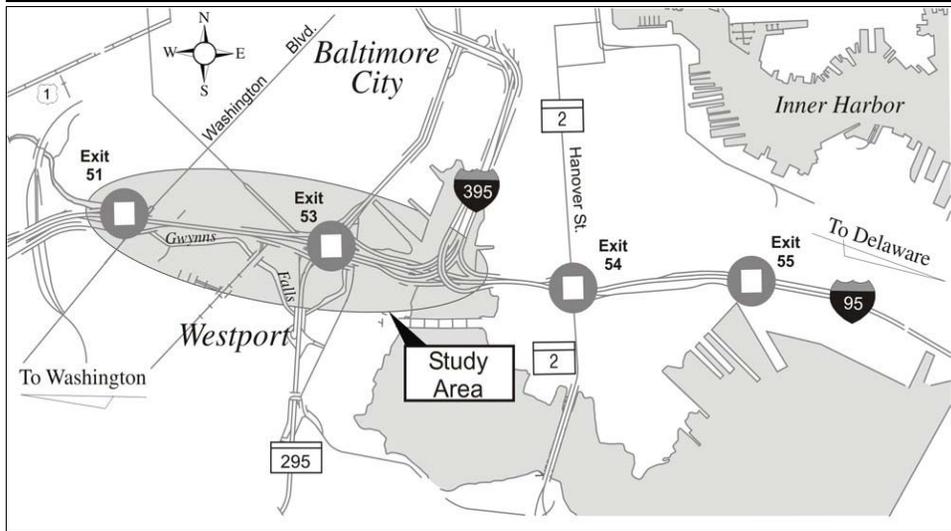
JUSTIFICATION: This project will improve capacity and traffic operations at the toll plaza.

STATUS: Planning is underway.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Modified scope from study for development of highway speed E-Z Pass lanes to a study to investigate alternative toll locations and collection methods. Moved funding from engineering to planning and delayed start to FY 2008.

<u>POTENTIAL FUNDING SOURCE:</u> <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007			2008	20092010.....2011.....			.....2012.....	.....2013.....
Planning	2,946	0	1,600	1,346	0	0	0	0	2,946	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,946	0	1,600	1,346	0	0	0	0	2,946	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Carroll Camden Access Study

DESCRIPTION: Study to improve access to the Carroll Camden development area and improve safety and operations along I-95 between Washington Boulevard and I-395.

JUSTIFICATION: Improved access will facilitate the redevelopment of the Carroll Camden area in Baltimore City and improve safety and operations along I-95.

STATUS: Feasibility study completed in June 2004. Interstate Access Point Approval (IAPA) study is underway.

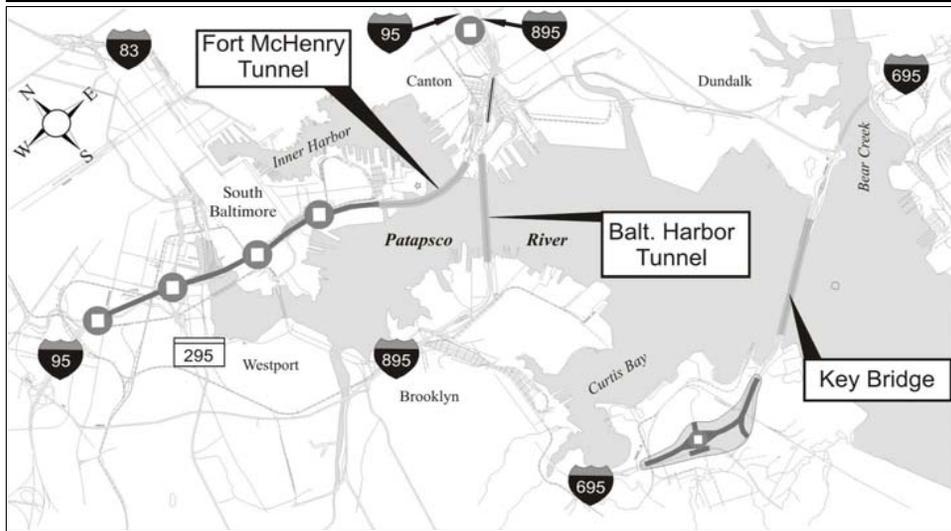
ASSOCIATED IMPROVEMENTS:

Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation on I-95 south of Tunnel - Construction Program (Line 9)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,250	0	200	150	300	300	300	0	1,250	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,250	0	200	150	300	300	300	0	1,250	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Start of project planning is pending based on the outcome of the IAPA study and reaching an agreement with the City of Baltimore to share the cost of project planning.



PROJECT: I-95, I-895 and MD 695 Harbor Crossings - Traffic Management Study

DESCRIPTION: Review of potential solutions to better manage traffic across the three Harbor Crossings.

JUSTIFICATION: There is capacity across all three facilities greater than the current traffic volumes, but at times one or more of the facilities can reach or exceed capacity.

STATUS: Planning is underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Cost decreased by \$0.5 million due to refinements in the study scope.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	500	50	450	0	0	0	0	0	450	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	500	50	450	0	0	0	0	0	450	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Bay Bridge US 50/301- Bay Crossing Study

DESCRIPTION: Study of traffic capacity needs across the Chesapeake Bay.

JUSTIFICATION: Studies are needed to contribute to the understanding of the traffic capacity needs across the Chesapeake Bay. This effort will explore the capacity needs in the context of statewide and regional plans, congestion management; transit; development and growth control measures; impacts to natural, cultural, and socio-economic resources; and opportunities for economic growth.

STATUS: Needs Report completed in December 2004. A Task Force was formed in December 2004 to review capacity needs across the Chesapeake Bay. Task Force work is complete and a final report has been released.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL									
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2010....	....2011....	....2012....	....2013....		
Planning	10,503	522	1,611	1,667	1,726	1,782	1,840	1,355	9,981	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,503	522	1,611	1,667	1,726	1,782	1,840	1,355	9,981	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Bay Bridge US 50/301- Westbound and Eastbound Commercial Vehicle Inspection Facilities.

DESCRIPTION: Planning for commercial vehicle inspection facilities along US 50/301 adjacent to the Bay Bridge.

JUSTIFICATION: This project will provide the Authority with adequate facilities to conduct safety and weighing activities. Current facilities do not allow for the level of enforcement necessary at the Bay Bridge, given the changes in legislation that are expected to improve safety by increasing overweight truck fines.

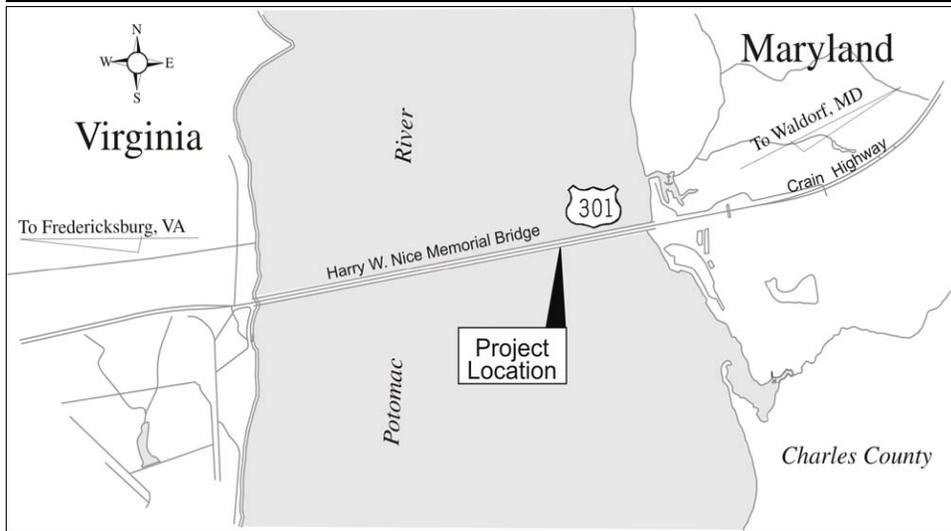
STATUS: Planning is underway.

ASSOCIATED IMPROVEMENTS:

Commercial Vehicle Inspection Facilities at BHT, FMT, FSK and the Nice Bridge (Line 25)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	2,170	420	1,750	0	0	0	0	0	1,750	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,170	420	1,750	0	0	0	0	0	1,750	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: US 301 Harry W. Nice Bridge - Improvement Study

DESCRIPTION: Study to investigate capacity and safety needs of the bridge and approaches.

JUSTIFICATION: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

STATUS: Planning is underway.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	5,000	977	2,000	1,773	250	0	0	0	4,023	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	977	2,000	1,773	250	0	0	0	4,023	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Commercial Vehicle Inspection Facilities at BHT, FMT, and FSK.

DESCRIPTION: Planning for the improvement of the existing Commercial Vehicle Inspection Facilities at Baltimore Harbor Tunnel (I-895 northbound and southbound), Fort McHenry Tunnel (northbound and southbound), Francis Scott Key Bridge (I-695 inner loop) and Nice Bridge (northbound and southbound)

JUSTIFICATION: The project will provide the Authority with adequate facilities to conduct safety and weighing activities. Current facilities do not allow for the level of enforcement necessary at these locations

STATUS: Planning is to begin in FY 2008.

ASSOCIATED IMPROVEMENTS:

Bay Bridge US 50/301 Westbound and Eastbound Commercial Vehicle Inspection Facility - D&E Program (Line 23)

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	672	0	330	342	0	0	0	0	672	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	672	0	330	342	0	0	0	0	672	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 26

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
1	Replace Roofs on BHT Vent Buildings (0272)	260	Complete
2	Clean and Paint K-Truss Upper Section (0271)	3,777	Complete
3	Cleaning, Painting, and Miscellaneous Repairs at I-895 WB Ramp over I-95 Bridge (HOY004) (0283)	522	Complete
4	Construct New Salt Dome, Metal Storage Building and Modify Moravia Road Salt Barn (0270)	1,033	Complete
5	Remove Railroad Bridge over I-895 Fairfield Portal Ramp - BHT (0234)	690	Complete
6	Construct New Maintenance, Automotive and Sign Shop Building (0269)	13,618	Complete
7	Median Paving at I-895 Crossovers (Both sides of Tunnel) (0289)	1,369	Complete
8	Study I-895 Ramp to Holabird Avenue - BHT (2038)	450	Underway
9	Study to Replace Retaining Wall NB and SB I-895 MM 12.0 to MM 12.2 (0211)	150	Underway
10	Replace Tunnel Lighting (0264)	1,975	Underway
11	Widen and Replace Superstructure of I-895 Bridges over Herring Run (0284)	10,350	Underway
12	Fascia Beam Replacement at I-895 Bridge over Boston Street (2115)	540	Underway
13	Rehabilitate of I-895 between Toll Plaza and the K-Truss Bridge (2037)	2,569	Underway
14	Renovate Electrical Vaults - BHT (0265)	789	Underway
15	Study to Rehabilitate or Replace Tunnel Fireline Gate Valves (2086)	50	Underway
16	Study to Rehabilitate Post 3 and 4 - Commercial Vehicle Inspection stations (2118)	10	Underway
17	Study to Replace Moravia Road Salt Barn Deteriorating Roof w/ Architecturally Painted Steel Roof (2139)	50	Underway
18	Replace Roof and Repair HVAC of Service Building - BHT (2036)	2,541	Spring, 2008
19	Replace Water Line - Frankfurst Avenue to Service Building - BHT (2034)	500	Spring, 2008
<u>F.S.KEY BRIDGE</u>			
20	Rehabilitation of Mechanical & Electrical Systems for the I-695 Drawbridge over Curtis Creek (0460)	5,096	Complete
21	Construct Noise Wall along Broening Highway (0461)	6,077	Complete
22	Replacement of Windows at Police Headquarters - FSK (0404)	750	Complete
23	Study to Remove Underground Heating Fuel Tank - FSK (2027)	25	Complete
24	Paint FSK Bridge Main Span and Replace Drainage Troughs (0429)	21,875	Underway
25	Upgrade and Replace Signs FSK (0474)	4,800	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 26 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>F.S.KEY BRIDGE (cont'd)</u>			
26	Improve HVAC at FSK Police Headquarters (0475)	850	Underway
27	Improve Northeast Approach Maintenance Access Road (0479)	529	Underway
28	Patch and Seal FSK Bridge (0302)	2,619	Underway
29	Renovate Engineering Building - FSK (2028)	950	Underway
30	Rehab FSK Maintenance Building (2024)	2,888	Spring, 2008
31	Replace Roof of Police Headquarters (0478)	786	Spring, 2008
32	Replace Roofs of Administrative & Maintenance Buildings - FSK (2020)	777	Spring, 2008
<u>FORT MCHENRY TUNNEL</u>			
33	Installation of Six Overhead Doors for the Maintenance Vehicle Storage Area (1469)	233	Complete
34	Structural Repairs to I-95 Viaduct Bridges from Canton Railroad to Herring Run (1465)	1,089	Complete
35	Study of Security Improvements Around Vent Buildings (1464)	125	Complete
36	Paving and Miscellaneous Improvements to Tunnel Parking Lots (1470)	609	Complete
37	Renovate Toll Booths HVAC (1471)	314	Complete
38	Study to Install Fire Suppression System, First Floor, East Vent Building - FMT (2042)	25	Complete
39	Construct NB Overweight and Oversized Truck Staging Transfer Area - FMT (2041)	1,515	Underway
40	Miscellaneous Repairs to Air Ducts and Tile Work Below Tunnel Walkway (1468)	2,250	Underway
41	Replace Administration Building HVAC - FMT (1477)	1,090	Underway
42	Remove Canton RR Bridge (BCW585) over I-95 (1473)	1,330	Underway
43	Renovate Electric Vault for FMT Facility (1478)	802	Underway
44	Study Deteriorating Brick Facade - FMT West Vent Bldg (2145)	25	Underway
45	Study to Replace the Emergency Generators at the FMT Administration & Maintenance Buildings (2138)	50	Underway
46	Major Repairs to Tunnel Fire Protection System (1401)	5,850	Spring, 2008
47	Replace East and West Vent Building Roofs (1402)	1,827	Spring, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 26 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>HATEM BRIDGE</u>			
48	Replace Existing Salt Dome and Repave Parking Area (0802)	644	Complete
<u>KENNEDY HIGHWAY</u>			
49	Upgrade and Replace Traffic Barrier W-Beam SB I-95 from the Tydings to the Delaware State Line (1281)	1,950	Complete
50	Sign Lighting and Maintenance Systems (1293)	166	Complete
51	Milling and Resurfacing on I-95 Northbound from Raphel Road to Bradshaw Road (1204)	649	Complete
52	Replace Roof, Gutter, Downspout and Rooftop HVAC - MD House (1295)	893	Complete
53	Resurface NB I-95 from the Tydings Bridge to the Delaware Line (1277)	8,248	Complete
54	Resurface SB I-95 from the Tydings Bridge to the Delaware Line (1278)	9,915	Complete
55	Demolish Property Adjacent to I-695 & I-95 Interchange - Emergency Contract (2081)	198	Complete
56	Replace Exterior Windows and Doors, and Roof at Chesapeake House and Service Area (1289)	928	Complete
57	Provide Engineering Support - CVISN-Pre-Pass at JFK (2057)	220	Underway
58	Study Ground Water Recovery System at Maryland House Sunoco Station (1264)	75	Underway
59	Expand and Improve I-95/Rte. 152 Parking Lots (1206)	900	Underway
60	Expansion Joint Modifications at the Tydings Bridge - KH (2058)	5,800	Underway
61	Replace HVAC System at Maryland House (1294)	1,147	Underway
62	Emergency-Remedial Repairs to Structural Plate Pipe Arch (SPPA) on I-95 Northbound. (2137)	150	Underway
63	Groundwater Remedation System Upgrade at MD House Exxon Station (2123)	132	Underway
64	Pave Maintenance Yard at SB I-95 MM 81.6 (1205)	807	Underway
65	Plan JFK Corridor-wide Maintenance Facility (1202)	600	Underway
66	Rehab JFK Toll Booths HVAC (2113)	330	Underway
67	Rehabilitate Curbs and Sidewalks at Park-and-Ride Facilities in Harford and Cecil Counties (1209)	490	Underway
68	Study Rehabilitation of Static Scales at Perryville Scalehouse (NB and SB) (2119)	50	Underway
69	Improvements to I-95 Perryville Weigh Station Signs (2143)	1,130	Spring, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 26 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>MULTI-AREA</u>			
70	Install Closed Circuit TV Systems and Fiber Optic Spurs along I-95 (1974)	8,084	Complete
71	Install Permanent Changeable Message Signs (1993)	568	Complete
72	Implement Geographic Document Organization System (1989)	1,350	Complete
73	Miscellaneous Paving Repairs (1967)	2,341	Complete
74	Miscellaneous Structural Repairs (1992)	4,158	Complete
75	Fencing at Various Locations (1972)	380	Complete
76	Install New Emergency Generators at JFK and TJH Facilities (1923)	980	Complete
77	Relocation of Median Crossovers, Miscellaneous Slope, Drainage & Median Repairs I-95, I-695 & I-895 (1951)	2,285	Complete
78	Upgrade and Replace Metal Traffic Barriers and Attenuators (1965)	1,254	Complete
79	Development of TS&L for Canton Railroad- New Colgate Creek Crossing (2015)	38	Complete
80	Fiber Plant Documentation - Multi-Area (2062)	100	Complete
81	Install Incident Detection Systems in Tunnels (1975)	1,140	Complete
82	Miscellaneous Slope and Drainage Repairs (1931)	1,626	Complete
83	Miscellaneous Structural Repairs to the Millard E. Tydings and Thomas J. Hatem Memorial Bridges (1907)	5,670	Complete
84	Prepare Concept of Operations Plan for Authority Security Initiative (2071)	77	Complete
85	Review of In-Car Digital Video System (2009)	48	Complete
86	Study Toll Facility Cost Allocation (2002)	199	Complete
87	Annual Inspection of Authority Facilities FY05-09 (1920)	8,118	Underway
88	Planning Studies for Strategic Development (1994)	5,717	Underway
89	Building Security Improvements at Various Facilities Phase I (1945)	2,800	Underway
90	Annual Inspection of Authority Facilities - FY05-FY09 (1986)	8,414	Underway
91	Office Capacity Improvements for Authority Administration (1995)	5,251	Underway
92	Install Closed Circuit TV Systems at FSK, HWN, TJH and WPL Facilities (1976)	5,876	Underway
93	Miscellaneous Paving Repairs (1938)	3,364	Underway
94	Upgrade Authority Operation Center at Fort McHenry Tunnel and Baltimore Harbor Tunnel (1954)	7,500	Underway
95	Building Security Improvements- Phase II (40 Buildings) (1983)	6,289	Underway
96	Construct, Deliver, and Commission Dynamic Message Signs (1949)	16,262	Underway
97	Maintenance and Repair of Security System (2075)	580	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 26 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
98	Mitigate Flood at Fairfield Ventilation and Service Buildings (0290)	1,250	Underway
99	On-Call Miscellaneous Structural Repairs at Various Facilities (1900)	3,561	Underway
100	Replace Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	961	Underway
101	Security Related Plans, Evaluations and Upgrades (1467)	400	Underway
102	Upgrade and Replace Metal Traffic Barrier and Attenuators (2011)	1,871	Underway
103	Upgrade and Replace Signs and Sign Structures - BHT and Others (2016)	9,632	Underway
104	Analyze Authority Facilities for Gas and Electric Energy Consumption (2078)	50	Underway
105	Develop & Implement Law Enforcement IT Systems Plan - Multi-Area (2060)	12,149	Underway
106	Implement Information Technology Strategic Plan (1942)	4,569	Underway
107	Install Electronic Toll Collection System - Next Generation (1958)	24,132	Underway
108	Install Highway Advisory Radio Transmitters and Signs - JFK and WPL (2008)	892	Underway
109	Map Construction Contracts to Analyze the Maintenance of Traffic Conflicts (2077)	50	Underway
110	Misc. Traffic Studies (2131)	2,768	Underway
111	NPDES Environmental Compliance Inspection and Remediation (2007)	11,366	Underway
112	Planning Studies for Strategic Development - Second Generation (2001)	9,608	Underway
113	Purchase Portable Jersey Barrier (2141)	220	Underway
114	Replace Light Poles and Bases at FMT and FSK (2066)	350	Underway
115	Replace Uninterruptable Power Supply at Various Locations (1953)	1,315	Underway
116	Study FMT/BHT Campus Master Plans (2044)	156	Underway
117	Study Police Simulator Training Building (2121)	20	Underway
118	Study Police Special Operations Facility & Garage (2117)	25	Underway
119	Study Quartermaster Warehouse Relocation (2122)	20	Underway
120	Study Security Fencing - All Facilities (2130)	311	Underway
121	Study to Develop Concept of Operations for Congestion Management (2133)	90	Underway
122	Study Use of Dynamic Message Signs for Displaying Traffic Data (2110)	250	Underway
123	Substructure Repairs to Various Structures on I-95, I-695, and I-895 (1939)	2,466	Underway
124	Upgrade Police Two Way Radio System (700 MHz System) (1941)	23,700	Underway
125	Cleaning and Painting, Bearing Repairs, Joint Modifications & other Misc repairs at I-895 & I-695 br (1940)	7,570	Spring, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 26 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
126	Miscellaneous Paving Repairs (2142)	3,300	Spring, 2008
127	Miscellaneous Structural Repairs and Modifications (2124)	2,864	Spring, 2008
128	Renovate Navigation Lighting to Francis Scott Key, Nice Memorial Bridge and Bay Bridge (2074)	1,291	Spring, 2008
129	Repair & Replace Raised Pavement Marking Housing and Lenses (2085)	751	Spring, 2008
130	Right-of-Way and General Fencing at Various Locations (2144)	550	Spring, 2008
<u>NICE BRIDGE</u>			
131	Repair Substructure and Miscellaneous Modifications to the Harry W. Nice Memorial Bridge Facility (1028)	1,705	Complete
132	Nice Bridge Approach Improvements-Approach Roadway Rehabilitation, Realignment and Toll Booth Repl. (1029)	7,222	Underway
133	Renovate Nice Bridge Administration Building (1025)	1,550	Spring, 2008
<u>POINT BREEZE</u>			
134	Replace Point Breeze Electrical Switchgear - Phase I (2000)	595	Complete
135	Rehabilitation of Point Breeze Railroad Track and Old Vail Street Entrance (1903)	479	Complete
136	Point Breeze Miscellaneous Renovations (1901)	375	Underway
137	Electrical Switchgear Replacement - Phase II (2004)	530	Underway
<u>W. P. LANE BRIDGE</u>			
138	Paint Suspension, East Deck Truss and Thru Truss Spans of Eastbound Bridge (0617)	41,300	Complete
139	Replace Sewage Ejector Pumps and Pit - Bay bridge (2079)	150	Complete
140	Study to Correct Drainage in Wash Bay at Police/Automotive Bldg. - Bay Bridge (2052)	2	Complete
141	Replace 5KV Cables & Misc. Repairs & Upgrades to the WPL Electrical Systems (0650)	5,497	Underway
142	Install Observation Windows in Police Building Holding Cells (0660)	38	Underway
143	Replace WPL Traffic system controllers, signals and communications and Replace cameras and remount. (0651)	5,790	Underway
144	Study of Eastern Shore Building including Bays and Parking - Bay Bridge (2048)	200	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

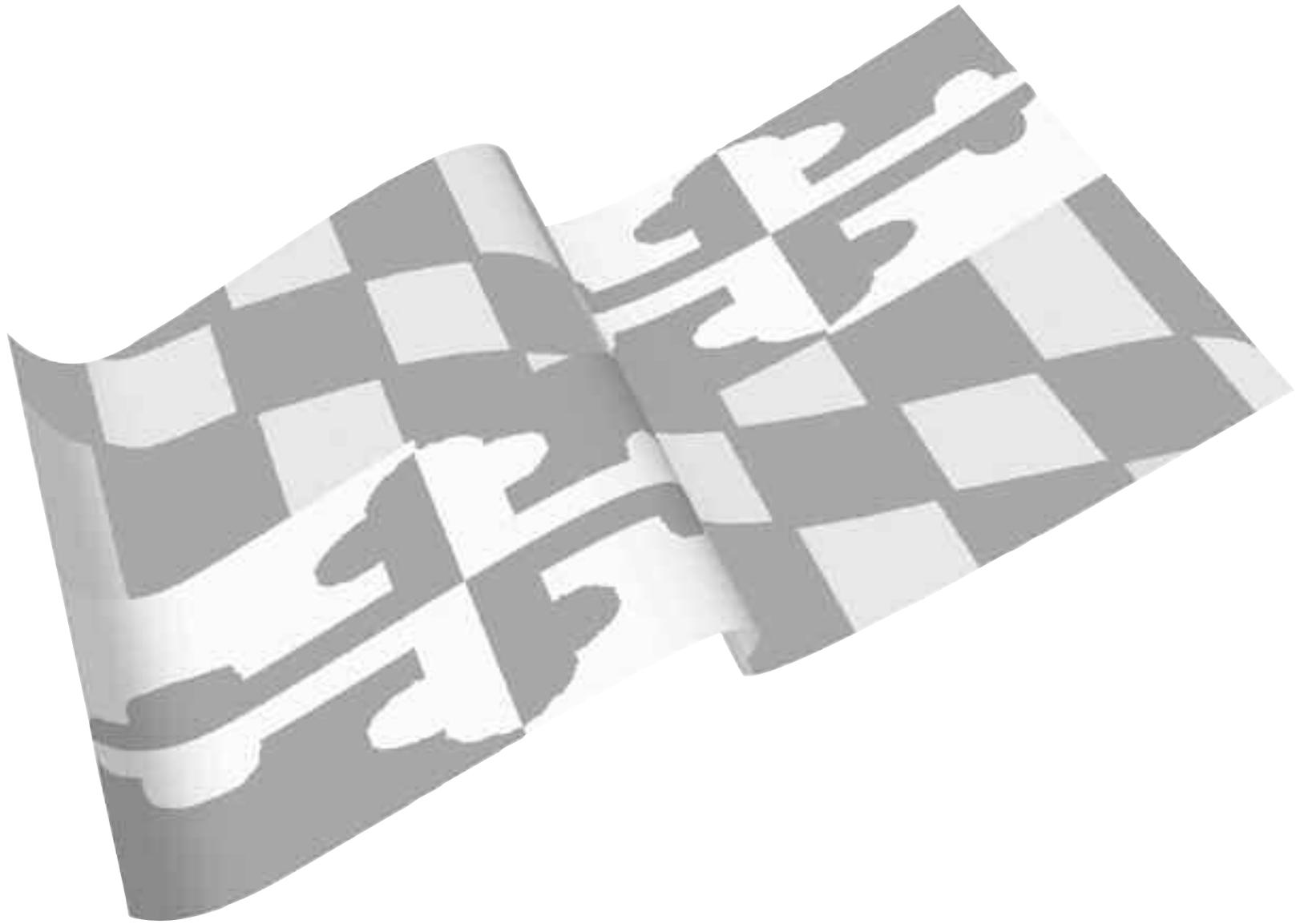
MARYLAND TRANSPORTATION AUTHORITY - LINE 26 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2008 and Prior (cont'd)</u>			
<u>W. P. LANE BRIDGE (cont'd)</u>			
145	Study to Install 4 Isolation Points and Access Ladder - Bay Bridge (2054)	25	Underway
146	Harden Suspension Cables - Bay Bridge (2046)	6,712	Spring, 2008
147	Replace Roof on Administration/Maintenance Building - Bay Bridge (2047)	450	Spring, 2008
148	Study of Rehabilitation of Toll Collector Tunnel - Bay Bridge (2050)	75	Spring, 2008
<u>FY 2009</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
149	Investigate I-895 Bridge Deck & Substructures Condition (2083)	1,332	Summer, 2008
150	Replace all DMS and Lane Use Signals at BHT with LED Based Technology (0281)	1,215	Summer, 2008
151	Study Freight Elevators' Condition in Fairfield and Canton Vent Buildings (2090)	50	Summer, 2008
152	Study HV Cable Replacement Needs and Options (2107)	100	Summer, 2008
<u>F.S.KEY BRIDGE</u>			
153	Replace Bascule Span Steel Grid Decks on Curtis Creek Draw Bridge (2019)	11,389	Fall, 2008
154	Drainage Repair on Existing Shoulders and Install Drop Culverts at FSK Overpass (2025)	1,296	Spring, 2009
155	Upgrade Safety and HVAC Systems at Administration Bldg - FSK (2022)	3,381	Spring, 2009
<u>FORT MCHENRY TUNNEL</u>			
156	Replace all DMS and Lane Use Signals with LED (1463)	1,835	Summer, 2008
157	Study to Extend Ramp Barrier Wall/Install Fence at Exit 57 (O'Donnell Street)/I-95 SB - FMT (2093)	52	Summer, 2008
158	Replace and Rehabilitate Electrical Switchgear at FMT (1476)	4,041	Fall, 2008
159	Installation of suspended drainage system at Race Street Bridge (2095)	1,195	Spring, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 26 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 (cont'd)</u>			
<u>KENNEDY HIGHWAY</u>			
160	Perryville Site for Truck Parking Facility (2082)	2,330	Summer, 2008
161	Study Condition of Water Tower Coatings at Service Plazas (2098)	100	Summer, 2008
162	I-95 ETL - New Maintenance Facility (2136)	32,000	Fall, 2008
<u>MULTI-AREA</u>			
163	Annual Electrical Testing Program for Tunnels (2125)	125	Summer, 2008
164	Evaluate Toll Booths - Condition (2094)	72	Summer, 2008
165	Incident Detection System Maintenance (in tunnels) (2127)	149	Summer, 2008
166	Purchase Camera and Coding & Decoding Equipment - Codec (2014)	3,893	Summer, 2008
167	Study for Generators Maintenance and Repair Needs - All facilities (2105)	100	Summer, 2008
168	Study Roadway Lighting Maintenance Options (2109)	100	Summer, 2008
169	Study to Upgrade Fire Alarm System in Tunnels (2104)	200	Summer, 2008
170	Study Uninterruptable Power Supply Maintenance & Repair Needs (2106)	100	Summer, 2008
171	Upgrade/Replace Existing Signing - Northern Region (1959)	16,153	Summer, 2008
172	Underwater Repairs to Tydings, Hatem and Patapsco Flat Bridges - MA (2065)	5,967	Spring, 2009
<u>POINT BREEZE</u>			
173	Replace Roof of Garage Building - Point Breeze (2108)	518	Summer, 2008
<u>W. P. LANE BRIDGE</u>			
174	Pavement Reconstruction/Rehab to Eastbound & Westbound Approaches to Bay Bridge (2053)	3,755	Fall, 2008
175	Replace Existing DMS and Install New DMS - (2) signs off Rt 50 (1914)	536	Fall, 2008
176	Replace Underground Tanks at Administration Building & Police West Garage - Bay Bridge (2051)	850	Spring, 2009



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.