2010 STIP

2010 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Prepared by the Maryland Department of Transportation
and the Metropolitan Planning Organizations
for the Baltimore, Cumberland, Hagerstown, Salisbury,
Washington and Wilmington Regions

for approval by the Federal Highway Administration and the
Federal Transit Administration

Part 1: Executive Summary

Part 2: Metropolitan Transportation Improvement Programs

Part 3: Highway Program Documentation

FY 2009-2014 Maryland Consolidated Transportation Program

Maryland Department of Transportation

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Maryland Department of Transportation

2010 Maryland Statewide Transportation Improvement Program: Part 1 Executive Summary

1.0 Introduction

The Fiscal Year 2010 Maryland Statewide Transportation Improvement Program (STIP) is a four-year, fiscally constrained, and prioritized set of transportation projects, compiled from statewide, local, and regional plans. The STIP is guided by the Maryland Transportation Plan (MTP), which establishes a long-term vision for Maryland's transportation network. The STIP contains Federally funded projects plus regionally significant State and local projects. All projects were identified as "high priority" through Maryland's planning process and qualify to receive available transportation funding.

This STIP is prepared by the Maryland Department of Transportation (MDOT) in accordance with 23 CFR § 450.216, and provisions of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (*SAFETEA-LU*)*. Maryland's STIP is developed through a collaborative effort between MDOT's five Modal Administrations (State Highway Administration, Maryland Transit Administration, Maryland Motor Vehicle Administration, Maryland Aviation Administration, Maryland Port Administration), the Maryland Transportation Authority (MdTA), the Washington Metropolitan Area Transit Authority (WMATA), the State's six Metropolitan Planning Organizations (MPOs), metropolitan and non-metropolitan local officials, and the general public. A key component of the STIP process is the Annual Consultation Process, known as the Fall Tour, which is a process stipulated by State law requiring the Secretary of Transportation to visit with, and present to each of the State's county jurisdictions and City of Baltimore, the annual draft of Maryland's six-year capital investment program known as the Consolidated Transportation Program (CTP). The CTP/STIP Fall Tour provides the opportunity for the coordination, cooperation, and consultation between all affected stakeholders, and effectively fulfils the intent of SAFETEA-LU legislation.

Maryland's 2010 STIP contains three parts.

Part 1: Executive Summary – This section contains an overview of the STIP development process, demonstrates compliance with Federal and State law, and illustrates the vital role of public outreach and participation. This section also contains the Statewide Maryland Transit Administration projects.

Part 2: Metropolitan Planning Organization Transportation Improvement Programs (TIPs) - This section presents each of the six MPOs TIPs without change as required by SAFETEA-LU. Please reference the appropriate TIP for all urban area transit and highway projects.

Part 3: Highway Program Documentation – This section contains the Fiscal Year 2009-2014 Maryland Consolidated Transportation Program (CTP), Maryland's six-year capital program for transportation projects. The STIP references the CTP information from the years 2010-2014 for the State Highway Administration projects.

Please note that the TIPs contain the same information as the CTP. Please reference the TIPs for urban area transit and highway projects. Pease reference the CTP for rural area highway projects. For rural/statewide area transit projects, please reference Appendix G of Part 1 Executive Summary.

2.0 Overview of Transportation Planning Agencies

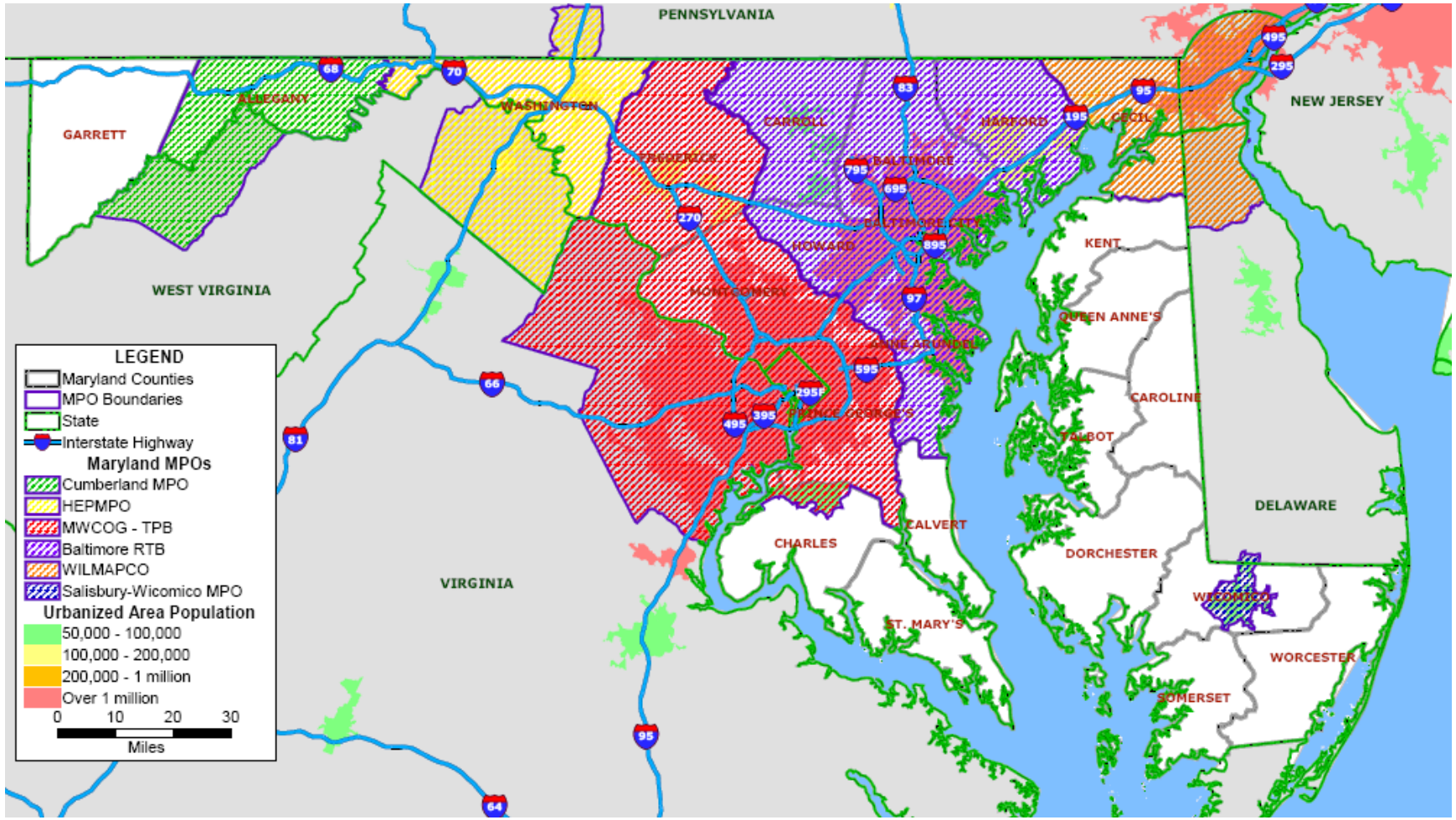
Maryland offers its citizens a range of modal choices, with MDOT retaining responsibility for capital investments as well as operating and planning activities that reach across all modes of transportation. The Transportation Secretary's Office (TSO) establishes transportation policy and oversees five Modal Administrations: the Maryland Aviation Administration (MAA), the Maryland Port Administration (MPA), the Maryland Transit Administration (MTA), the Motor Vehicle Administration (MVA), and the State Highway Administration (SHA). To ensure close coordination of State transportation policy, the Secretary of Transportation also serves as Chairman of the Maryland Transportation Authority, an independent State agency responsible for Maryland's seven toll facilities and for financing new revenue producing projects.

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

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

Figure 2.1 illustrates the jurisdictions of Maryland's MPOs. BRTB is the only MPO with boundaries entirely within the State of Maryland.

Figure 2.1 Maryland's Metropolitan Boundaries



3.0 Key Transportation Planning Documents

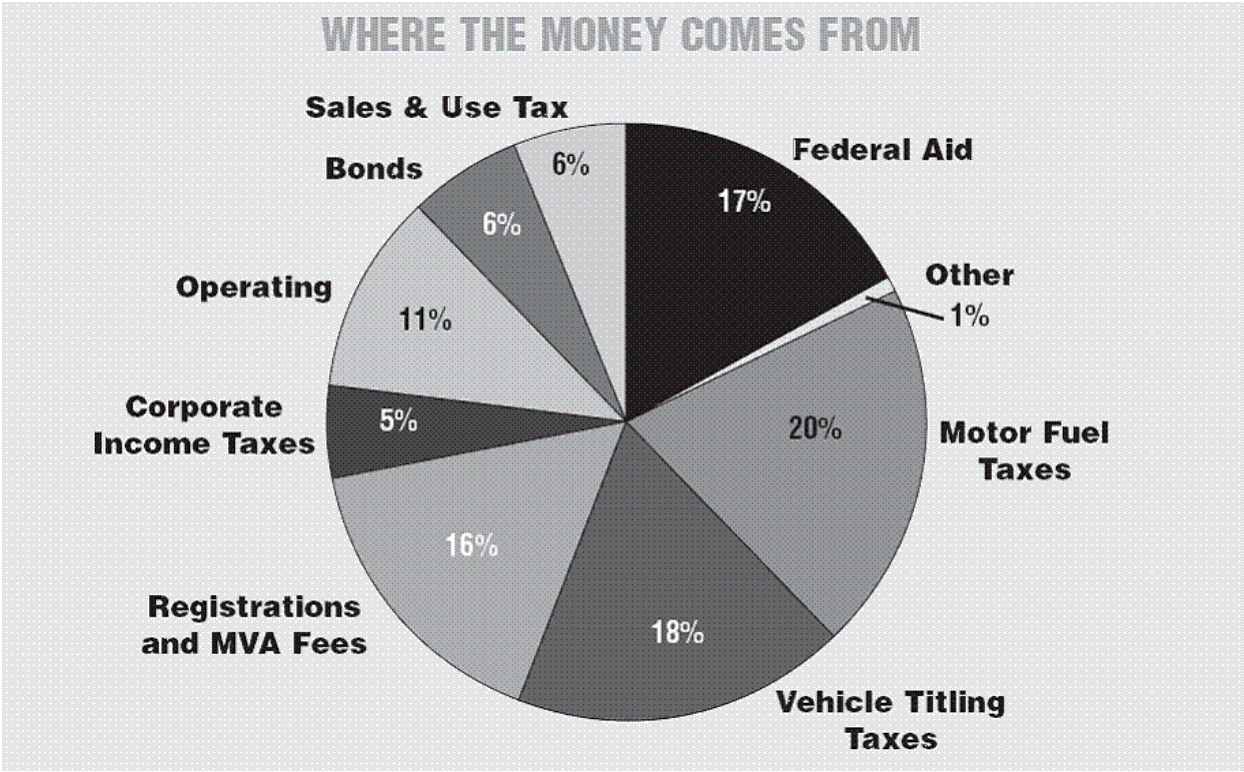
State Report on Transportation

Every year, as part of the Statewide multimodal transportation planning process, MDOT prepares and distributes the State Report on Transportation (SRT) to the Maryland General Assembly, local elected officials, and interested citizens. The SRT consists of three components: the *Maryland Transportation Plan*, the *Consolidated Transportation Program*, and the *Annual Attainment Report on Transportation System Performance*. All of these reports can be found at this website: http://www.mdot.state.md.us/Planning/index.html.

The *2009 Maryland Transportation Plan (MTP)* is MDOT's current 20-year vision for transportation and helps to guide Statewide improvements across all means of transportation, including highways, roads, tunnels, bridges, rail, buses, water ports, airports, bike paths, and sidewalks. The MTP provides policy direction through Statewide multimodal goals and objectives. The MTP is the basis for developing strategic transportation plans, programs, policies, and projects across the State. As prescribed by both State and Federal law, MDOT updates the Statewide transportation plan every four to five years to address current and future transportation challenges, needs, and conditions.

The MTP guides the development of the second component of the SRT, the *Consolidated Transportation Program* (CTP), Maryland's six-year constrained capital program. The CTP contains all capital projects funded with the Maryland Transportation Trust Fund (TTF). Figure 3.1 illustrates the TTF funding sources (also found on page 5 of the CTP). Projects from all Modal Administrations and MdTA are listed in the CTP. For major projects, the CTP contains a detailed description and an illustrative Project Information Form (PIF). The primary difference between the CTP and the STIP is that the CTP also includes projects that are not Federally funded. For the urban areas of the state, once the CTP is approved by the legislature, all of the information in the CTP is directly input into the Metropolitan TIPs for the Transit and Highway programs.

Figure 3.1 Transportation Trust Fund Sources, 2009 – 2014



The final component of the SRT is the *Annual Attainment Report on Transportation System Performance* (AR). During the 2000 General Assembly session the Legislature passed a law requiring MDOT to submit the (AR) to accompany the MTP and CTP. The purpose of the AR is to demonstrate progress towards achieving the goals and objectives of the MTP and the delivery of the CTP. The AR tracks performance measures for each Modal Administration and MdTA and sets both long- and short-term performance targets. The AR also addresses the impact of induced travel and transportation demand (TDM) programs. The performance measures presented in the AR are intended to help MDOT and Maryland's citizens better understand and assess the relationship between investments in transportation programs and projects with the services and quality they provide.

Highway Needs Inventory

The Highway Needs Inventory (HNI) is a technical reference and planning document that identifies highway improvements to serve existing and projected population and economic activity in the State as well as address safety and structural problems that warrant major construction or reconstruction. The HNI is required under Transportation Article 8 of the Annotated Code of Maryland (Title 8, § 610). The SHA's Regional and Intermodal Planning Division (RIPD) works with the counties, the SHA Engineering Districts, the Highway Information Services Division, the Project Planning Division, the Office of Traffic and Safety, and the Office of Real Estate to select projects for inclusion in the HNI and

develops project information for the HNI. The projects identified in the HNI represent only an acknowledgment of need based on technical analysis and adopted local and regional transportation plans. The HNI is not a construction program and the inclusion of a project does not represent a commitment to implementation. The HNI is not financially constrained nor is it based on revenue forecasts. The HNI is a truly collaborative effort that serves as the major project source document for SHA's portion of the CTP.

Metropolitan Planning Organization Transportation Plans and Programs

Maryland's six MPOs are charged with developing a 20-year Long-Range Transportation Plan (LRTP) and a short-term four to six year program called the Transportation Improvement Program (TIP). LRTPs help MPOs review how their region is changing and growing in order to determine future transportation needs and act as a tool to channel transportation investments where they can be most effective to meet the region's transportation needs. TIPs allow MPOs to review and approve all plans and programs of regional significance that involve Federal funds. TIPs generally reflect local needs, priorities, and available funding in coordination with local transit providers, land use, and other local government officials, citizens and other stakeholders. For example, the TIP must also show year of expenditure and what types of funding will be used and each project must be described in detail, including project cost.

The Federal requirement is to update TIPs every four years; however, in Maryland MPOs update their TIPs annually to ensure that the cost and project information is as up-to-date as possible and fiscally constrained. Since Maryland uses the legislatively approved CTP (state transportation budget) as the source documentation for the TIPs, and the budget is approved annually, we feel it is the best way to demonstrate fiscal constraint and to minimize the need for amendments.

LRTPs and TIPs cannot lead to further degradation in the region's air quality. To ensure that air quality standards are met and maintained, the Environmental Protection Agency (EPA) has outlined regulations that require MPOs and state DOTs to provide state air agencies, local air quality agencies, and transportation agencies the opportunity for consultation regarding the development of the state implementation plan (SIP), the TIP, and associated conformity determinations. [1] MDOT maintains proactive relationships between the agencies responsible for conformity ensuring a successful conformity process.

Each MPO has an approved, documented, and SAFETEA-LU required public involvement process that is used in support of developing their respective LRTPs and TIPs.

Statewide Transportation Improvement Program

In order to receive federal funds, Federal legislation mandates that states adopt a specific process for selecting projects for implementation known as the STIP. The Maryland

[1] http://www.fhwa.dot.gov/environment/conformity/ref_guid/chap2.htm

Statewide Transportation Improvement Program is a four to five-year, fiscally constrained, and prioritized set of transportation projects that is compiled from local and regional plans. STIP projects are selected through an annual development process. The Maryland STIP is financially constrained by the revenues reasonably expected to be available through the STIP's four-year funding period using year of expenditure dollars. In Maryland, all years of the STIP list projects and appropriate project groupings with specific funds identified for each fiscal year. Projects (or phases of projects) are listed only if full funding is anticipated to be available for the project (or appropriate project phase) within the time period established for its completion. All projects and funding details in the STIP have been scrutinized and approved by the Maryland General Assembly and by the Governor through the State's annual budget process. The STIP is comprised of three parts: the Executive Summary, the six TIPs, and the CTP.

4.0 Maryland's STIP Development

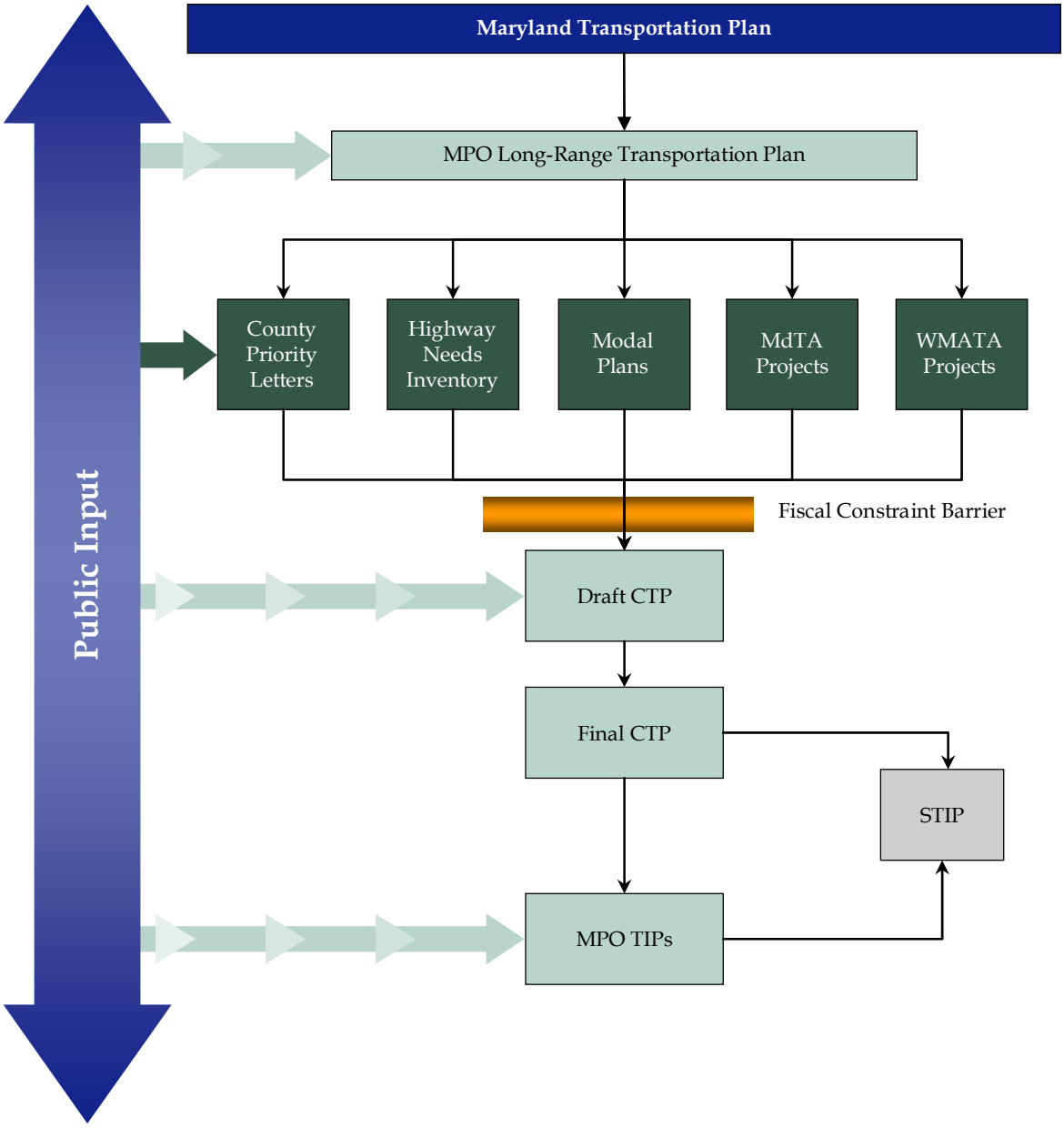
Process Overview

The STIP development process begins with the MTP and MPO LRTPs (see Figure 4.1). These long- range plans are the foundation for transportation planning in Maryland. The STIP components are identified through a cooperative process between MDOT, the Modal Administrations, SHA District Engineers, and county staff. MPOs conduct regular meetings to coordinate transportation planning efforts. The Highway Needs Inventory and Priority Letters contain specific project lists. The Annotated Code of Maryland Title 8, section 612(c) states:

> "the local governing body and a majority of the local legislative delegation shall establish a list of priorities from among those secondary system projects listed in the needs inventory and the Administration shall engage in initial project planning upon the request of the local governing body and a majority of the local legislative delegation in the order established in the list of priorities."

In other words, the Priority Letter represents each county's own internal ranking of projects deemed most important based on local need and local input. This is an effective way for counties to convey to MDOT the need for specific transportation projects and investments. Priority Letters involve requests for a wide variety of project funding – from transit improvements, highway reconstruction, and sidewalk construction to bridge improvements, bike path development, and highway safety projects. In some cases, counties reserve portions of their own funds in order to accelerate project implementation, conduct feasibility and planning studies, ensure that projects are kept on-track, and provide a funding match as required for certain types of projects. The modal share (highway, transit, etc.) of the projects listed in Priority Letters ranges from county to county. In more heavily populated and densely developed counties, there is a stronger focus on public transportation and improving access to public transportation from roadway networks. Counties with smaller populations and lower densities tend to focus on highway and arterial improvements, although most counties request some element of transit funding.

Figure 4.1 STIP Development Process



Priority letters are typically received in the spring-summer as the draft CTP/STIP is developed. MDOT conducts several meetings with county staff, MPOs, and SHA district engineers to discuss the priorities listed. At the end of the summer, MDOT meets with local officials at the Maryland Association of Counties (MACo) conference to continue discussions about priority projects.

Once the official draft CTP/STIP is complete, MDOT conducts the Annual Consultation Process, also known as the Fall Tour where the Secretary of Transportation and the Modal Administrators visit each of the State's 23 counties and Baltimore City to present and solicit input on the draft CTP/STIP. In preparation for the Tour, MDOT conducts staff

level meetings with each of the Counties and Baltimore City called the Pre-Tour to solicit staff input prior to the actual Tour. At the Tour itself, local elected officials, State legislators, and citizens are generally present at these meetings. Table 4.2 lists the 2008 CTP Fall Tour schedule. After the Fall Tour, MDOT reviews any comments and concerns and uses this input, along with updated revenue forecasts, to develop the final CTP/STIP.

Table 4.2 CTP 2008 Fall Tour Annual Consultation Meetings

2008 Date	County	Time	Location
September 15	Anne Arundel	3:00 pm	Annapolis
September 18	St. Mary's	3:00 pm	Leonardtown
September 23	Caroline	10:30 am	Denton
	Talbot	3:30 pm	Easton
	Dorchester	7:00 pm	Cambridge
September 25	Howard	7:00 pm	Ellicott City
September 29	Queen Anne's	2:00 pm	Centerville
October 2	Washington	10:00 am	Hagerstown
	Allegany	3:00 pm	Cumberland
October 3	Garrett	10:00 am	Oakland
October 6	Cecil	2:30 pm	Elkton
October 7	Kent	1:30 pm	Chestertown
October 8	Charles	9:00 am	LaPlata
October 21	Worcester	10:30 am	Snow Hill
	Somerset	2:30 am	Princess Anne
	Wicomico	7:00 pm	Salisbury
October 30	Harford	2:00 pm	Bel Air
November 5	Carroll	2:30 pm	Westminster
November 6	Frederick	7:00 pm	Frederick
November 10	Baltimore County	10:30 am	Towson
	Baltimore City	3:00 pm	Baltimore City
November 12	Prince George's	10:00 am	Greenbelt
November 13	Montgomery	7:00 pm	Rockville
November 18	Calvert	10:30 am	Prince Frederick

MDOT also engages in a range of consultative activities with representatives of local agencies and elected officials from Maryland's non-metropolitan areas. In fact, a number of organizations and groups representing Maryland's rural counties and transportation interests regularly present before the General Assembly and Secretary of Transportation to communicate their needs and lobby for specific projects and funding initiatives, such as

the Transportation Association of Maryland (TAM) – a Statewide advocate of public, private, and non-profit transit agencies. Other activities include SHA District Offices, where continuous relationships with local agencies and officials help to identify highway, transit, and other transportation capital needs for inclusion in the STIP and CTP. MDOT also attends Maryland Municipal League meetings and the Maryland Association of Counties meetings as another way to foster transportation planning coordination.

Once the final CTP has been developed after public input, it is submitted to the General Assembly for its approval. The final CTP is used in creating the MPO TIPs – all information is the same. Once the final CTP and each TIP have been approved, they are brought together into the current STIP. It should also be noted that the STIP also includes projects and plans of two independent agencies – MdTA and WMATA. Each of these authorities is eligible for Federal funding under Title 23 USC and Title 49 USC Chapter 53.

To further make the transportation planning process accessible to the public, MDOT makes the Maryland Transportation Plan, the CTP, and the STIP available online for the public's information and use at http://www.mdot.state.md.us. All MPOs also post their TIP online with other appropriate reports, studies, surveys, press releases, and pamphlets.

MDOT Planning Factors and Coordination

In 23 CFR § 450.206 (a) federal guidelines require that each state carry out a continual, cooperative, and comprehensive statewide transportation planning process that provides for the consideration and implementation of projects, strategies, and services. Some examples of how MDOT has implemented these guidelines are detailed below.

System Preservation

Keeping Maryland's transportation system safe and in good condition are top priorities of MDOT. For example, roads must be re-paved, safety improvements implemented, aging bridges rehabilitated, and buses and trains repaired and replaced. In the face of growing travel demand, increasing construction and equipment costs, limited resources, and ever-present needs for system expansion, MDOT must make the most efficient use of its existing system. To ensure the most productive use of the State's transportation system, asset maintenance and preservation are prioritized to extend the useful life of existing facilities and equipment in a fiscally responsible manner. MDOT seeks to maximize the value and performance of current resources in order to capture all of the benefits from the existing system before making new investments. Currently, system preservation accounts for 47% of MDOT's capital expenditures.

Safety and Security

Ensuring the safety and security of Maryland residents and others who travel through the State's airports, seaports and on buses, highways and trains is vitally important. MDOT is committed to providing safe travel to all its customers and to protecting the safety of MDOT's workforce and contractors. Safety considerations are integral to all MDOT design and operational activities. In addition, threats to the security of travelers and to

transportation assets have received heightened attention and MDOT is committed to taking advantage of new technologies and cost effective counter-measures to reduce transportation system vulnerabilities. Each Modal Administration institutes both safety and security measures, with MDOT continuing to support these actions and strategies across the State transportation system.

The Maryland Strategic Highway Safety Plan (SHSP) is a statewide, coordinated, and comprehensive, traffic safety plan that provides the framework for reducing highway fatalities and serious injuries on all public streets and highways. It establishes overall goals and objectives as well as objectives and strategies within seven key emphasis areas. The SHSP is a working document designed to cover the years 2006 through 2010.

When the American Association of State Highway Transportation Officials (AASHTO) led the development of a strategic highway safety plan in 1997, Maryland was one of the few states in the country to rise to the challenge and develop their own multi-agency statewide plan in 2003. The passage of the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) provides states with an opportunity to improve their strategic highway safety plans (SHSP) through a data-driven, comprehensive approach for all public roads with the buy-in and support of a wide variety of stakeholders.

The SHSP provides the framework for Maryland to apply the best solutions to solve its most critical highway safety problems. The continued active involvement of two committees (the Executive Committee and the Steering Committee), along with the unwavering focus on the measurable objectives set forth in the SHSP, ensures top-down support throughout the four-year life of the plan, promises effective implementation of the plan, and supplies guidance to reach the ultimate goal of saving lives. [2]

Environmental Planning Factors

Even though not Federally required at the project level, MDOT has made an effort to document environmental mitigation activities and provide information regarding environmental impacts at the project level. For example:

- SHA actively tracks the amount of wetlands and streams that are restored during and following each project where applicable;
- Each PIF in the CTP contains a section addressing the impact of the project in relation to Maryland's Smart Growth guidelines; and
- The AR contains a discussion about MDOT's environmental mitigation strategies and efforts.

In support of Governor O'Malley's Smart, Green and Growing Initiative, SHA has entered into a partnership with the Federal Highway Administration (FHWA), the Maryland Department of Public Safety and Correctional Services (DPSCS) and the Maryland

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http://stko.maryland.gov/SHSP/tabid/61/Default.aspx

Department of Natural Resources (DNR). The agencies are working together to plant one million trees across Maryland by 2011. This effort, funded by SHA through a Transportation Enhancement Program grant, completed the first spring plantings of approximately 152,000 trees, utilizing inmate labor. The trees comprise nearly 250 acres at eight State parks across the State.

Since 2000, MDOT has been engaged with other state agencies in initiatives aimed at the restoration of the Chesapeake Bay. Under "Chesapeake 2000" the formal agreement amongst the Bay states, MDOT committed to:

- coordinating its transportation policies and programs to reduce the dependence on automobiles by incorporating travel alternatives such as telework, pedestrian, bicycle, and transit options, as appropriate, in the design of projects so as to increase the availability of alternative modes of travel as measured by increased use of those alternatives;
- considering the provisions of the Federal transportation statutes for opportunities to purchase easements to preserve resource lands adjacent to rights-of-way and special efforts for stormwater management on both new and rehabilitation projects; and
- establishing policies and incentives which encourage the use of clean vehicle and other transportation technologies that reduce emissions.

SHA further supports the Bay effort through its environmental stewardship projects, with the goal of restoring 200 acres of wetlands and 5 miles of streams by 2011; and by upgrading its septic systems to include Enhanced Nitrogen Removal technologies.

Coordinated Public Transit - Human Services Transportation Plan

SAFETEA-LU requires that projects funded through FTA's Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 (Job Access and Reverse Commute – JARC), and Section 5317 (New Freedom) Programs "must be derived from a locally developed, coordinated public transit-human services transportation plan." This provision is aimed at improving transportation services for persons with disabilities, older adults and individuals with lower incomes, and ensuring that communities are coordinating transportation resources provided through multiple Federal programs.

To respond to the new federal requirements, the Maryland Transit Administration (MTA) is leading the development of a statewide plan and six regional Coordinated Transportation Plans. "These planning efforts will not only cover Section 5310, JARC, and New Freedom Programs, but will also include the wide spectrum of services offered by Maryland's locally operated transit systems and local human service providers. The Coordinated Transportation Plans will assess the transportation needs of older adults, people with disabilities and low income workers, develop strategies for addressing identified gaps and approving efficiencies of services, and prioritize specific strategies for implementation. In addition, these plans will identify potential organizations or structures to implement coordinated activities and potential new coordinated services."[3]

[3] http://www.kfhgroup.com/Background.htm

5.0 Linking Maryland's STIP to SAFETEA-LU

This section contains additional information about the development and content of Maryland's STIP in order to demonstrate compliance with SAFETEA-LU. The following information is organized according to 23 CFR § 450.216 subsections (a) – (m).

(a) Federal STIP Update Guidelines: MDOT updates its STIP on an annual basis as requested by the Governor. Given that SAFETEA-LU only requires an update every four years, MDOT's annual update is well within this boundary.

(b) MPO Coordination and Air Quality Attainment: Each MPO creates a metropolitan TIP that reflects local needs, priorities, and available funding in coordination with local transit providers, local government officials, citizens, users, and other stakeholders. Each of these agencies has a documented and approved public involvement process that is used in support of developing their plans and TIPs. Once each TIP is approved by the MPO, it is inserted into the STIP without modification.

The Clean Air Act Amendments of 1990 stipulate that projects listed in a TIP cannot lead to any further degradation in a regions' air quality, but instead should begin to improve the air quality and contribute to the attainment of a region's emission budget. The Environmental Protection Agency (EPA) has developed three categories regarding the status air quality: Non-Attainment, Maintenance, and Early Action Compact. Definitions for each of these categories and the jurisdiction within Maryland that these fall under are listed below:

1. Non-Attainment: Represents a locality where air pollution levels exceed National Ambient Air Quality Standards.

    a. Ozone – Frederick, Montgomery, Prince George's, Charles, Calvert, Anne Arundel, Howard, Carroll, Baltimore, Harford, Cecil, Kent, and Queen Anne's Counties as well as Baltimore City.

    b. Particulate Matter (PM) 2.5 – Washington, Frederick, Montgomery, Prince George's, Charles, Anne Arundel, Howard, Carroll, Baltimore, and Harford Counties as well as Baltimore City.

2. Maintenance: This is a locality where an approved air quality improvement plan has been implemented with the goal of re-designating it as an attainment area.

    a. Carbon Monoxide – portions of Montgomery and Prince George's Counties as well as portions of Baltimore City.

3. Early Action Compact (EAC): These localities will take immediate action to begin reducing air pollution one to two years earlier than required by the Clean Air Act.

    a. Ozone – Washington County submitted its Early Action Compact (EAC) to the EPA on March 25, 2004 and the plan was approved for implementation on April 15, 2004. Washington County met all of the required EAC milestones and

submitted an attainment demonstration (based on 2005, 2006 and 2007 air quality data) before the December 31, 2007 deadline. The attainment demonstration was accepted by the EPA. The EPA issued a final rule, published in the Federal Register on March 27, 2008, designating Washington County as attainment of the 8-hour ozone standard, effective April 15, 2008. The EAC plan was successfully implemented due to cooperation between Washington County, MDE and MDOT.

Air quality conformity tests and Federal conformity findings are conducted for the Baltimore and Washington metropolitan TIPs for both ozone and PM 2.5. The WILMAPCO TIP is tested for Ozone and the HEMPO TIP is tested for PM 2.5. Additionally, all MPO TIPs have been properly certified regarding air quality conformity in order to permit projects to be included in the STIP. This certification is included within each MPO TIP and in this report as Appendix A.

Areas outside of an MPO are also required to properly certify air quality conformity before including projects in the STIP. In areas that are not represented by an MPO, the certification process is coordinated between the county, MDOT, and MDE. Currently only Queen Anne's and Kent Counties reside outside of an MPO and are categorized as maintenance areas for eight-hour ozone. Both have been tested for conformity by MDOT and approval was given by FHWA on April 11, 2007.

(c) Non-Metropolitan Area Coordination: Development of the STIP is not complete until the needs and priorities of non-metropolitan areas are included. MDOT has developed the "Non-metropolitan Area Consultative Process" in order to comply with Federal transportation planning requirements. This policy provides a process for non-metropolitan areas and non-metropolitan elected officials to be involved in Statewide transportation planning that spans across all modes. Section 4.0 also described the annual CTP/STIP Fall Tour, a key component of Maryland's outreach to non-metropolitan areas and other coordination efforts with non-metropolitan areas pursued by MDOT. Process details can be found on MDOT's website: http://www.mdot.state.md.us/Planning/STIPandTIP/STIPandTIP . In 2006, the Maryland legislature reintroduced and passed legislation (Senate Bill 281) to establish a Commission to study Southern Maryland Transportation Needs. MDOT is currently supporting this study and coordinating with the Tri-County Council that represents the tri-county region of Charles, Calvert, and St. Mary's Counties.

(d) Indian Tribal Government Coordination: There are no Indian Tribal governments in the State of Maryland.

(e) Federal Lands Highway Program (FLHP) TIP: The STIP includes all FLHP projects that have been approved by FHWA without modification (see Table 5.1).

Table 5.1 Federal Lands Highway Program Projects

STATE	AWARD FY	PROJECT	APPLICANT	DESCRIPTION	COUNTY	FUND SOURCE	TOTAL PROGRAM AMOUNT
MD	2010	BAWA 1A27	National Parks Service, Baltimore Washington Memorial Parkway	Replace/Relocate Light Poles SB BW Parkway near Route 50	PRINCE GEORGE'S	Park Roads and Parkways	$1,200,000
MD	2010	PRR 14(2) 16(2)	U.S. Fish and Wildlife Service, Patuxent Research Refuge	Reabilitation of Bald Eagle Drive, Visitor Center Entrance Road and Wildlife Loop, Phase II.	ANNE ARUNDEL	SAFETEA-LU High Priority Funds/ Others	$3,600,000
MD	2010	ANTI 300(1),900(2)	National Park Service, Antietam National Battlefield	Mill and overlay approximately 5 miles of tour loop roads within the National Battlefield, including parking areas. Rehabilitate approximately 2 miles of paved walking trails.	WASHINGTON	ARRA - Park Roads and Parkways and Title 16	$4,570,000 (PRP ARRA) $730,000(Title 16 ARRA)
MD	2011	BAWA 1E19	National Park Service, Baltimore Washington Parkway	Rehabilitate Springfield Road	ANNE ARUNDEL/ PRINCE GEORGES	Park Roads and Parkways	$1,790,000
MD	2012	BAWA 1A26, E20	National Park Service, Baltimore Washington Parkway	Rehabilitate walls along Baltimore Washington Parkway near Rt 193	ANNE ARUNDEL/ PRINCE GEORGES	Park Roads and Parkways	$650,000
MD	2010	FOMC	National Park Service, Fort McHenry National Monument and Historic Shrine	Pavement Management Projects	CITY OF BALTIMORE	Park Roads and Parkways	$720,000
MD	2010	HAMP	National Park Service, Hampton National Historic Site	Pavement Management Projects	BALTIMORE	Park Roads and Parkways	$1,050,000
MD	2012	ASIS	National Park Service, Assateague Island National Seashore	Pavement Management Projects	WORCESTER	Park Roads and Parkways	$209,000
MD	2013	ASIS	National Park Service, Assateague Island National Seashore	Pavement Management Projects	WORCESTER	Park Roads and Parkways	$478,000
MD	2013	ASIS	National Park Service, Assateague Island National Seashore	Repair Beachroad Bridge	WORCESTER	Park Roads and Parkways	$1,050,000
MD	2011	GREE 11(1)	National Parks Service, Greenbelt Park	Repair culvert within the park	PRINCE GEORGE'S	Park Roads and Parkways	$100,000
MD	2010	Blackwater	U.S. Fish and Wildlife Service, Blackwater National Wildlife Refuge	Resurface Wildlife Loop	DORCHESTER	Refuge Roads	$400,000

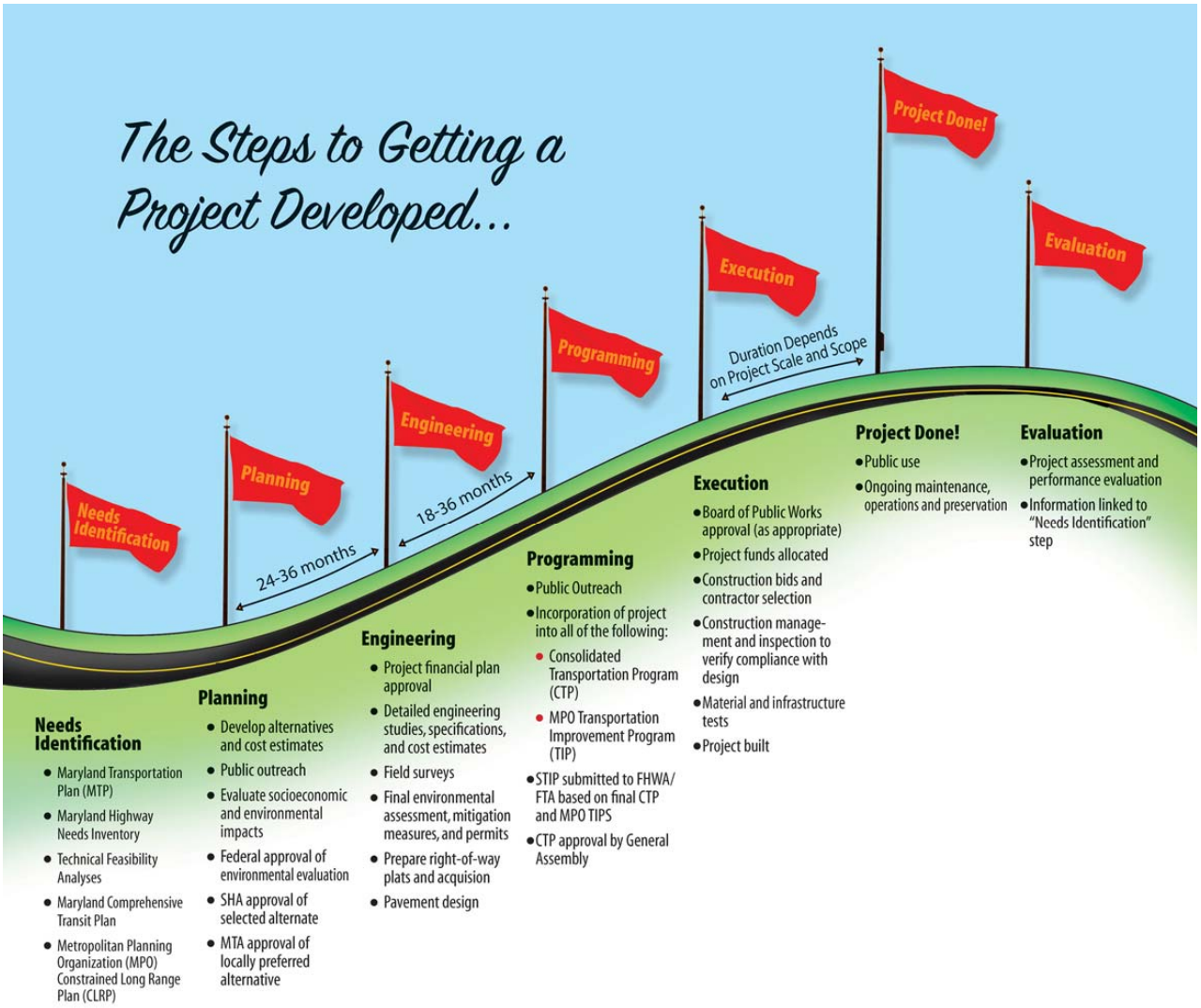
(f) Public Comment: The STIP is developed within an inclusive, accessible, and responsive public involvement process. As mentioned under "(b) MPO Coordination and Air Quality Attainment," each TIP is been subject to its own public comment process and review period. Several public outreach attributes of the STIP development process (e.g., CTP Fall Tour) were described in Section 4.0.

For the 2009 – 2014 CTP, MDOT elected to create additional visualization and public outreach materials. MDOT also created a CTP Website to provide information about the CTP process and about how planning at MDOT is conducted as well as information about the following "Hot Topics": Base Realignment and Closure (BRAC), Innovative Finance,

Transit Oriented Development (TOD), Freight Transportation, & Intermodal Connections. Also posted on the website was the 2008 Fall Tour schedule and directions for interested parties wishing to attend a CTP Fall Tour. The website also highlighted transportation plans that needed to be developed as a result of SAFETEA-LU, including a Statewide Highway Safety Plan and a Coordinated Public Transit Human Services Plan.

Finally, a notable challenge facing the transportation field is communicating to the public the time required to conceptualize, plan, and build transportation projects. To address this challenge, the CTP website included a webpage titled "Project Delivery Timeframe" (see Figure 5.1[4]) to better communicate these ideas. The 2009 – 2014 CTP website provided an ideal venue through which the project process could be further clarified both visually and through explanatory text.

Figure 5.1 Annual CTP Fall Tour Project Delivery Timeframe Webpage



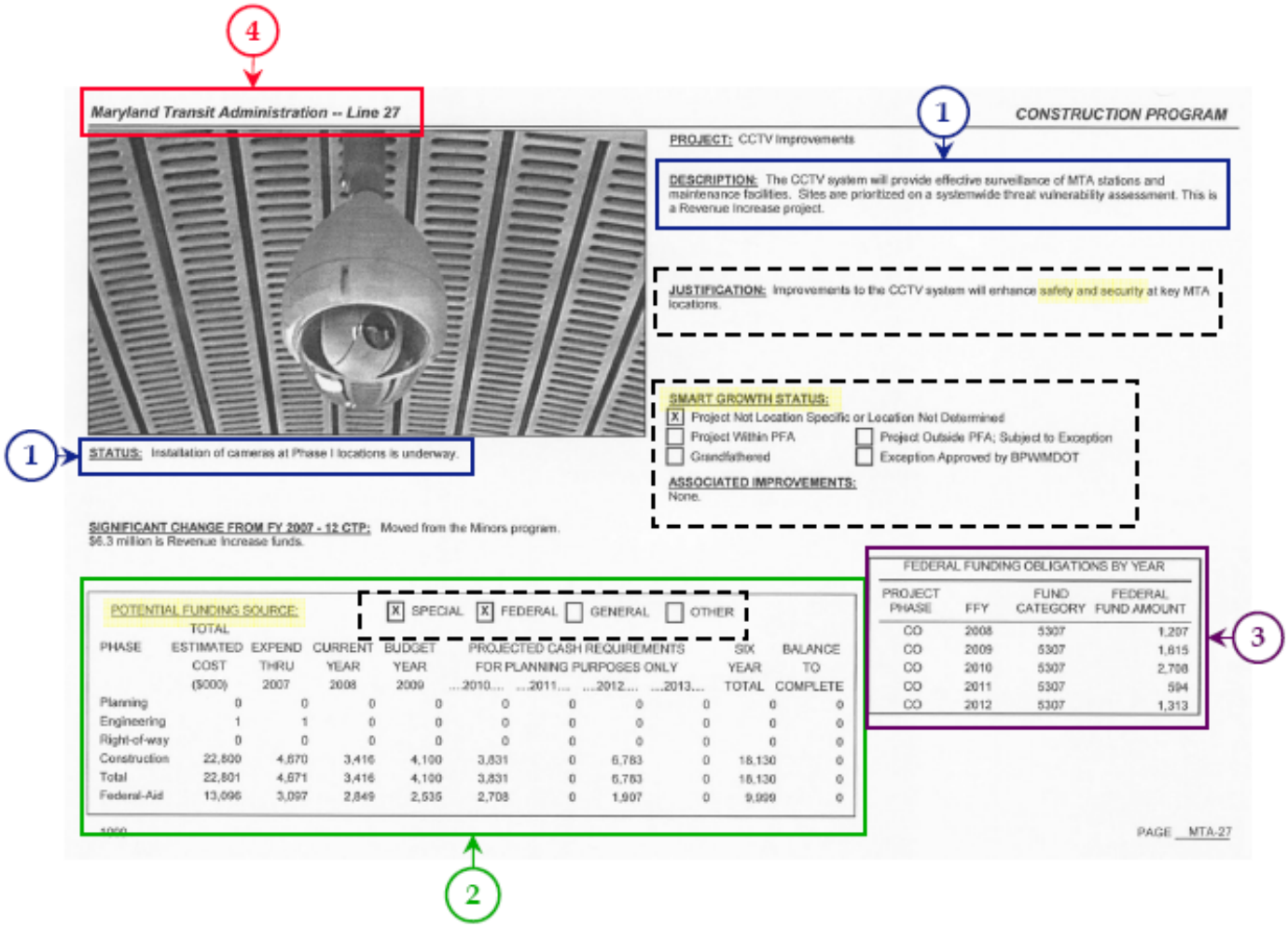
[4] Posted on MDOT website during 2008 Fall Tour.

(g) Capital and Non-Capital Project for Specific Federal Funds: The CTP separately lists bicycle and pedestrian projects programmed annually and can be found on page A-29. In addition, MDOT tracks a set of bicycle and pedestrian performance measures identified in the Maryland Bicycle and Pedestrian Master Plan and will continue to document progress in the AR. Appendix B contains an annual list of projects for which funds have been obligated in the previous year.

(**h) Regionally Significant Projects**: The 2010 STIP includes projects of regional significance. For example, the CTP includes a section on transportation improvements related to the U.S. Department of Defense's BRAC process.

(i) Project / Phase Summary Reports: For each project to be included in the STIP, MDOT creates a summary Project Information Form (PIF), which is a summary of information for each project (see illustration below):

Figure 5.2 Project Information Form (PIF) Illustration



1) Description of the work, project length, and phase (if applicable);
2) Estimated total project cost or cost range (some projects may extend beyond the timeframe of the STIP);
3) Amount of Federal dollars obligated over the years needed to implement the project; and
4) Name of the agency or agencies responsible for project or phase implementation.

Other important data may be included on the PIF, such as a map illustrating the location and size of a project, an image illustrating the type of project, project justification, other non-Federal funding sources, and Smart Growth Status (see Figure 5.2).

Of particular importance to federal regulators are the major phases in which federal funds are spent. The four phases included in the PIF are:

- 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 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 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 the necessary environmental permits, the State of Maryland meets air quality requirements, and contracts are bid. Once a project is fully funded for construction, it is moved from the Development and Evaluation section of the CTP to the Construction section of the CTP.

Another example of visualization methods employed by MDOT is the maps provided by SHA at each county meeting during the Annual Consultation Process. A map is created for each District showing the location of each project, using different symbols to illustrate different types of projects, and includes a short description of each project. These are highly useful since the public can easily see where and how projects impact their daily lives.

(j) Grouped Projects: MDOT has the option to group projects that are not regionally significant. Most projects are not grouped together and have their own PIF page as described in Figure 5.2, however, some System Preservation Projects within the larger urban areas are grouped together by funding category. Projects located within smaller regions may be itemized at the discretion of the SHA district engineer.

(k) Consistency with State Long-Range Transportation Plan and MPO Long-Range Transportation Plans: The multimodal goals and objectives in the *2009 Maryland Transportation Plan (MTP)* provided policy guidance for the 2010 STIP development. The MTP in turn provides overall policy direction for Maryland's six MPO LRTPs which in turn provide overall policy direction for development of the TIPs.

(l) Financial Plan: In addition to project specific funding information, MDOT includes two financial sections in its CTP. The first section titled "Where the Money Comes From" (page 5 of the CTP) details the various inputs to the Transportation Trust Fund (TTF), which is Maryland's dedicated transportation revenue source. As Figure 3.1 illustrates, the TTF is supported by Federal aid, operating revenues, user fees, motor fuel taxes, vehicle titling taxes, registration fees, sales and use taxes, corporate income taxes, and bond proceeds. This source of funding is available to pay for operating, maintenance, and capital costs (including system preservation) associated with highways, transit, aviation, motor vehicle administration, and the Port of Baltimore.

The CTP contains all capital projects funded with the Maryland Transportation Trust Fund (TTF). The TTF assures there are no administrative barriers to combining or flexing State or Federal transportation funds to pay for the needs of a given project, within the constraints of statutory authority. Additionally, because transportation needs are not paid for using the State's general fund, transportation does not have to compete with other State programs and expenditures for funding.

The total projected Trust Fund revenues amount to $13.5 billion for the four-year period covered by the FY 2010 STIP/2009 CTP. The TTF supports operation and maintenance of State transportation systems, MDOT administration, debt service, and capital projects. In addition, 30 percent of the Highway User Revenues credited to the TTF are shared with Maryland's counties and Baltimore City to support their transportation needs.

The Department maintains a six-year Financial Plan that is updated semi-annually. This plan forecasts revenues and expenditures using the latest economic estimates from two national forecasting companies. The revenue projections used in the latest update of the Trust Fund forecast are, in the short-term, based on a continuation of moderate growth in the national economy; and, in the long-term, expected to follow a normal cyclical pattern around an overall upward trend. User revenues are payments made by our customers for transportation infrastructure and services; and as such, their long-term growth follows the trend in state population.

MdTA is independently funded through tolls, concessions, investment income, revenue bonds, and miscellaneous sources, thus its funding sources are separate from both the TTF and the State's General Fund. While there is no federal funding associated with any of the MdTA projects, the projects that MdTA constructs that are considered "Regionally Significant" can be found in the appropriate Metropolitan TIP. Please reference the TIPs for the project information: The I-95 projects are included in the BRTB TIP, the ICC project is included in the TPB TIP and the Nice Bridge is included in the TPB TIP.

The ICC Project is also funded by means other than tolls. The project will also use GARVEE bond funding and NHS funding, as detailed in both the TPB TIP on page M-3 and in Appendix D.

Another source of funding that is accounted for in the STIP includes local Congressional earmarks. Local earmarks can be found in the Minor Projects section of the SHA County PIF pages.

The CTP's second section titled "Where the Money Goes" (page 5 of the CTP) describes how the TTF supports the operation, maintenance, and preservation of State transportation systems as well as MDOT administration, debt service, and capital projects. As a dedicated funding source, the TTF provides maximum flexibility in financing transportation throughout the State to foster intermodal solutions. Additionally, because transportation needs are not paid for using the State's General Fund, transportation need not compete with other State programs and expenditures for funding.

The revenue and cost estimates for the CTP/STIP use an inflation rate to reflect "year of expenditure dollars" based on reasonable financial principles and information developed cooperatively by the State, MPOs, and public transportation operators. The CTP describes the economic trends and assumptions that were used to estimate MDOT's revenue and operating cost projections. The CTP also describes the assumptions used to estimate Federal-aid for highways, transit, WMATA and aviation (see CTP pages 2-5).

(m) Fiscal Constraint: Fiscal constraint is a requirement that dates back to the Intermodal Surface Transportation Efficiency Act of 1991. The purpose of fiscal constraint is to ensure that states have adequate funding available to implement projects identified in the STIP while also providing for the operation and maintenance of the existing transportation system. The 2010 STIP is financially constrained by revenues that are reasonably expected to be available through the four-year funding period of the STIP or project completion using year of expenditure dollars. The revenue and expenditure projections use the latest available economic estimates from two national forecasting companies.

Several specific requirements apply to the federal definition of fiscal constraint. They include:

- A STIP must be financially constrained by year and funding category.
- The STIP must clearly identify projects to be funded using current revenues and which projects are to be funded using proposed revenue sources.
- Proposed funding sources and strategies ensuring their availability shall be identified.
- Operation and maintenance funding must be programmed into the STIP.
- The State must have a process for estimating expected revenue from all funding sources over the time period of the STIP and furnish this information to MPOs for the development of their TIPs.

The 2010 STIP demonstrates fiscal constraint in the following ways. The CTP and TIPs specify funding sources (Federal, special, general, other) to be used for projects broken down by year and project phase (planning, engineering, right-of-way, and construction). Projects (or phases of projects) are listed only if full funding is anticipated to be available for the project (or appropriate project phase) within the time period established for its completion. All project and funding details in the STIP has been scrutinized and approved by the Maryland General Assembly and Governor through the annual budget process.

SHA uses Advance Construction (AC) procedures to manage its capital program. In general, all projects are placed in AC when advertised for construction. Conversion to regular federal funding occurs consistent with the cash flow required during each fiscal year. The cash flows used are the same as those carried in the Department's six-year CTP. Federally funded projects are added to the program only when there is sufficient obligation authority (OA) remaining after providing for projects already underway. For planning purposes, the OA is calculated at a rate of 80% - 93% of authorized appropriations. A detailed analysis of the use of OA is prepared for the draft and final CTP each year.

Additionally, SHA utilizes Toll Credits to manage the funding for highway improvements Toll Credits for non-federal share are a provision in United States Code (USC) that allow states to take a credit for documented non-federal expenditures by a state toll authority on routes that carry interstate commerce. The credit takes the form of replacing the federal matching share, i.e. the state share, making a project (or at least the federal eligible portions of a project) 100% federally funded. Toll credits do not give a state any more federal aid to spend; they just allow a state to use federal funds in lieu of the state match portion, which provides flexibility to better manage the use of state and federal funds.

The STIP also includes fiscal constraint summary tables and explanation worksheets for SHA and for Statewide projects (see Appendix D and Appendix E).

Appendix A

Statement of Self-Certification

Appendix B

SHA List of Projects for which Federal funds have been obligated the previous year

Appendix C

MTA List of Projects for which Federal funds have been obligated the previous year

Appendix D

SHA Financial Constraint Summary Table and Explanation Worksheet

Appendix E

Statewide Financial Constraint Summary Table and Explanation Worksheet

Appendix F

Please reference the MPO TIPs for all urban Transit Projects. This appendix contains a list of the urban projects that can be found in the MPO TIPs. (MDOT is no longer using the CTP to reference our Transit Projects.)

Appendix G

This Appendix contains all Statewide Transit Projects that are not found in a MPO TIP. (MDOT is no longer using the CTP to reference our Transit Projects.)

Appendix H

2009 American Reinvestment and Recovery Act Project Certifications (contains lists of all SHA and MTA ARRA projects to date).

Appendix I

Federal Funding Sources

Appendix J

Glossary

APPENDIX A

Statement of Self-Certification

STATEWIDE TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Maryland Department of Transportation hereby certifies that its statewide transportation planning process is addressing major issues facing the State and its non-urbanized areas, and is being carried out in accordance with the following requirements:

I. 23 U.S.C. 134, 135 and 23 CFR 450; and 49 U.S.C. Section 5303 and 5304

II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794, and 49 CFR part 21;

III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

IV. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in the USDOT funded projects;

V. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid Highway construction contracts;

VI. The provisions of the Americans With Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR part 27, 37 and 38;

VII. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93. (Note-only for States with non-attainment and /or maintenance areas outside metropolitan planning area boundaries).

VIII. The Older Americans Act, as amended (42 U.S.C. part 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

IX. Section 324 of title 23 U.S.C., regarding prohibition of discrimination on the basis of gender; and

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signature

Printed Name

Title

Date

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

ENVIRONMENTAL PROJECTS (FUNDS 24, 25, 26, 74 AND 88)			
American Recovery and Reinvestment Act			
ALLEGANY			
IS0068	STIM-MD 36 TO THE GARRETT COUNTY LINE	339191	CO
FREDERICK			
IS0070	STIM-AT I-270 INTERCHANGE	543309	CO
PRINCE GEORGE'S			
US0050	STIM-AT I-495/I-95 INTERCHANGE	542560	CO
AREAWIDE			
IS0095	STIM-I-495 TO MD 100 - MEDIAN	676104	CO
US0301	STIM-US 301/US 50 SPLIT TO DELAWARE LINE	194499	CO
	STIM-WETLAND AND TREE PLANTING IN DISTRICTS 4 AND 7	558489	CO
	STIM-WETLAND AND TREE PLANTING AT VARIOUS LOCATIONS IN DISTRICT 5	280400	CO
	STIM-TREE PLANTING AT VARIOUS LOCATIONS IN DISTRICTS 1 AND 2	266341	CO
	STIM-WETLAND AND TREE PLANTING VARIOUS LOCATIONS IN DISTRICT 3	334101	CO
National Highway System			
PRINCE GEORGE'S			
IS0095	TEMPLE HILL ROAD TO MD 5 (BRANCH AVENUE)	242205	CO
Surface Transportation Program			
AREAWIDE	KENT, CAROLINE AND ST MARY'S COUNTIES TREE PLANTING TO MEET 2011 MILLION TREE	300000	CO
	ENVIRONMENTAL MANAGEMENT SYSTEMS DEVELOPMENT	399840	PE
	PERMIT PROCESSING AND COMPLIANCE FOR MISCELLANEOUS ACTIVITIES	282240	PE
	WETLAND MITIGATION BANKING	159936	PE
	NOISE ABATEMENT PROGRAM SUPPORT FOR FY 2009 AND FY 2010	290707	PE
CARROLL	REPLACE PLANTINGS ALONG MD 140 IN WESTMINSTER	278787	CO
CALVERT	SWM ENHANCEMENT AT MD 509	482887	CO
FREDERICK - MD0180	TRIBUTARY TO TUSCARORA CREEK STABILIZATION BETWEEN MD 180 AND US 340	138088	CO
MONTGOMERY	CONSTRUCTION OF A NEW DISPLAY BUILDING @ NATIONAL CAPITAL TROLLEY MUSEUM LOC	636211	CO
WORCESTER	ISLE OF WIGHT COASTAL RESTORATION	108000	CO
High Priority System			
AREAWIDE	LAND ACQUISITION FOR HIGHWAY MITIGATION IN CE, KE, QA AND WO COUNTIES	2669074	RW
	LAND ACQUISITION FOR HIGHWAY MITIGATION IN CE, KE, QA AND WO COUNTIES	8447435	RW

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

SAFETY AND SPOT IMPROVEMENTS (FUNDS 23, 27, 30, 32, 33, 75, 76, 79, 85 AND 87)			
American Recovery and Reinvestment Act			
ALLEGANY - IS0068	STIM-WEST OF HILLCREST DRIVE TO WEST OF US 40 SCENIC	7049583	CO
CARROLL - MD0027	STIM-AT MD 140 RAMPS	1284501	CO
FREDERICK - MD0080	STIM - FINGERBOARD ROAD AT IJAMSVILLE ROAD/BIG WOODS ROAD	1866782	CO
MONTGOMERY - MD0028	STIM-AT MD 586 (VEIRS MILL ROAD)	1471290	CO
PRINCE GEORGE'S			
MD0410	STIM-AT MD 500 (QUEENS CHAPEL ROAD) /ADELPHI ROAD TO 44TH AVENUE	1678058	CO
WASHINGTON			
MD0065	STIM - AT MD 63	835824	CO
AREAWIDE	STIM-TRANSPORTATION WEIGH INSPECTION STATION - FULL DEPTH CONCRETE REPAIR	3396811	CO
	STIM-UPGRADE EXISTING TRAFFIC BARRIER AND DESIGN NEW MEDIAN BARRIER IN DIST 1	2083487	CO
	STIM-ADA COMPLIANCE PROGRAM IN DISTRICT 3	4178060	CO
	STIM-ADA COMPLIANCE PROGRAM IN DISTRICT 4	2302300	CO
	STIM-ADA COMPLIANCE PROGRAM IN DISTRICT 5	2936648	CO
	STIM-ADA COMPLIANCE PROGRAM IN DISTRICT 7-MOTHER	1794107	CO
	STIM-UPGRADE EXISTING TRAFFIC BARRIER AND DESIGN NEW MEDIAN BARRIER IN DIST 4	1024366	CO
	STIM-UPGRADE TRAFFIC BARRIER AND DESIGN NEW MEDIAN BARRIER IN DISTRICT 5	1098669	CO
	STIM-ADA COMPLIANCE PROGRAM - DISTRICT 1	849325	CO
	STIM-ADA COMPLIANCE PROGRAM - DISTRICT 1	1528222	CO
	STIM-UPGRADE EXISTING TRAFFIC BARRIER/DESIGN NEW MEDIAN BARRIER IN DIST 6 , 7	2247817	CO
	STIM-UPGRADE EXISTING TRAFFIC BARRIER/DESIGN NEW MEDIAN IN DISTRICT 3	1005518	CO
	STIM - SIGNALS AND RECONSTRUCTS IN DISTRICT 3	5287442	CO
	STIM-VARIOUS LOCATIONS ON I-95, I-495, I-695 AND I-270	11093131	CO
	STIM-UPS,LED,BLACK FACE SIGNAL IN DISTRICTS 1, 2, 4 AND 5	6495427	CO
	STIM-UPS AND APS INSTALLATION IN DISTRICTS 3, 6 AND 7	6672881	CO
	STIM-TRAFFIC DETECTION IN DISTRICTS 3, 6 AND 7	1939995	CO
	STIM-TRAFFIC DETECTION IN DISTRICTS 1, 2, 4 AND 5	1939995	CO
	STIM-INSTALL SIGN LIGHTING SYSTEM - STATEWIDE	2284082	CO
	STIM - INSTALL/UPGRADE AREAWIDE SIGNING	5075685	CO

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

SAFETY AND SPOT IMPROVEMENTS (FUNDS 23, 27, 30, 32, 33, 75, 76, 79, 85 AND 87) CONTINUED			
Highway Safety Improvement Program			
AREAWIDE	CPD SAFETY AND SPOT IMPROVEMENTS	270000	PE
BALTIMORE - MD0150	EAST OF ISLAND POINT ROAD TO DIAMOND POINT ROAD	982015	CO
National Highway System			
HARFORD - US0001	SOUTH OF MD 24 TO MD 924	235200	PE
Surface Transportation Program			
AREAWIDE	INSTALLATION OF RUMBLE STRIPS AT VARIOUS LOCATIONS IN D-6	411495	CO
	INSTALLATION OF RUMBLE STRIPS AT VARIOUS LOCATIONS IN D-6	51375	CO
FREDERICK	OLD NATIONAL PIKE CROSSING WITH CSX DOT 140425Y	215810	CO
HARFORD			
MD0024NB	AT CSX TRACKS	23588	CO
MD0024NB	AT CSX TRACKS	200159	CO
MONTGOMERY			
MD0650	AT MD 97	641500	CO
MD0198	AT GOOD HOPE ROAD	557700	CO
PRINCE GEORGE'S - MD0212	STIM-AT ALLVIEW DRIVE/EVANS TRAIL	279199	RW
AREAWIDE	STIM-UPGRADE EXISTING TRAFFIC BARRIER/DESIGN NEW MEDIAN IN DISTRICT 3	200000	PE
	STIM-UPGRADE EXISTING TRAFFIC BARRIER AND DESIGN NEW MEDIAN BARRIER IN DIST 1	352800	PE
	STIM-UPGRADE TRAFFIC BARRIER AND DESIGN NEW MEDIAN BARRIER IN DISTRICT 2-MOTHER	235200	PE
RESURFACING AND REHABILITATION (FUND 77)			
American Recovery and Reinvestment Act			
ALLEGANY			
US0040	STIM-GARRETT CO LINE TO EAST OF TISDALE STREET (FROSTBURG)	1143318	CO
IS0068	STIM-EVITTS CREEK BRIDGE 0103000 TO ROCKY GAP ROAD BRIDGE 0115100	3695543	CO
BALTIMORE			
IS0083	STIM-DOWNES ROAD TO THE PENNSYLVANIA LINE	3124341	CO
IS0083	STIM-DOWNES ROAD TO THE PENNSYLVANIA LINE	1214353	CO
CAROLINE			
MD0404	STIM-MD 404 ALT TO HOLLY ROAD	1188528	CO

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

RESURFACING AND REHABILITATION (FUND 77)			
American Recovery and Reinvestment Act (continued)			
DORCHESTER - US0050	STIM-EAST OF BIG MILL POND TO LINKWOOD ROAD	1299782	CO
FREDERICK			
IS0270NB	STIM - STRUCTURE 1007901 BENNETT CREEK TO STRUCTURE 1007801 MD 80	986514	CO
IS0070	STIM - STRUCTURE 1013800 TO STRUCTURE 1012700-HOLLOW ROAD	3642258	CO
US0015SB	STIM-NORTH OF CATOCTIN HOLLOW ROAD TO MD 26 BRIDGE 10097	4191498	CO
GARRETT			
MD0135	STIM - CHESTNUT GROVE ROAD TO LEE ROAD	2133956	CO
US0219	STIM-N CORP LIMITS OF ACCIDENT TO BEAR CREEK BRIDGE 1103700	1344755	CO
US0219	STIM - 0.15 MILES NORTH OF MD 42 TO BUMBLE BEE ROAD	1669548	CO
HARFORD			
MD0543	STIM - WHEEL ROAD TO MD 22	1690416	CO
HOWARD			
US0029SB	STIM-BROKENLAND PARKWAY TO MIDDLE PATUXENT RIVER	5173792	CO
MONTGOMERY			
MD0650	STIM - MILESTONE DRIVE TO VENICE DRIVE	2107066	CO
MD0193	STIM-586 (VEIRS MILL ROAD) TO ARCOLA AVENUE	4488347	CO
MD0187	STIM-150 FT SOUTH OF CENTER DRIVE TO NORTH BROOK LANE	2630027	CO
IS0495	STIM - POTOMAC RIVER BRIDGE TO I-270	11529372	CO
PRINCE GEORGE'S			
US0001	STIM-MD 410 TO ALBION ROAD	953783	CO
MD0214	STIM-CINDY LANE TO BRIGHTSEAT ROAD	3849356	CO
MD0212	STIM-DC LINE TO SARGENT ROAD	2632686	CO
MD0410	STIM-MD 201 (KENILWORTH AVENUE) TO RIVERDALE ROAD	3023705	CO
TALBOT			
US0050	STIM-RI- MD 662B TO MD 309	3206058	CO
AREAWIDE			
MD0650	STIM-MD 410 (ETHAN ALLEN) TO HOLTON LANE	2011527	CO
AREAWIDE	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 1	339768	CO
	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 2	392506	CO

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

Fund 77 American Recovery and Reinvestment Act - (continued)			
AREAWIDE	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 3	343181	CO
	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 4	346106	CO
	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 5	342828	CO
	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 7	498332	CO
	STIM - VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	4657659	CO
	STIM - VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	4828636	CO
	STIM - VARIOUS LOCATIONS IN CALVERT COUNTY	4612059	CO
	STIM-VARIOUS LOCATIONS IN CAROLINE COUNTY	2308339	CO
	STIM - VARIOUS LOCATIONS IN CHARLES COUNTY	4623563	CO
	STIM - VARIOUS LOCATIONS IN DORCHESTER COUNTY	2205364	CO
	STIM-VARIOUS LOCATIONS IN KENT COUNTY	2314963	CO
	STIM-VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	2309460	CO
	STIM - VARIOUS LOCATIONS IN ST MARY'S COUNTY	4616619	CO
	STIM - VARIOUS LOCATIONS IN SOMERSET COUNTY	2320897	CO
AREAWIDE	STIM-VARIOUS LOCATIONS IN TALBOT COUNTY	2288732	CO
	STIM-VARIOUS LOCATIONS IN CECIL COUNTY	2299728	CO
	STIM - VARIOUS LOCATIONS IN WICOMICO COUNTY	2291662	CO
	STIM-VARIOUS LOCATIONS IN ALLEGANY COUNTY	2297378	CO
	STIM - VARIOUS LOCATIONS IN BALTIMORE COUNTY - EAST OF I-83	4612278	CO
	STIM - VARIOUS LOCATIONS IN BALTIMORE COUNTY - WEST OF I83	4612522	CO
	STIM-VARIOUS LOCATIONS IN CARROLL COUNTY	2277771	CO
	STIM-VARIOUS LOCATIONS IN FREDERICK COUNTY	4592808	CO
	STIM-VARIOUS LOCATIONS IN HARFORD COUNTY	4592808	CO
	STIM-VARIOUS LOCATIONS IN HOWARD COUNTY	4591671	CO
	STIM-VARIOUS LOC IN MONTGOMERY COUNTY - GAITHERSBURG SHOP	4576033	CO
	STIM-VARIOUS LOC IN MONTGOMERY COUNTY - GAITHERSBURG SHOP	2284068	CO
	STIM-VARIOUS LOCATIONS IN MONTGOMERY COUNTY-FAIRLAND SHOP	5152037	CO
	STIM-VARIOUS LOCATIONS IN PRINCE GEORGE'S CO - LAUREL SHOP	4576062	CO
	STIM-VARIOUS LOC IN PRINCE GEORGE'S COUNTY - MARLBORO SHOP	4756062	CO
	STIM-VARIOUS LOCATIONS IN WASHINGTON COUNTY	2287492	CO
	STIM - VARIOUS LOCATIONS IN WORCESTER COUNTY	2328142	CO

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

RESURFACING AND REHABILITATION (FUND 77) (continued)			
High Priority			
BALTIMORE CITY	NORTH AVE HOWARD TO MT ROYAL	320000	PE
Interstate Maintenance			
IS0081SB	NORTH END OF POTOMAC RIVER BRIDGE 2107802 TO HALFWAY BOULEVARD	1327636	CO
National Highway System			
AREAWIDE	STIM - VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	354568	CO
	STIM - VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	873195	CO
	STIM - VARIOUS LOCATIONS IN CALVERT COUNTY	277881	CO
	STIM-VARIOUS LOCATIONS IN CAROLINE COUNTY	448540	CO
	STIM - VARIOUS LOCATIONS IN CHARLES COUNTY	352067	CO
	STIM - VARIOUS LOCATIONS IN DORCHESTER COUNTY	187625	CO
	STIM-VARIOUS LOCATIONS IN KENT COUNTY	1077991	CO
	STIM-VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	1075428	CO
	STIM - VARIOUS LOCATIONS IN ST MARY'S COUNTY	83501	CO
	STIM - VARIOUS LOCATIONS IN SOMERSET COUNTY	586972	CO
	STIM-VARIOUS LOCATIONS IN TALBOT COUNTY	360165	CO
	STIM - VARIOUS LOCATIONS IN WORCESTER COUNTY	1057103	CO
BALTIMORE - US0040	I-695 TO BALTIMORE CITY LINE	235200	PE
CARROLL - MD0140	CENTER STREET TO EAST OF MALCOLM DRIVE	1613914	CO
FREDERICK			
US0015NB	US 340 TO STRUCTURE 101200	1596368	CO
US0015NB	OWENS CREEK BRIDGE TO NORTH OF ORNDORFF ROAD	596331	CO
US0015	STRUCTURE 10017 TO STRUCTURE 10139 (ELMER DERR ROAD)	2106481	CO
QUEEN ANNE'S			
US0301NB	1.0 MI SOUTH OF MD 544 TO KENT COUNTY LINE	790800	CO
TALBOT			
US0050	MD 309 TO 0.73 MILES EAST OF CHAPEL ROAD	1436860	CO
WICOMICO			
US0013NB	MD 12 TO MT HERMON ROAD	865436	CO
US0013SB	US 13 BUSINESS TO MT HERMON ROAD	1619581	CO

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

RESURFACING AND REHABILITATION (FUND 77) (Continued)			
Surface Transportation Program			
AREAWIDE	STIM - VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	825405	CO
	STIM - VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	2183015	CO
	STIM - VARIOUS LOCATIONS IN CALVERT COUNTY	652501	CO
	STIM - VARIOUS LOCATIONS IN CHARLES COUNTY	835648	CO
	STIM - VARIOUS LOCATIONS IN DORCHESTER COUNTY	1425336	CO
	STIM - VARIOUS LOCATIONS IN ST MARY'S COUNTY	273491	CO
	STIM - VARIOUS LOCATIONS IN SOMERSET COUNTY	2217182	CO
	STIM - VARIOUS LOCATIONS IN WORCESTER COUNTY	1610823	CO
	STIM-VARIOUS LOCATIONS IN CAROLINE COUNTY	2910426	CO
	STIM-VARIOUS LOCATIONS IN KENT COUNTY	2210347	CO
	STIM-VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	2205920	CO
	STIM-VARIOUS LOCATIONS IN TALBOT COUNTY	1225769	CO
	STIM-VARIOUS LOCATIONS IN CECIL COUNTY	3346236	CO
	STIM - VARIOUS LOCATIONS IN WICOMICO COUNTY	1220908	CO
	STIM-VARIOUS LOCATIONS IN ALLEGANY COUNTY	1722640	CO
	STIM - VARIOUS LOCATIONS IN BALTIMORE COUNTY - EAST OF I-83	3204378	CO
	STIM - VARIOUS LOCATIONS IN BALTIMORE COUNTY - WEST OF I83	3194760	CO
	STIM-VARIOUS LOCATIONS IN CARROLL COUNTY	1676365	CO
	STIM-VARIOUS LOCATIONS IN FREDERICK COUNTY	3306800	CO
	STIM-VARIOUS LOCATIONS IN HARFORD COUNTY	3306800	CO
	STIM-VARIOUS LOCATIONS IN HOWARD COUNTY	3308166	CO
	STIM-VARIOUS LOC IN MONTGOMERY COUNTY - GAITHERSBURG SHOP	3294689	CO
	STIM-VARIOUS LOC IN MONTGOMERY COUNTY - GAITHERSBURG SHOP	2159387	CO
	STIM-VARIOUS LOCATIONS IN MONTGOMERY COUNTY-FAIRLAND SHOP	3294705	CO
	STIM-VARIOUS LOCATIONS IN PRINCE GEORGE'S CO - LAUREL SHOP	3294706	CO
	STIM-VARIOUS LOC IN PRINCE GEORGE'S COUNTY - MARLBORO SHOP	3294706	CO
	RETROFIT OF SIDEWALK ADA RAMPS IN DISTRICT 2	311517	CO
	STIM-VARIOUS LOCATIONS IN WASHINGTON COUNTY	1047744	CO

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

RESURFACING AND REHABILITATION (FUND 77) (Continued)			
Surface Transportation Program			
BALTIMORE			
US0040	BALTIMORE CITY LINE TO ROSSVILLE BOULEVARD	1000000	CO
MD0045	NORTH OF RIDGELY ROAD TO SOUTH OF TIMONIUM ROAD	47040	PE
MONTGOMERY - MD0187	MD 355-WISCONSIN AVENUE TO NORTH BROOK LANE	94080	PE
PRINCE GEORGE'S			
MD0410	MD 212 (RIGGS ROAD) TO MD 500 (QUEENS CHAPEL ROAD)	94080	PE
BRIDGE REPLACEMENT AND REHABILITATION (FUND 80)			
American Recovery and Reinvestment Act			
PRINCE GEORGE'S			
MD0725	STIM - BRIDGE 16009 OVER FEDERAL SPRING BRANCH	1477375	CO
MD0725	STIM - BRIDGE 16009 OVER FEDERAL SPRING BRANCH	44533	CO
	STIM - CLEAN/PAINT 10 EXISTING BRIDGES IN PRINCE GEORGE'S COUNTY	1714856	CO
	STIM - VARIOUS BRIDGES ON US 1, MD 201, MD 202, MD 212 AND MD 500	2130066	CO
AREAWIDE	BRIDGE INSPECTIONS STATEWIDE - FY 2010	2822400	PE
	SMALL STRUCTURE INVENTORY AND INSPECTIONS - FY 2010	329280	PE
ALLEGANY - MD0036	BRIDGE 01014 OVER GEORGES CREEK	1000000	CO
ANNE ARUNDEL	OVER MD 295 (NB AND SB)	235200	PE
BALTIMORE			
CO0037	REV - BRIDGE 0303200 ON MCDONOGH ROAD OVER GWYNNS FALLS	704449	CO
IS0083	REV - BRIDGE C ON RAMP C OVER I-695 AND LIGHT RAIL	1286804	CO
GARRETT - US0219	CHERRY CREEK-US 219 TO SOURCES	320000	PE
HOWARD - US0029SB	REV - BRIDGE 1304802 OVER I-70	1425870	CO
MONTGOMERY - MD0109	BRIDGE 15099 ON MD 109 OVER LITTLE BENNETT CREEK	955595	CO
Bridge Replacement and Rehabilitation			
PRINCE GEORGE'S			
MD0725	STIM - BRIDGE 16009 OVER FEDERAL SPRING BRANCH	680812	RW
	STIM - BRIDGE 16072 ON BERWYN ROAD OVER INDIAN CREEK	188160	PE
SOMERSET - MD0362	REV - MD 362 OVER MONIE CREEK	1492048	CO

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

BRIDGE REPLACEMENT AND REHABILITATION (FUND 80) (Continued)			
WASHINGTON - MD0067	BRIDGE 21137 OVER ABANDONED RAILROAD AND ISRAEL CREEK	533703	CO
National Highway System			
HOWARD - MD0175	BRIDGE 1308603 EB OVER US 29, BRIDGE 1308604 WB OVER US 29	300000	PE
Surface Transportation Program			
BALTIMORE CITY	RUSSELL STREET VIADUCT REPLACEMENT	245982	PE
URBAN RECONSTRUCTION/REVITALIZATION/APD LOCAL ACCESS (FUNDS 83 AND 84)			
Surface Transportation Program			
SAINT MARY'S - MD0246	WEST OF SARATOGA DRIVE TO MD 235	990000	CO
CONGESTION MANAGEMENT (FUNDS 81 AND 86)			
American Recovery and Reinvestment Act			
AREAWIDE	STIM-STATEWIDE CHART DYNAMIC MESSAGE SIGNS DEPLOYMENT-PHASE 2	3672297	CO
CECIL - MD0222	STIM - AT BLYTHE DALE ROAD	457455	Other
Congestion Management			
IS0095	CONSTRUCTION OF NEW PARK & RIDE LOT - ACCESS RD TO PARK & RIDE FROM I-95 /I-495	352800	PE
Surface Transportation Program			
AREAWIDE	MSP MOTORCYCLES FOR FY 2009	2409	CO
	MSP MOTORCYCLES FOR FY 2009	37581	CO
	CHART STATEWIDE OPERATIONS CENTER	164998	CO
	PROCURE 40 EXISTING TRAFFIC DETECTION SENSORS FOR EASTERN SHORE EVACUATION.	288000	CO
MONTGOMERY	CHART DEPOT AT KENSINGTON SHOP FACILITY	154402	PE
MAJORS (FUND 70,71,72 AND 73)			
High Priority Projects			
ALLEGANY - US0220	BRIDGE 01060 ON US 220 OVER POTOMAC RIVER AT KEYSER-MCCOOLE	1384082	RW
BALTIMORE - IS0695	OUTER LOOP - MD 144 TO SOUTH OF US 40	636063	RW

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

High Priority Projects (Continued)			
CAROLINE			
MD0404	STIM-EAST OF TUCKAHOE CREEK TO EAST OF MD 480	2200000	RW
MD0404	STIM-EAST OF TUCKAHOE CREEK TO EAST OF MD 480	2592538	RW
FREDERICK			
MD0085	SOUTH OF ENGLISH MUFFIN WAY TO NORTH OF GROVE ROAD	684378	PE
MD0085	SOUTH OF ENGLISH MUFFIN WAY TO NORTH OF GROVE ROAD	2166009	PE
HOWARD			
US0001	PRINCE GEORGE'S COUNTY LINE TO BALTIMORE COUNTY LINE	136876	Other
US0001	PRINCE GEORGE'S COUNTY LINE TO BALTIMORE COUNTY LINE	433202	Other
PRINCE GEORGE'S			
MD0005	AT BRANDYWINE ROAD (MD 373/MD 381) PHASE 1	800000	CO
MD0005	AT BRANDYWINE ROAD (MD 373/MD 381) PHASE 1	2405900	CO
MD0005	AT BRANDYWINE ROAD (MD 373/MD 381) PHASE 1	2218825	RW
WORCESTER			
US0113	REV - NORTH OF GOODY HILL ROAD TO MASSEY BRANCH (PHASE 2B)	2218825	CO
National Highway System			
SAINT MARY'S - MD0004	UPGRADE BETWEEN MD 2 AND MD 235	1000000	PE
WORCESTER			
US0113	HAYES LANDING ROAD TO GOODY HILL ROAD - PHASE II	1020234	RW
US0113	HAYES LANDING ROAD TO GOODY HILL ROAD - PHASE II	1796392	RW
Surface Transportation Program			
PRINCE GEORGE'S - MD0005	AT BRANDYWINE ROAD (MD 373/MD 381) PHASE 1	2475000	CO
Other			
Appalachian Highway			
	VIRGINIA AVENUE CORRIDOR IMPROVEMENTS	820679	CO
BALTIMORE CITY PROJECTS			
American Recovery and Reinvestment Act			
	Orleans Street from Central Avenue to Wolfe Street	10886546	CO
	HILTON STREET FROM FREDERICK AVENUE TO MULBERRY STREET	1481803	CO
	PARK HEIGHTS AVENUE FROM NORTHERN PARKWAY TO GARRISON BOULEVARD	2528090	CO

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

BALTIMORE CITY PROJECTS			
American Recovery and Reinvestment Act			
	FRANKFORD AVENUE FROM SINCLAIR LANE TO MORAVIA PARK DRIVE	1618496	CO
	ARGONNE DRIVE BRIDGE OVER HERRING RUN	7269104	CO
	NORTHERN PARKWAY FROM FALLS ROAD TO PARK HEIGHTS AVENUE	10931365	CO
Congestion Management			
	TRANSPORTATION MANAGEMENT ASSOCIATION IN SOUTHEAST BALTIMORE CITY	200000	PE
	PROCUREMENT OF DIESEL PARTICULATE FILTERS FOR BALTIMORE CITY'S FIRE DEPARTMENT FLEET	225000	CO
	PROCUREMENT OF HYBRID BUCKET TRUCK	145000	CO
	BALTIMORE CITY TRAFFIC MANAGEMENT CENTER - OPERATIONS BUDGET	500000	CO
High Priority			
	BALTIMORE CITY PROJECT	273751	PE
	BALTIMORE CITY PROJECT	1166089	PE
	COPPIN STATE UNIVERSITY - MULTI STORY PARKING STRUCTURE WITH CONNECTING PEDESTRIAN BRIDGE	20160	PE
CHART PROJECTS			
Surface Transportation Program			
	CHART VEHICLES FOR FY 2009 - STATEWIDE	303186	CO
	CHART -MSP LIAISON FOR FY 10-12	349678	CO
	CHART VEHICLES & EQUIPMENT PURCHASE FOR FY 10	376282	CO
	CHART OPERATIONS BUDGET FOR FY 10	7218178	CO
ENVIRONMENTAL PROJECTS			
MD0144	ENVIRONMENTAL RESTORATON EVALUATION MD 144.	2874740	CO
CECIL	BARON ROAD BRIDGE OVER CSX RAILROAD	423814	PE
CARROLL	CORRIDOR IN WESTMINSTER CITY	40000	PE
DORCHESTER	BACK LANDING ROAD OVER HUNTING CREEK	253760	PE
GARRETT	HERSHBERGER LANE EXTENSION	240000	CO
HARFORD			
	SOUTHHAMPTON ROAD OVER BYNUM RUN BRIDGE	975429	CO
	SOUTHHAMPTON ROAD OVER BYNUM RUN BRIDGE	631590	CO

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

ENVIRONMENTAL PROJECTS (Continued)			
KENT			
	CHESTERTOWN TRAIL PROJECT	41063	PE
	CHESTERTOWN TRAIL PROJECT	62937	PE
FEDERAL BRIDGE PROJECTS			
PRINCE GEORGE'S	ANDREWS AIR FORCE BASE GATEWAY/SUITLAND ROAD GATEWAY PROJECT	1237500	CO
	ANDREWS AIR FORCE BASE GATEWAY/SUITLAND ROAD GATEWAY PROJECT	980000	CO
SOMERSET	MARUMSCO ROAD OVER MARUMSCO CREEK	65922	PE
EMPLOYEE TRAINING PROGRAM			
	SHA EMPLOYEE TRAINING PROGRAM FY 2009	79776	Other
ITS PROJECTS			
	ITS TRAINING	300000	PE
MOTOR FUEL TAX COMPLIANCE PROJECT			
	REGIONAL FUEL TAXING AUDITING AND ENFORCEMENT ACTIVITIES	5000	PE
NATIONAL RECREATION TRAILS PROGRAM			
	NATIONAL RECREATION TRAILS PROGRAM FY 09	1246679	CO
OTHER			
	DISTRICT 2 VARIOUS LOCATIONS - INSTALL NEW & UPGRADE EXISTING TRAFFIC BARRIERS	3013319	CO
	INHOUSE STRUCTURAL SUPPORT DESIGN PROJECTS	270000	PE
	INHOUSE STRUCTURAL SUPPORT DESIGN PROJECTS	270000	PE
SAFE ROUTES TO SCHOOL PROJECTS			
	SAFE ROUTES TO SCHOOL PROGRAM INFRASTRUCTURE PROJECTS	5452500	CO
	SAFE ROUTES TO SCHOOL PROGRAM Non - INFRASTRUCTURE PROJECTS	1225500	PE
	SAFE ROUTES TO SCHOOL PROGRAM DESIGN SERVICE PROJECT	1000000	PE
STATEWIDE PLANNING AND RESEARCH PROGRAM			
	LOCAL TECHNICAL ASSISTANCE PROGRAM SPR PART II	140000	Other
	LOCAL TECHNICAL ASSISTANCE PROGRAM SPR PART II	136000	Other
	STATEWIDE PLANNING AND RESEARCH	4672	PP
	STATEWIDE PLANNING AND RESEARCH	208	PP
	STATEWIDE PLANNING AND RESEARCH	1796125	PP
	STATEWIDE PLANNING AND RESEARCH	183891	PP

APPENDIX B – SHA Obligated Projects, as of July 30, 2009

TRAFFIC MANAGEMENT			
National Highway System			
	TCDIS DESIGN PLAN REVIEW	74049	PE
	85PE TEDD INHOUSE SIGNING DESIGN	80996	PE
	TCDIS DESIGN PLAN REVIEW	27743	PE
	LED/APS INSTALLATIONS IN DISTRICTS 6 AND 7	696882	CO
	MODIFICATION/INSTALLATION OF LIGHTING IN DISTRICTS 3,6 & 7	467421	CO
	INSTALLATION OF SERVICE PEDESTALS IN DISTRICTS 3,4 & 5	475483	CO
	INSTALLATION OF SERVICE PEDESTALS IN DISTRICTS 1 AND 2	159420	CO
	TEDD INHOUSE SIGNAL DESIGN	1320000	PE
	TEDD INHOUSE LIGHTING DESIGN	120000	PE
	85PE TEDD INHOUSE SIGNING DESIGN	390000	PE
	TCDIS DESIGN PLAN REVIEW	132000	PE
	CPD INHOUSE STATEWIDE PROGRAM DEVELOPMENT	180000	PE
Surface Transportation Program			
	TEDD INHOUSE LIGHTING DESIGN	1200000	PE
	85PE TEDD INHOUSE SIGNING DESIGN	195115	PE
	TCDIS DESIGN PLAN REVIEW	30207	PE
	CPD INHOUSE STATEWIDE PROGRAM DEVELOPMENT	180000	PE
	INSTALLATION OF SERVICE PEDESTALS IN DISTRICTS 1 AND 2	625306	CO
	TEDD INHOUSE SIGNAL DESIGN	1320000	PE
	TEDD INHOUSE SIGNAL DESIGN	500000	PE
	LED/APS INSTALLATIONS FOR DISTRICTS 1 AND 2	696882	CO
	LED/APS INSTALLATIONS FOR DISTRICTS 1 AND 2	2755210	CO
	LED/APS INSTALLATIONS IN DISTRICTS 6 AND 7	2755210	CO
	MODIFICATION/INSTALLATION OF LIGHTING IN DISTRICTS 3,6 & 7	1000000	CO
	85PE TEDD INHOUSE SIGNING DESIGN	113889	PE
TRAFFIC SAFETY			
	HIGH VISIBILITY ENFORCEMENT, BELTS & BOOZIE 24/7, TRAFFIC SAFETY RESOURCE	900000	PE

APPENDIX C - MTA FEDERAL FUND OBLIGATIONS

2009 Statewide Obligations (based on 3rd Qtr FY2009)

Maryland Transit Administration (August 25, 2009)

Mode	Project Title	Project #	MPO	4309	5307	5307-TE	5316	5317	B5309	CMAQ	L5307	L5309	L5309MP	L5310	L5311	LR5309NS	M5307	M5307TE	M5309FG	R5309FG
AGY	Preventive Maintenance	Operations	Statewide		35672															
AGY	Misc System Preservation Efforts	Multiple	Balt/State		2496	96														
AGY	Parking Lot Repaving Fund	0177	Statewide		1229				1119											
AGY	ADA Compliance	0266	Balt		880															
AGY	Communications Trunking	0717	Balt		541															
AGY	Dunkirk P&R	1035	Non-MPO						2149											
AGY	New Market P&R	1036	Non-MPO						9											
AGY	Prince Frederick P&R	1037	Non-MPO						36											
AGY	Waldorf P&R	1038	Non-MPO						174											
AGY	Charlotte Hall P&R	1041	Non-MPO						653											
AGY	Lexington Mkt Transit	1060	Balt		1428															
AGY	CCTV Improvements	1090	Balt		661															
AGY	Corridor Cities Transit	1108	Wash														1887			
AGY	Baltimore Green Line Corridor	1141	Balt		766															
AGY	Police Northern Facility	1163	Balt		1015															
AGY	Southern Maryland Transit	1206	Non-MPO		271				479											
AGY	Howard St Revitalization	1207	Balt		403															
AGY	Greyhound Station	1235	Balt						1158											
AGY	So. Maryland Stadium	1274	Non-MPO		318															
AGY	Trunked Radio Site	0812	Balt		2575															
Bus	Misc System Preservation Efforts	Multiple	Balt		425				941											
Bus	New Replacement	0518	Balt							16252										
ITP	Scheduling System	0513	Balt		874															
ITP	CAD/AVL	0813	Balt		918															
ITP	Transit Pass Equipment	0884	Balt		3185															
LOTS	JARC	Operations	Balt				880													
LOTS	New Freedom	Operations	Balt					650												
LOTS	State of MD Ridesharing	0045	Statewide							1188										
LOTS	Elderly/HDCP Non-Profit	0210	Balt											2188						
LOTS	Rural/Small Urban Systems	0211	Statewide									2996								
LOTS	Small Urban Transit	0217	Statewide								7847									
LOTS	Rural Area Transit	0218	Statewide												1200					
LOTS	Rural/Small Urban Systems	0826	Statewide										3350							
LOTS	VanGo Transfer Facility	1184	Statewide								320									
LRT	Misc System Preservation Efforts	Multiple	Balt																	661
LRT	MOW Misc Improvements	0005	Balt																	1149
LRT	Howard Street Safety Improve	0489	Balt																	120
LRT	Grade Crossing	1048	Balt																	692
LRT	LRV Mid-Life Overhaul	1153	Balt																	400
LRT	Norfolk-Southern Track	1340	Balt		496															
LRT	LRV Overhaul Program	1346	Balt																	547
MARC	Misc System Preservation Efforts	Multiple	Statewide														395		389	
MARC	Operating Agreement w/AMTRAK	0183	Statewide														4364		4984	
MARC	Silver Spring Transit Ctr	0254	Wash						824											
MARC	Operating Agreement with CSX	0687	Statewide														2758			
MARC	IIA Vehicles Replacement	1161	Statewide																	
MARC	Diesel LoCo Procurement	1245	Statewide																4942	
MARC	Edgewood Station Improvements	1296	Balt	276					380										1648	
MARC	Aberdeen Station Parking	1298	Balt																1238	
MARC	Gallery Coaches Rehabilitation	1302	Statewide														2400			
MARC	Pt of Rocks WB Platform	1308	Statewide														480			
Metro	Misc System Preservation Efforts	Multiple	Balt																	2081
Metro	Direct Fixation Fasteners	0455	Balt																	518
Metro	SCADA	0457	Balt																	4567
Metro	Communications Control	1244	Balt																	731
Metro	Railcar Overhaul	1281	Balt																	680
Metro	Train Control System	1289	Balt																	400
Funding Totals				**276**	**54153**	**96**			**7922**	**17440**	**8167**	**2996**	**3350**	**2188**	**1200**	**0**	**12284**	**0**	**13201**	**12546**

APPENDIX D – State Highway Administration

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS

Dollars in Millions

State Highway Administration (SHA)	2009	2010	2011	2012	2009-2012 TOTAL	Source/Comments
SHA REVENUE AVAILABLE						
BALANCE CARRIED FORWARD	$ -	$ 770.4	$ 462.4	$ 451.6		Amount Over/Under Carried Forward from Prior Fiscal Year
FEDERAL REVENUE						
Federal Fund Balance as of 9/30/08	$ 302.8	$ -	$ -	$ -	$ 302.8	Federal FMIS Balance as of 9/30/08
Federal Core Apportioned Programs w/o HPP	$ 555.2	$ 555.2	$ 555.2	$ 555.2	$ 2,220.9	SAFETEA-LU Apportionment Tables, FY10-12 at FY09 level
Federal High Priority Project Funding	$ 56.1	$ -	$ -	$ -	$ 56.1	SAFETEA-LU Apportionment Tables
Special Federal Appropriations and Allocations	$ 13.7	$ -	$ -	$ -	$ 13.7	Earmarks in FY09 Appropriations Bill
American Recovery and Reinvestment Act of 2009	$ 431.0	$ -	$ -	$ -	$ 431.0	FHWA table, ARRA allocation for Maryland
Total Federal Revenue Available	**$ 1,358.8**	**$ 555.2**	**$ 555.2**	**$ 555.2**	**$ 3,024.5**	
STATE REVENUE						
Allocation from MDOT for SHA Capital Projects	$ 435.3	$ 355.6	$ 321.6	$ 428.4	$ 1,540.9	SHA allocation from 3rd Quarter CWS Approval
Total State Revenue Available	**$ 435.3**	**$ 355.6**	**$ 321.6**	**$ 428.4**	$ 1,540.9	
TOTAL FEDERAL AND STATE REVENUE AVAILABLE	**$ 1,794.1**	**$ 1,681.2**	**$ 1,339.2**	**$ 1,435.2**	**$ 6,249.7**	
SHA REVENUE USES						
MAJOR PROJECTS (includes D&E)						
Primary	$ 119.8	$ 91.2	$ 108.6	$ 47.4	**$ 367.0**	FY09-14 3rd Quarter CTP Financial Table
Secondary	$ 80.1	$ 78.7	$ 52.3	$ 13.8	**$ 224.9**	FY09-14 3rd Quarter CTP Financial Table
Interstate	$ 75.9	$ 45.9	$ 21.4	$ 14.7	**$ 157.9**	FY09-14 3rd Quarter CTP Financial Table
Woodrow Wilson	$ 48.1	$ 13.6	$ -	$ -	**$ 61.7**	FY09-14 3rd Quarter CTP Financial Table
Change Orders	$ 6.4	$ 9.9	$ 9.1	$ 5.0	**$ 30.4**	FY09-14 3rd Quarter CTP Financial Table
Reimbursables	$ 13.3	$ 14.4	$ 11.0	$ 11.0	**$ 49.7**	FY09-14 3rd Quarter CTP Financial Table
Total Major Projects	**$ 343.6**	**$ 253.7**	**$ 202.4**	**$ 91.9**	**$ 891.6**	
SAFETY, CONGESTION RELIEF and COMMUNITY ENHANCEMENT						
Environmental Preservation	$ 5.7	$ 4.9	$ 4.0	$ 3.7	$ 18.3	FY09-14 3rd Quarter CTP Financial Table
Rest Areas	$ 11.8	$ 3.0	$ 0.3	$ 0.6	$ 15.7	FY09-14 3rd Quarter CTP Financial Table
Crash Prevention	$ 7.6	$ 4.5	$ 4.5	$ 7.5	$ 24.1	FY09-14 3rd Quarter CTP Financial Table
Median Guardrail & End Treatment	$ 4.2	$ 3.5	$ 3.4	$ 4.4	$ 15.5	FY09-14 3rd Quarter CTP Financial Table
ADA Retrofit	$ 4.4	$ 5.4	$ 6.0	$ 6.0	$ 21.8	FY09-14 3rd Quarter CTP Financial Table
Drainage	$ 14.0	$ 14.0	$ 14.0	$ 12.9	$ 54.9	FY09-14 3rd Quarter CTP Financial Table
Emergency	$ 1.1	$ 1.0	$ 1.0	$ 1.0	$ 4.1	FY09-14 3rd Quarter CTP Financial Table
Safety & Spot Improvements	$ 46.5	$ 38.3	$ 38.2	$ 65.2	$ 188.2	FY09-14 3rd Quarter CTP Financial Table
Resurfacing & Rehabilitation	$ 151.0	$ 129.0	$ 115.1	$ 195.5	$ 590.6	FY09-14 3rd Quarter CTP Financial Table
Sidewalks	$ 2.0	$ 1.0	$ 1.0	$ 1.0	$ 5.0	FY09-14 3rd Quarter CTP Financial Table
Bridge Replace & Rehab.	$ 85.2	$ 95.0	$ 83.4	$ 113.1	$ 376.7	FY09-14 3rd Quarter CTP Financial Table
Park-n-Ride	$ 2.0	$ 2.0	$ 2.0	$ 1.8	$ 7.8	FY09-14 3rd Quarter CTP Financial Table
Urban Reconstruction	$ 1.2	$ 1.0	$ 1.0	$ 1.0	$ 4.2	FY09-14 3rd Quarter CTP Financial Table
Traffic Management	$ 46.0	$ 40.0	$ 40.0	$ 47.8	$ 173.8	FY09-14 3rd Quarter CTP Financial Table
CHART (ITS Program)	$ 11.9	$ 13.5	$ 13.5	$ 14.1	$ 53.0	FY09-14 3rd Quarter CTP Financial Table
Intersection Capacity	$ 15.3	$ 8.5	$ 8.5	$ 13.8	$ 46.1	FY09-14 3rd Quarter CTP Financial Table
Bicycle Retrofit	$ 1.0	$ 1.0	$ 1.0	$ 0.9	$ 3.9	FY09-14 3rd Quarter CTP Financial Table
Retrofit Sound Barriers	$ 12.4	$ 11.1	$ 1.0	$ 0.3	$ 24.8	FY09-14 3rd Quarter CTP Financial Table
Community Safety & Enhancement	$ 34.2	$ 16.2	$ 13.1	$ 17.1	$ 80.6	FY09-14 3rd Quarter CTP Financial Table
Total S, CR and CE	**$ 457.5**	**$ 392.9**	**$ 351.0**	**$ 507.7**	**$ 1,709.1**	

APPENDIX D – State Highway Administration

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS

Dollars in Millions

State Highway Administration (SHA)	2009	2010	2011	2012	2009-2012 TOTAL	Source/Comments
OTHER SYSTEM PRESERVATION						
Statewide Planning and Research (SPR)	$ 24.0	$ 20.0	$ 20.0	$ 25.0	$ 89.0	FY09-14 3rd Quarter CTP Financial Table
Facilities, Equipment & Environmental Compliance	$ 41.1	$ 44.3	$ 41.3	$ 35.5	$ 162.2	FY09-14 3rd Quarter CTP Financial Table
Truck Weight Facilities and Equipment	$ 3.5	$ 2.5	$ 3.0	$ 2.0	$ 11.0	FY09-14 3rd Quarter CTP Financial Table
Access Controls	$ 0.3	$ -	$ -	$ -	$ 0.3	FY09-14 3rd Quarter CTP Financial Table
Transportation Enhancements Program	$ 10.3	$ 10.2	$ 10.1	$ 10.1	$ 40.7	FY09-14 3rd Quarter CTP Financial Table
State Aid in Lieu to Locals	$ 4.5	$ 4.5	$ 4.5	$ 4.5	$ 18.0	FY09-14 3rd Quarter CTP Financial Table
Major IT Projects	$ 7.3	$ 10.5	$ 10.2	$ 7.4	$ 35.4	FY09-14 3rd Quarter CTP Financial Table
Total Other System Preservation	**$ 91.0**	**$ 92.0**	**$ 89.1**	**$ 84.5**	**$ 356.6**	
ARRA funidng for SHA Projects	**$ 12.4**	**$ 209.3**	**$ 69.5**	**$ 27.4**	**$ 318.6**	ARRA Analysis, 1st Quarter CTP Submission
Subtotal of SHA Uses	**$ 904.5**	**$ 947.9**	**$ 712.0**	**$ 711.5**	**$ 3,275.9**	
DEBT SERVICE						
GARVEE Debt Service	$ 17.4	$ 86.3	$ 86.1	$ 86.1	$ 275.9	SHA Federal Aid Analysis
Total Debt Service	**$ 17.4**	**$ 86.3**	**$ 86.1**	**$ 86.1**	**$ 275.9**	
OTHER						
ADHS Local Access	$ 0.8	$ 0.8	$ 0.8	$ 0.8	$ 3.2	ARC Policy, reservation for "Local Access" projects
Local Bridge Program	$ 12.5	$ 12.5	$ 12.5	$ 12.5	$ 50.0	SHA reserved amount for local jurisdiction bridges
Baltimore City Federal Aid	$ 32.5	$ 32.1	$ 32.3	$ 32.6	$ 129.5	OA reserved for Baltimore City, SHA Federal Aid Analysis
Baltimore City HPP	$ 6.7	$ -	$ -	$ -	$ 6.7	FY09 High Priority Allocation for Baltimore City
Local Non-Baltimore City HPP	$ 11.1	$ -	$ -	$ -	$ 11.1	FY09 High Priority Allocation for Local Jurisdictions
Safe Routes to Schools	$ 3.1	$ 3.1	$ 3.1	$ 3.1	$ 12.6	SHA Federal Aid Analysis
Rec Trails	$ 1.2	$ 1.2	$ 1.2	$ 1.2	$ 4.8	SHA Federal Aid Analysis
CMAQ to MDOT/Modals	$ 33.8	$ 37.7	$ 39.5	$ 39.5	$ 150.7	SHA Federal Aid Analysis
ARRA funidng for Baltimore City Projects	$ -	$ 35.1	$ -	$ -	$ 35.1	ARRA Analysis, 1st Quarter CTP Submission
ARRA funidng for Local Projects	$ -	$ 62.0	$ -	$ -	$ 62.0	ARRA Analysis, 1st Quarter CTP Submission
Total Other	**$ 101.8**	**$ 184.6**	**$ 89.5**	**$ 89.8**	**$ 465.7**	
TOTAL REVENUE USES	**$ 1,023.7**	**$ 1,218.8**	**$ 887.6**	**$ 887.4**	**$ 4,017.5**	
SHA - AMOUNT OVER/UNDER AVAILABLE RESOURCES	**$ 770.4**	**$ 462.4**	**$ 451.6**	**$ 547.9**		

APPENDIX D – State Highway Administration

Explanation of Fiscal Constraint Worksheet – SHA

SHA Revenue Available

- **Balance Carried Forward** - This line is the balance carried forward from the preceding year (from last line on page 2 of the fiscal constraint worksheet).
- **Federal Fund Balance as of 9/30/08** – This is the sum of federal formula funds carried forward in federal FMIS as of 9/30/08, i.e. it is the sum of unobligated federal formula funds carried forward into FY 2009.
- **Federal Core Apportioned Programs w/o HPP** – The federal apportionment amounts are taken directly from USDOT's SAFETEA-LU summary of apportionment tables dated August 5, 2005. The amount shown is the Grand Total for Maryland less High Priority Project (HPP) apportionments. The apportioned amounts for FY 2010 through FY 2012 (after the expiration of SAFETEA-LU) are held constant at the FY 2009 apportionment level.
- **Federal High Priority Project Funding** - The annual HPP apportionment amount is taken directly from USDOT's SAFETEA-LU summary of apportionments tables dated August 5, 2005. Although based on historical trends HPP allocations for the period FY 2010 through FY 2012 are likely (after the expiration of SAFETEA-LU), no HPP allocations have been assumed in this fiscal constraint analysis.
- **Special Federal Appropriations and Allocations** – This line is for Congressional earmarks and federal discretionary allocations received in addition to apportioned federal funds. The FY 2009 Appropriations Act includes $13.7 million in earmarks for the following SHA projects.
    - I-70 Improvements, Frederick County, MD - $0.712 million
    - I-81 Improvements, MD - $.095 million
    - BRAC Related Improvements, Harford County, MD - $3.087 million
    - BRAC Related Improvements, Anne Arundel County, MD - $3.064 million
    - BRAC Related Improvements, Montgomery County, MD - $3.087 million
    - MD 4 at Suitland Parkway - $1.567 million
    - US 113 Safety and Traffic Improvements Worcester County, MD - $0.237 million
        - US 15 at Christopher's Crossing/Monocacy Blvd., MD - $0.285 million
    - MD Scenic Byways - $0.119 million
    - MD 246, MD 235 to Saratoga Drive, MD - $0.712 million
    - US 301 Improvements - $0.712 million

  Although based on historical trends earmarks and special allocations for the period FY 2010 through FY 2012 are likely, no such allocations have been assumed in this fiscal constraint analysis.
- **American Recovery and Reinvestment Act of 2009** – This line is for the $431.0 million Maryland received for highway improvements under the ARRA Act that was signed into law on February 17, 2009.
- **Allocation from MDOT for SHA Capital Projects** – This line represents the approved allocation from MDOT for the non-federal share of SHA capital program project expenditures. This amount titled "Special Funds" is on the SHA divider page in CTP.

APPENDIX D – State Highway Administration

SHA Revenue Uses

- **Major Projects (includes D&E)** – This line is the total of annual planned expenditures for major capital improvements for: Primary, Secondary and Interstate highways; the Woodrow Wilson Bridge improvement; a reservation for change orders for the construction of major projects; and reimbursables from local jurisdictions for local work SHA has done for them, such as bridge inspections, traffic signal work, etc. The total for major projects matches the sum of "Major Projects" plus "Development and Evaluation Program" shown on the SHA divider page in the CTP.
- **Safety, Congestion Relief and Community Enhancement** – The listings under this heading are annual allocations (budgets) for core system preservation initiatives, retrofit sound barriers and community and safety enhancement projects. The total matches that shown for "Safety, Congestion Relief and Community Enhancement" on the SHA divider page in the CTP.
- **Other System Preservation** - The listings under this heading are annual allocations (budgets) for: Part I and Part II SPR; facilities, equipment and environmental compliance initiatives for SHA facilities and operations; preservation and enhancement of truck weight and inspection facilities; reservation of funding for purchasing access controls to enhance safety and preserve mobility in selected primary highway corridors; transportation enhancement program projects; major IT projects at SHA; and funding for local jurisdictions in lieu of federal aid. The total matches that shown for "Other System Preservation" on the SHA divider page in the CTP.
- **Subtotal of SHA Uses** – This line represents the total anticipated SHA expenditures (both federal and state dollars). The annual totals match that shown as "TOTAL" on the SHA divider page in the CTP.
- **GARVEE Debt Service** – This line is a reservation of federal funds for federal eligible expenses for the Intercounty Connector (ICC) project, which is partially funded with GARVEE bonds.
- **Other** – Funding reservations under this heading include the use of federal highway funds for initiatives external to the SHA. This includes the reservation of federal funds for expenditures on: ADHS local access improvements in accordance with Appalachian Regional Commission policies; local bridge rehabilitation and replacement projects; Baltimore City projects including high priority projects that have received federal funding; local (non-SHA and non-Baltimore City) high priority projects that have received federal funding; grants for recreational trail projects; grants for Safe Routes to Schools projects; and for the flexing of CMAQ funds for transit/non-SHA CMAQ eligible projects. Maryland elected to allocate a portion of its ARRA funds to local jurisdictions; the total amount of ARRA allocated to local jurisdictions for their highway projects is $97.1 million ($35.1 million for Baltimore City and $62.0 million for the Counties).

Note: SHA operations and maintenance expenditures are included with the other modes in the MDOT fiscal constraint worksheet on page 1.

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS VERSUS PROGRAMMED FUNDING FOR PROJECTS

Dollars in Millions

	Prior	2010	2011	2012	2013	2010 - 2013 TOTAL
RESOURCES AVAILABLE						
STATE REVENUE						
State Motor Fuel Taxes		$ 749	$ 761	$ 773	$ 785	$ 3,068
Registration and MVA Fees		361	378	374	390	1,503
Vehicle Titling Taxes		561	656	742	819	2,778
Corporate Income Taxes		158	171	192	200	721
Rental Car Sales Tax		15	24	25	26	90
General Sales Tax		207	223	238	252	920
Miscellaneous Motor Vehicle Fees		187	194	203	215	799
Total Taxes and Fees		**$ 2,238**	**$ 2,407**	**$ 2,547**	**$ 2,687**	**$ 9,879**
DEDUCTIONS						
To Other Agencies		51	51	52	53	207
MDOT Program and Fees (a)		408	458	502	541	1,909
MVA Cost Recovery (b)		179	186	195	207	767
Net Transportation Revenues		**$ 1,600**	**$ 1,712**	**$ 1,798**	**$ 1,886**	**$ 6,996**
30% to Local Govts and General Fund		480	514	539	566	2,099
70% to the Department (MDOT) (c)		1,120	1,198	1,259	1,320	4,897
Subtotal to the Department (a+b+c)		**$ 1,707**	**$ 1,842**	**$ 1,956**	**$ 2,068**	**$ 7,573**

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS VERSUS PROGRAMMED FUNDING FOR PROJECTS

Dollars in Millions

	Prior	2010	2011	2012	2013	2010 - 2013 TOTAL
OPERATING REVENUES						
Maryland Port Administration		105	104	106	108	423
Maryland Transit Administration		123	123	124	124	494
Maryland Aviation Administration		185	192	199	206	782
Total Operating Revenues		**$ 413**	**$ 419**	**$ 429**	**$ 438**	**$ 1,699**
MISCELLANEOUS						
Investment Income		4	4	4	4	16
Federal Operating Assistance		81	80	80	80	321
Miscellaneous Revenue		27	20	20	20	87
Reimbursements		11	11	11	11	44
Reserve for Changes in Revenue Sources		(22)	(23)	(25)	(26)	(96)
Total Miscellaneous		**$ 101**	**$ 92**	**$ 90**	**$ 89**	**$ 372**
TOTAL REVENUES		**$ 2,221**	**$ 2,353**	**$ 2,475**	**$ 2,595**	**$ 9,644**
RECEIPTS						
MdTA Transfer		(30)	-	-	-	(30)
Bond Sales		410	165	290	145	1,010
Funds from Rollover - Fund Balance	-	-	-	-	-	-
TOTAL REVENUES AND RECEIPTS	**$ -**	**$ 2,601**	**$ 2,518**	**$ 2,765**	**$ 2,740**	**$ 10,624**

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS VERSUS PROGRAMMED FUNDING FOR PROJECTS

Dollars in Millions

	Prior	2010	2011	2012	2013	2010 - 2013 TOTAL
EXPENDITURES						
Debt Service Payments		$ 160	$ 179	$ 206	$ 223	$ 768
Operating and Maintenance Expenditures		1,607	1,653	1,699	1,749	6,708
Fund Balance/Rollover from FY 09	-	-	-	-	-	-
State Dollars Available for Capital Projects	-	834	686	860	768	3,148
Total Expenditures	$ -	$ 2,601	$ 2,518	$ 2,765	$ 2,740	$ 10,624
Non-Surface Transportation State Dollars		208	188	179	161	736
Maryland Transit Administration State Dollars		213	91	150	96	550
WMATA State Dollars		56	86	105	100	347
State Highway Administration State Dollar		356	321	428	412	1,517
Total State Dollars for Capital Projects		$ 833	$ 686	$ 862	$ 769	$ 3,150
State Revenues Minus Expenditures		$ 1	$ -	$ (2)	$ (1)	$ (2)

FTA FEDERAL DOLLARS	**Prior Obligations**	**FY 10**	**FY 11**	**FY 12**	**FY 13**	**Total**
5307	$ 510	$ 37	$ 37	$ 37	$ 37	$ 658
5309NS	$ 217	$ -	$ -	$ -	$ -	$ 217
5309	$ 498	$ -	$ 6	$ 6	$ 6	$ 516
5310	$ 18	$ 2	$ 2	$ 2	$ 2	$ 26
5339	$ 3	$ -	$ -	$ -	$ -	$ 3
CMAQ	$ 315	$ 23	$ 23	$ 23	$ 23	$ 407
5311	$ 17	$ 2	$ 2	$ 2	$ 2	$ 24
5316	$ 4	$ 1	$ 1	$ 1	$ 1	$ 10
5317	$ 3	$ 1	$ 1	$ 1	$ 1	$ 7
Preventative Maintenance	$ 125	$ 35	$ 35	$ 35	$ 35	$ 265
Total FTA Federal Dollars Available	**$ 1,710**	**$ 101**	**$ 107**	**$ 107**	**$ 107**	**$ 2,133**

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

Explanation of Fiscal Constraint Worksheet – MDOT

MDOT Resources Available

- **State Revenue** – These six lines are the various revenues that come into the trust fund. This amounts to $10.5 billion over the next 4 years. Such revenue includes motor fuel tax, Registration and MVA fees, Vehicle Titling Tax, Corporate Income Tax, Rental Car Sales Tax and other miscellaneous motor vehicle fees.
- **Deductions** – This is a combination of funds paid to other state agencies and revenues the Department receives through cost recovery at MVA. As MVA costs are incurred, MVA can adjust fees to recover those costs. Subtracted from this amount is the Highway User Revenues. This is the 30% that goes directly to Baltimore City and the Counties. The addition of lines a+b+c = the Department's revenues prior to operating revenues.
- **Operating Revenues** – The Department collects revenues through user fees from the Port, Airport and Transit. These fees are a combination of leases at the port and airport and fare collection at the various transit facilities.
- **Miscellaneous Revenue** – The Department receives a small amount of revenues through investments, operating assistance and reimbursement from counties. In keeping with the Department's conservative forecasting, MDOT subtracts revenues as a contingency in change in revenue sources. This provides a contingency in case any of the revenues come in lower than anticipated.
- **Receipts** – Finally, the Department receives revenues through the various bond sales. The amount and timing of the bond sales are dependent upon cashflow and expenditures.

MDOT Expenditures

Once revenues are collected, the first call of payment is Debt Service. This amounts to approximately $611 million over the four-year period. Next call is operating and maintenance expenditures. This amounts to approximately $6.4 billion over the four-year period. After accounting for the $90 million in the fund balance, this leaves $4.6 billion available in state dollars for the capital program.

The $4.6 billion in state funds is distributed to all the modes. TSO, MVA, MPA and MAA receive approximately $899 million. MTA and WMATA receive approximately $1.2 billion, while SHA receives $2.5 billion. These amounts include system preservation as well as expansion.

Federal Transit Dollars

This section includes the Federal Transit Dollars expected to be available to the Department over from 2008-2011.

Federal Highway Dollars

Funds available for State Highway through the Federal Highway Administration are shown on a separate Chart.

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

Explanation of Fiscal Constraint Worksheet – MDOT (continued)

SHA Resource Uses

- **Major Projects (includes D&E)** – This line is the total of annual planned expenditures for major capital improvements for: Primary, Secondary and Interstate highways; the Woodrow Wilson Bridge improvement; a reservation for change orders for the construction of major projects; and reimbursables from local jurisdictions for local work SHA has done for them, such as bridge inspections, traffic signal work, etc. The total for major projects matches the sum of Major Projects plus Development and Evaluation Program shown on the SHA divider page in the CTP.
- **Safety, Congestion Relief and Community Enhancement** – The listings under this heading are annual allocations (budgets) for core system preservation initiatives, retrofit sound barriers and community and safety enhancement projects. The total matches that shown for Safety, Congestion Relief and Community Enhancement on the SHA divider page in the CTP.
- **Other System Preservation** - The listings under this heading are annual allocations (budgets) for: Part I and Part II SPR; facilities, equipment and environmental compliance initiatives for SHA facilities and operations; preservation and enhancement of truck weight and inspection facilities; reservation of funding for purchasing access controls to enhance safety and preserve mobility in selected primary highway corridors; transportation enhancement program projects; major IT projects at SHA; and reservations of funding transferred to MdTA for preservation of a portion of I-95 North, and funding for local jurisdictions in lieu of federal aid. The total matches that shown for Other System Preservation on the SHA divider page in the CTP.
- **GARVEE Debt Service** – This line is a reservation of federal funds for federal eligible expenses for the Intercounty Connector (ICC) project, which is partially funded with GARVEE bonds.
- **Other** – Funding reservations under this heading include the use of federal highway funds for initiatives external to the SHA. This includes the reservation of federal funds for expenditures on: ADHS local access improvements in accordance with Appalachian Regional Commission policies; local bridge rehabilitation and replacement projects; Baltimore City projects including high priority projects that have received federal funding; local (non-SHA and non-Baltimore City) high priority projects that have received federal funding; grants for recreational trail projects; grants for Safe Routes to Schools projects; and for the flexing of CMAQ funds for transit/non-SHA CMAQ eligible projects.

Note: SHA operations and maintenance expenditures are included with the other modes in the MDOT fiscal constraint worksheet on page 1

APPENDIX F

Please reference the MPO TIPs for all urban Transit Projects. This appendix contains a list of the urban projects that can be found in the MPO TIPs. (MDOT is no longer using the CTP to reference our Transit Projects.)

MTA Projects Found Within FY2010 TIPs		
9/1/2009		
BALTIMORE		
Project	**TIP #**	**TIP Page #**
MARC Halethorpe Station	70-0201-02	164
Howard Street Revitalization	42-1004-39	168
Lexington Market Revitalization	42-1005-64	170
Mobility Bus Implementation	42-1001-69	172
Metro Station Fire Management - SCADA	40-0603-39	173
Rural Transit - Capital	40-9501-05	175
Small Urban Transit - Capital	40-9502-05	176
Local Bus Replacement - Balt Region	40-9507-05	177
Ridesharing	40-9901-01	178
Bus New Replacement - Balt City	40-0009-05	179
Bus & Rail System Preservation	40-0015-64	181
Small Urban Transit - Operating	40-0104-61	183
Private, Non-Profit Elderly & Handicapped	40-0207-63	184
Preventive Maintenance	40-0412-64	185
Red Line Corridor Study	40-0602-69	186
JARC	40-9909-69	189
New Freedom	40-0801-69	190
LRT Mid-Life Overhaul	40-1001-64	191
Closed Circuit TV	40-1002-69	193
Metro Railcar Ongoing Overhaul	40-1003-64	194
PA/LED Sign Replacement	40-1004-64	195
Rural Transit - Operating	40-9204-61	197
WASHINGTON		
Project	**TIP #**	**TIP Page #**
Balt/Washington Investment Corridor	1175	M11
Local Bus Replacement - Montgomery & Prince George	2713	M11
Corridor Cities Transitway Study	3468	M11
Purple Line	2795	M12
MARC Preventive Maintenance	2954	M12
MARC System Preservation & Improvement	3534	M12
MARC Washington Mid-Day Storage	5484	M12
WMATA's Metro MattersRail Cars & Buses	3407	M13
Public Transit Systems	3569	M13
Ridesharing	3760	M13
Small Urban Systems - Operating	2594	M14
Rural Transit - Capital	2602	M14
Rural Transit - Operating	2853	M14
Small Urban Systems - Capital	3012	M14
Langley Park Transit Center	3263	M14

APPENDIX G

All Statewide Transit Projects that are NOT in a TIP.
MTA PIF sheets

PROJECT: MARC Frederick Extension

DESCRIPTION: Service extension from Point of Rocks to City of Frederick, includes downtown Frederick and suburban stations which connect to the Brunswick Line and provide 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
- [X] Grandfathered
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MARC Point of Rocks Station Parking Expansion -- Line 10

STATUS: Revenue service began December 2001. Remaining funds are being utilized for safety and storage track enhancements, such as Passenger Train Warning Systems and Brunswick Yard rail tracks.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased $1.4 million due to additional track work.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2011....	....2012....	....2013....	....2014....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,340	3,340	0	0	0	0	0	0	0	0
Right-of-way	6,097	6,097	0	0	0	0	0	0	0	0
Construction	46,841	44,025	255	2,561	0	0	0	0	2,816	0
Total	56,954	54,138	255	2,561	0	0	0	0	2,816	0
Federal-Aid	45,296	42,992	255	2,049	0	0	0	0	2,304	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1993	5309NS	944
CO	1996	5309NS	9,880
CO	1997	5309NS	14,859
CO	1998	5309NS	2,304

USAGE: There was an average of 405 MARC boardings per day on the MARC Frederick Extension in CY 2008.

0200

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 in Harford County.

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

STATUS: Engineering is underway for the Washington Mid-Day Storage Yard. Construction funding is for the Mid-Day Storage Yard. Site selection underway for a maintenance facility.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased $4.9 million due to economic downturn.

POTENTIAL FUNDING SOURCE: [x] SPECIAL [x] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2011....	....2012....	....2013....	....2014....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,294	3,094	25	1,075	100	0	0	0	1,200	0
Engineering	6,256	3,947	1,309	1,000	0	0	0	0	2,309	0
Right-of-way	9,972	9,472	0	500	0	0	0	0	500	0
Construction	36,620	38	1	0	16,666	13,899	6,016	0	36,582	0
Total	57,142	16,551	1,335	2,575	16,766	13,899	6,016	0	40,591	0
Federal-Aid	39,865	8,203	1,308	1,589	14,666	10,899	3,200	0	31,662	0

0206, 0208, 1208

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1993	M-5309FG	530
CO	1994	M-5307	668
CO	1994	5307	796
CO	1996	M-5309FG	2,481
CO	1997	M-5309FG	4,314
CO	1998	M-5309FG	16,061
CO	1999	M-5309FG	7,173
CO	2000	M-5309FG	1,713
CO	2001	5309NS	9,904
CO	2008	M-5309FG	907
CO	2009	M-5309FG	389
CO	2012	M-5309FG	3,200

PROJECT: MARC Improvements on Camden, Brunswick and Penn Lines

DESCRIPTION: Ongoing improvement program of the MARC Camden, Brunswick and Penn lines to ensure safety and quality of service. Program is implemented through CSX and Amtrak operating agreements.

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

STATUS: Improvements are ongoing.

SMART GROWTH STATUS:

- [X] 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 2008 - 13 CTP: Provides full funding of the existing operating agreements and a new five-year operating agreement with Amtrak which increased construction costs $43.5 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2011....	....2012....	....2013....	....2014....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,838	1,679	159	0	0	0	0	0	159	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	147,217	65,284	11,906	27,976	17,815	12,335	7,890	4,011	81,933	0
Total	149,055	66,963	12,065	27,976	17,815	12,335	7,890	4,011	82,092	0
Federal-Aid	109,660	48,174	12,065	16,559	14,137	9,207	6,311	3,207	61,486	0

0183, 0687

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1997	M-5307	3,700
CO	1999	M-5309FG	5,010
CO	2000	M-5309FG	6,378
CO	2001	M-5309FG	11,049
CO	2002	M-5309FG	14,137
CO	2003	M-5307	1,221
CO	2003	M-5309FG	1,124
CO	2004	M-5309FG	4,971
CO	2005	M-5307	1,780
CO	2007	M-5309FG	637
CO	2008	M-5309FG	6,446
CO	2009	M-5309FG	4,984
CO	2009	M-5307	7,122
CO	2010	M-5307	357
CO	2010	M-5309FG	2,249

CO	2011	M-5307	8,385
CO	2011	M-5309FG	4,870
CO	2012	M-5307	9,043
CO	2012	M-5309FG	2,007
CO	2013	M-5307	5,711
CO	2014	M-5307	1,800

PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Overhaul the following MARC coaches in accordance with "10-year light" and "15-year mid-life" schedules: 34 MARC IIBs (10-year), 26 MARC IIAs (15-year), 50 MARC IIIs (10-year). Thirteen gallery coaches have been replaced.

JUSTIFICATION: The overhauls will extend the lives of mechanical systems and coach bodies. The replacements will retire 40+ year old MARC gallery coaches.

STATUS: Purchase of 13 bi-level coaches to replace aged gallery coaches has been completed with safety modifications to the equipment underway. Overhauls are underway.

SMART GROWTH STATUS:

- [X] 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 2008 - 13 CTP: Overhaul of the MARC IIA coaches increased $7.8 million. Replacement of gallery coaches added $25 million and overhaul of MARC III coaches was added at a cost of $42.8 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2011....	....2012....	....2013....	....2014....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,198	491	207	0	500	0	0	0	707	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	113,291	6,950	33,030	7,292	9,131	17,338	20,350	15,600	102,741	3,600
Total	114,489	7,441	33,237	7,292	9,631	17,338	20,350	15,600	103,448	3,600
Federal-Aid	62,850	5,614	9,327	4,073	7,305	7,875	16,278	12,378	57,236	0

0181, 1161, 1302, 1304

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	M-5309FG	148
CO	2005	M-5307	2,274
CO	2006	M-5309FG	2,209
CO	2006	M-5307	2,230
CO	2007	M-5309FG	2,348
CO	2008	M-5309NS	9,800
CO	2009	M-5307	2,400
CO	2010	M-5309FG	1,461
CO	2011	M-5309FG	4,094
CO	2012	M-5309FG	6,989
CO	2013	M-5309FG	13,201
CO	2013	M-5307	3,290
CO	2013	5307	6,792

PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Conduct a mid-life overhaul of the 4 AEM-7 electric locomotives and a 5-year overhaul of the 6 high-horsepower (HHP) units. Purchase 26 fully-remanufactured diesel locomotives. Of the existing fleet of 25 locomotives, 19 will be traded in and two will be retained for Maryland freight service. Replacement diesel units have higher tractive horsepower and meet EPA Tier III air quality standards.

JUSTIFICATION: Overhaul of locomotives in accordance with the manufacturer's schedules is needed to maintain safe and reliable operation and to comply with federally-mandated maintenance regulations.

STATUS: Construction underway for 26 remanufactured diesel locomotives and for 4 AEM-7 electric locomotives. Schedule advanced as a result of shared procurement of the diesel locomotives.

SMART GROWTH STATUS:

- [X] 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 2008 - 13 CTP: None

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2011....	....2012....	....2013....	....2014....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	762	244	218	300	0	0	0	0	518	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	116,171	35,008	46,290	28,873	3,000	3,000	0	0	81,163	0
Total	116,933	35,252	46,508	29,173	3,000	3,000	0	0	81,681	0
Federal-Aid	91,898	28,025	37,175	21,898	2,400	2,400	0	0	63,873	0

1095, 1162, 1203, 1245

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	M-5309FG	6,155
CO	2004	M-5307	1,741
CO	2005	M-5307	3,125
CO	2006	M-5309FG	1,539
CO	2006	M-5307	17,691
CO	2007	M-5309FG	1,749
CO	2008	M-5309FG	6,457
CO	2009	M-5309FG	4,942
CO	2010	M-5309FG	9,491
CO	2010	M-5307	6,183
CO	2011	M-5309FG	530
CO	2011	M-5307	1,870
CO	2012	M-5307	2,400

PROJECT: MARC Growth and Investment Plan

DESCRIPTION: The MARC Growth and Investment Plan provides a framework for improvements and expansion of the MARC commuter service. Purchase of new railcars, improvements to station facilities and rail infrastructure, and expansion of parking are planned.

JUSTIFICATION: MARC Train service is at capacity and with additional demand created by growth in the MARC corridors, including BRAC, additional capacity is needed.

STATUS: Planning phase underway for: Aberdeen parking expansion, BWI Station upgrade and Penn Line track improvements.

SMART GROWTH STATUS:

- [X] 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 2008 - 13 CTP: Funding decreased $84.7 million due to economic downturn.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2011....	....2012....	....2013....	....2014....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,259	192	367	700	0	0	0	0	1,067	0
Engineering	8,221	1	470	150	100	0	2,500	2,500	5,720	2,500
Right-of-way	150	0	0	150	0	0	0	0	150	0
Construction	106,950	0	0	1,000	0	950	0	79,322	81,272	25,678
Total	116,580	193	837	2,000	100	950	2,500	81,822	88,209	28,178
Federal-Aid	33,478	0	677	1,040	0	0	2,000	29,761	33,478	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5309FG	187
CO	2009	M-5309FG	1,238
CO	2009	M-5307	292
CO	2011	M-5309FG	0
CO	2011	M-5307	0
CO	2013	M-5309FG	0
CO	2013	M-5307	2,000
CO	2014	M-5309FG	12,481
CO	2014	M-5307	10,361
CO	2014	5307	6,919

1209, 1263, 1264, 1267, 1283, 1292, 1298, 1306

PROJECT: MARC Point of Rocks Station Parking Expansion

DESCRIPTION: Construct 231 additional parking spaces at the Point of Rocks MARC Station in Frederick County for a total of 507 spaces. Project also includes pedestrian access improvements along MD 28 adjacent to station park and ride lot.

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

STATUS: Construction of expanded parking is complete and is in close-out phase.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MARC Frederick Extension -- Line 1

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None

POTENTIAL FUNDING SOURCE: [x] SPECIAL [x] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2011....	....2012....	....2013....	....2014....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	721	721	0	0	0	0	0	0	0	0
Engineering	702	701	1	0	0	0	0	0	1	0
Right-of-way	829	829	0	0	0	0	0	0	0	0
Construction	5,176	5,152	24	0	0	0	0	0	24	0
Total	7,428	7,403	25	0	0	0	0	0	25	0
Federal-Aid	5,048	5,030	18	0	0	0	0	0	18	0

0586

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1998	M-5307	0
CO	1999	M-5309FG	0
CO	2000	M-5307-TE	0
CO	2001	M-5307-TE	0
CO	2002	M-5309FG	0
CO	2002	M-5307-TE	0
CO	2003	M-5307-TE	0
CO	2003	M-5307	0
CO	2004	M-5307-TE	0
CO	2004	M-5307	0
CO	2005	M-5307-TE	0
CO	2006	M-5307-TE	0
CO	2006	M-5307	18

USAGE: An average of 476 MARC boardings per day occurred during CY 2008.

PROJECT: Southern Maryland Commuter Bus Initiative

DESCRIPTION: Construction of Commuter Bus Park and Ride lots at Dunkirk, Prince Frederick, Waldorf, LaPlata and Charlotte Hall in Southern Maryland. The project includes planning funds for New Market.

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
- [x] Project Within PFA
- [ ] Project Outside PFA; Subject to Exception
- [ ] Grandfathered
- [ ] Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None

STATUS: LaPlata Park and Ride lot completed and open to service. Dunkirk lot will be under construction in budget fiscal year. Prince Frederick, Waldorf and Charlotte Hall construction is scheduled to begin in FY 11.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Decreased $5.4 million due to adjustment of construction and engineering phases to reflect project estimates and readiness.

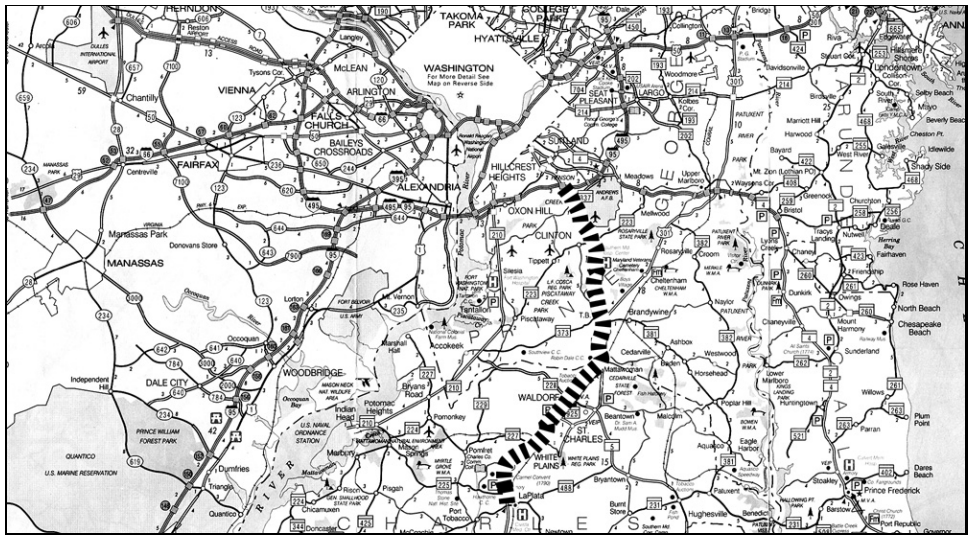
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2011....	....2012....	....2013....	....2014....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,743	3,456	287	0	0	0	0	0	287	0
Engineering	3,053	1,081	1,222	750	0	0	0	0	1,972	0
Right-of-way	6,575	1,167	1,976	3,432	0	0	0	0	5,408	0
Construction	22,934	2,852	34	1,000	14,282	4,766	0	0	20,082	0
Total	36,305	8,556	3,519	5,182	14,282	4,766	0	0	27,749	0
Federal-Aid	26,515	4,440	2,814	4,121	11,425	3,715	0	0	22,075	0

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	B-5309CB	4,403
CO	2005	B-5309CB	3,475
CO	2006	B-5309CB	4,068
CO	2007	B-5309CB	2,834
CO	2008	B-5309CB	4,274
CO	2009	B-5309CB	3,021

1036, 1037, 1038, 1040, 1041, 1035


WASHINGTON
For More Detail See Map on Reverse Side
TAKOMA PARK
HYATTSVILLE
COLLEGE PARK
VIENNA
ARLINGTON
FALLS CHURCH
BAILEYS CROSSROADS
FAIRFAX
ALEXANDRIA
SUITLAND
HILLCREST HEIGHTS
OXON HILL
CLINTON
MANASSAS
WOODBRIDGE
DALE CITY
WALDORF
ST CHARLES
WHITE PLAINS
LARGO
SEAT PLEASANT
Chantilly
Centreville
Manassas Park
Donovans Store
Lorton
Occoquan
Independent Hill
Dumfries
Triangle
Quantico
Brandywine
Cedarville
Ashboro
Westwood
Horsehead
Malcolm
Aquasco
Eagle Harbor
Bryantown
Hughesville
Benedict
Port Tobacco
Pomonkey
Bryans Road
Accokeek
Piscataway
Tippett
Chelsea
Cheltenham
Rosaryville
Croom
Upper Marlboro
Mt. Zion
Bristol
Greenock
Dunkirk
Clinton
Clinton
Clinton

APPENDIX H
2009 ARRA Projects

The following pages contain the 2009 American Reinvestment and Recovery Act (ARRA) Project Certifications. These letters provide lists of all SHA and MTA ARRA projects to date. These projects were approved in previous TIPs and the 2008 STIP. There is one letter for all SHA projects and one letter for all MTA projects.

STATE OF MARYLAND
OFFICE OF THE GOVERNOR

MARTIN O'MALLEY
GOVERNOR

STATE HOUSE
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TTY USERS CALL VIA MD RELAY

September 11, 2009

Mr. Joel Szabat
Deputy Assistant Secretary for Transportation Policy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Deputy Assistant Secretary Szabat:

In accordance with Section 1511 of P.L. 111-5, "The American Recovery and Reinvestment Act of 2009" (ARRA), enclosed please find certification that the highway infrastructure investments for Maryland included in the attached list totaling $430,072,510 has received the full review and vetting required by law and that the investment is an appropriate use of taxpayer dollars. The list is inclusive of $379,188,014 in Maryland highway investments that have already been certified. Please note that Maryland's previous Section 1511 certification dated August 28, 2009 totaled $381,476,016, but was adjusted to $379,188,014 to correct for a duplication. Maryland transit projects valued at $128,942,184 have also been certified, so the total value of Maryland's certified transportation projects will total $559,014,694 once this certification has been posted online.

This certification is provided for the Maryland Department of Transportation's (MDOT) ARRA projects that have been advertised and approved by the appropriate Metropolitan Planning Organization (MPO). Please note that a final certification for the remaining Maryland highway infrastructure projects to be funded under ARRA will be provided at a later date. Because all highway projects will have been awarded by that time, this final certification will also show actual cost figures as opposed to the estimated costs that have been provided thus far.

I thank you for your support for transportation infrastructure needs in Maryland. If you need further assistance, please do not hesitate to contact Ms. Beverley Swaim-Staley, Secretary of Transportation. She can be reached at (410) 865-1001 or at bswaim-staley@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

Governor

Attachment
cc: Ms. Beverley K. Swaim-Staley, Secretary, Maryland Department of Transportation

CERTIFICATION UNDER SECTION 1511 OF THE AMERICAN RECOVERY AND REINVESTMENT ACT:

Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009)) ("ARRA"), I, Martin O'Malley*, hereby certify that the infrastructure investments totaling $430,072,510 funded with amounts appropriated by ARRA under the heading "Highway Infrastructure Investment" to the Federal Highway Administration, have received the full review and vetting required by law and that I accept responsibility that such investments are appropriate uses of taxpayer dollars. I further certify that the specific information required by section 1511 concerning each such investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) is provided on the Maryland Statewide Transportation Improvement Program (STIP) and is available to the public at http://www.mdot.state.md.us/Planning/STIPandTIP/2008STIP.pdf and linked to Recovery.gov.

I understand that my State agency may not receive ARRA infrastructure investment funding unless this certification is made and posted.

Martin O'Malley

Governor of Maryland

Signed this 11th day of September, 2009.

* In accordance with section 1511 of ARRA, the Certifying Official may be either the Governor, mayor, or other chief executive, as appropriate.

Attachment

MARYLAND DEPARTMENT OF TRANSPORTATION
AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) PROJECTS - PROJECTS ADVERTISED AND MPO APPROVED

STATE CONTRACT #	FED AID PROJ #	ROUTE	DESCRIPTION	TYPE OF WORK	ARRA PROJECT COST	TOTAL PROJECT COST
FR4785168	ES-1074(9)E	MD0080	STIM - FINGERBOARD ROAD AT IJAMSVILLE ROAD/BIG WOODS ROAD	GEOMETRIC IMPROVEMENTS	1,866,780	1,866,780
GA3425168	ES-201-1(28)E	US0219	STIM - 0.15 MILES NORTH OF MD 42 TO BUMBLE BEE ROAD	SAFETY AND RESURFACE	1,669,548	1,669,548
XX4305168	ES-000A(427)E	Various	STIM - INSTALL/UPGRADE AREAWIDE SIGNING	SIGNING	5,815,500	5,815,500
PG7355168	ES-000A(421)E	Various	STIM - CLEAN/PAINT 10 EXISTING BRIDGES IN PRINCE GEORGE'S COUNTY	CLEAN/PAINT BRIDGES	1,714,856	1,714,856
XX1095268	ES-000A(395)E / STP-NH-000A(395)E	Various	STIM - VARIOUS LOCATIONS IN DORCHESTER COUNTY	RESURFACE	2,205,364	4,690,628
XX1195368	ES-000A(396)E / STP-NH-000A(396)E	Various	STIM - VARIOUS LOCATIONS IN SOMERSET COUNTY	RESURFACE	2,320,897	6,445,271
XX1235368	ES-000A(398)E / STP-NH-000A(398)E	Various	STIM - VARIOUS LOCATIONS IN WORCESTER COUNTY	RESURFACE	2,328,142	6,292,279
FR4535168	ES-270-7(175)E	IS0270NB	STIM - STRUCTURE 1007901 BENNETT CREEK TO STRUCTURE 1007801 MD 80	SAFETY AND RESURFACE	1,035,288	1,035,288
MO2775168	ES-249-1(25)E	MD0650	STIM - MILESTONE DRIVE TO VENICE DRIVE	SAFETY AND RESURFACE	2,107,066	2,107,066
PG5485168	ES-000A(422)E	Various	STIM - VARIOUS BRIDGES ON US 1, MD 201, MD 202, MD 212 AND MD 500	CLEAN/PAINT BRIDGES	2,130,066	2,130,066
GA3095168	ES-206-1(22)E	MD0135	STIM - CHESTNUT GROVE ROAD TO LEE ROAD	SAFETY AND RESURFACE	2,077,334	2,077,334
AX6205168	ES-95-3(182)E	IS0095	STIM-I-495 TO MD 100 - MEDIAN	LANDSCAPE	676,104	676,104
AX7035168	ES-000A(387)E	Various	STIM-ADA COMPLIANCE PROGRAM IN DISTRICT 3	SIDEWALKS	4,178,060	4,178,060
AX7045168	ES-000A(388)E	Various	STIM-ADA COMPLIANCE PROGRAM IN DISTRICT 4	SIDEWALKS	2,302,300	2,302,300
AX7055168	ES-000A(389)E	Various	STIM-ADA COMPLIANCE PROGRAM IN DISTRICT 5	SIDEWALKS	2,936,648	2,936,648
AX7065168	ES-000A(390)E	Various	STIM-ADA COMPLIANCE PROGRAM IN DISTRICT 7	SIDEWALKS	1,794,107	1,794,107
CO3285168	ES-300-1(45)E	MD0404	STIM-MD 404 ALT TO HOLLY ROAD	SAFETY AND RESURFACE	1,372,728	1,372,728
MO4505168	ES-495-2(276)E	IS0495	STIM - POTOMAC RIVER BRIDGE TO I-270	SAFETY AND RESURFACE	11,863,634	11,863,634
XX1025868	ES-000A(368)E / STP-NH-000A(368)E	Various	STIM - VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	RESURFACE	4,657,659	6,448,153
XX1025968	ES-000A(373)E / STP-NH-000A(373)E	Various	STIM - VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	RESURFACE	4,828,636	9,271,104
XX1045168	ES-000A(369)E / STP-NH-000A(369)E	Various	STIM - VARIOUS LOCATIONS IN CALVERT COUNTY	RESURFACE	4,612,059	6,058,018
XX1055868	ES-000A(420)E / STP-NH-000A(420)E	Various	STIM-VARIOUS LOCATIONS IN CAROLINE COUNTY	RESURFACE	2,308,339	6,994,014
XX1085268	ES-000A(370)E / STP-NH-000A(370)E	Various	STIM - VARIOUS LOCATIONS IN CHARLES COUNTY	RESURFACE	4,623,563	6,401,998
XX1145868	ES-000A(380)E / STP-NH-000A(380)E	Various	STIM-VARIOUS LOCATIONS IN KENT COUNTY	RESURFACE	2,314,963	6,906,146
XX1175268	ES-000A(381)E / STP-NH-000A(381)E	Various	STIM-VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	RESURFACE	2,309,460	6,889,735
XX1185268	ES-000A(371)E / STP-NH-000A(371)E	Various	STIM - VARIOUS LOCATIONS IN ST MARY'S COUNTY	RESURFACE	4,616,619	5,287,076
XX1205268	ES-000A(382)E / STP-NH-000A(382)E	Various	STIM-VARIOUS LOCATIONS IN TALBOT COUNTY	RESURFACE	2,288,732	4,496,921
XY1245368	ES-000A(402)E	Various	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 3	GUARD RAIL	343,181	343,281
XY1245468	ES-000A(403)E	Various	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 4	GUARD RAIL	346,106	346,106
XY1245568	ES-000A(404)E	Various	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 5	GUARD RAIL	342,828	342,828
XY1245768	ES-000A(405)E	Various	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 7	GUARD RAIL	498,332	498,332
BC321-001-815	ES-334-1(2)E	Various	Northern Pkwy. From Falls Rd. to Park Heights Ave.	Rehabilitation	10,931,365	10,931,365
BC321-003-815	ES-125-1(34)E	Various	Orleans St. from Central Ave. to Wolfe St.	Rehabilitation	10,886,546	10,886,546
AL4225168	ES-68-2(33)E	IS0068	STIM-EVITTS CREEK BRIDGE 0103000 TO ROCKY GAP ROAD BRIDGE 0115100	SAFETY AND RESURFACE	3,695,543	3,695,543
AX5155168	ES-000A(415)E	Various	STIM-TRANSPORTATION WEIGH INSPECTION STATION - FULL DEPTH CONCRETE REPAIR	SAFETY	3,396,811	3,396,811
AX6795168	ES-127-1(48)E	US0301	STIM-US 301/US 50 SPLIT TO DELAWARE LINE	LANDSCAPE	194,499	194,499
XY1015168	ES-000A(406)E / STP-NH-000A(406)E	Various	STIM-VARIOUS LOCATIONS IN ALLEGANY COUNTY	RESURFACE	2,297,378	4,732,352
XY1035168	ES-000A(407)E / STP-NH-000A(407)E	Various	STIM - VARIOUS LOCATIONS IN BALTIMORE COUNTY - EAST OF I-83	RESURFACE	4,612,278	9,360,054
XY1035268	ES-000A(408)E / STP-NH-000A(408)E	Various	STIM - VARIOUS LOCATIONS IN BALTIMORE COUNTY - WEST OF I83	RESURFACE	4,612,522	9,347,775
XY1065168	ES-000A(409)E / STP-NH-000A(409)E	Various	STIM-VARIOUS LOCATIONS IN CARROLL COUNTY	RESURFACE	2,277,771	4,584,142
XY1105168	ES-000A(416)E / STP-NH-000A(416)E	Various	STIM-RESURFACE VARIOUS LOCATIONS IN FREDERICK COUNTY	RESURFACE	4,592,808	9,396,432
XY1115168	ES-000A(417)E / STP-NH-000A(417)E	Various	STIM-RESURFACE VARIOUS LOCATIONS IN GARRETT COUNTY	RESURFACE	2,284,068	5,333,931
XY1125168	ES-000A(410)E / STP-NH-000A(410)E	Various	STIM-VARIOUS LOCATIONS IN HARFORD COUNTY	RESURFACE	4,592,808	9,296,432
XY1135168	ES-000A(418)E / STP-NH-000A(418)E	Various	STIM-RESURFACE VARIOUS LOCATIONS IN HOWARD COUNTY	RESURFACE	4,591,671	9,252,301
XY1155168	ES-000A(411)E / STP-NH-000A(411)E	Various	STIM-VARIOUS LOC IN MONTGOMERY COUNTY - GAITHERSBURG SHOP	RESURFACE	4,576,033	9,151,978
XY1155268	ES-000A(412)E / STP-NH-000A(412)E	Various	STIM-VARIOUS LOCATIONS IN MONTGOMERY COUNTY-FAIRLAND SHOP	RESURFACE	5,152,037	9,728,022
XY1165168	ES-000A(413)E / STP-NH-000A(413)E	Various	STIM-VARIOUS LOCATIONS IN PRINCE GEORGE'S CO - LAUREL SHOP	RESURFACE	4,576,062	9,152,028

MARYLAND DEPARTMENT OF TRANSPORTATION
AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) PROJECTS - PROJECTS ADVERTISED AND MPO APPROVED

STATE CONTRACT #	FED AID PROJ #	ROUTE	DESCRIPTION	TYPE OF WORK	ARRA PROJECT COST	TOTAL PROJECT COST
XY1165268	ES-000A(414)E / STP-NH-000A(414)E	Various	STIM-VARIOUS LOC IN PRINCE GEORGE'S COUNTY - MARLBORO SHOP	RESURFACE	4,576,062	9,152,028
XY1215168	ES-000A(415)E / STP-NH-000A(415)E	Various	STIM-VARIOUS LOCATIONS IN WASHINGTON COUNTY	RESURFACE	2,287,492	3,985,330
GA3305168	ES-201-1(27)E	US0219	STIM-N CORP LIMITS OF ACCIDENT TO BEAR CREEK BRIDGE 1103700	SAFETY AND RESURFACE	1,344,755	1,344,755
MO2935168	ES-5018(26)E	MD0193	STIM-586 (VEIRS MILL ROAD) TO ARCOLA AVENUE	SAFETY AND RESURFACE	4,506,567	4,506,567
XX3515168	ES-000A(375)E	Various	STIM - SIGNALS AND RECONSTRUCTS IN DISTRICT 3	SIGNALIZATION	5,287,442	5,625,908
AL4315168	ES-68-2(35)E	IS0068	STIM-WEST OF HILLCREST DRIVE TO WEST OF US 40 SCENIC	GUARD RAIL	7,003,827	7,003,827
AX6895168	ES-000A(428)E	Various	STIM-UPGRADE EXISTING TRAFFIC BARRIER AND DESIGN NEW MEDIAN BARRIER DIST. 1	GUARD RAIL	2,172,604	2,172,604
AX7075168	ES-000A(429)E	Various	STIM-UPGRADE EXISTING TRAFFIC BARRIER AND DESIGN NEW MEDIAN BARRIER DIST. 2	GUARD RAIL	3,048,257	3,048,257
AX7085168	ES-000A(423)E	Various	STIM-UPGRADE EXISTING TRAFFIC BARRIER AND DESIGN NEW MEDIAN BARRIER DIST. 4	GUARD RAIL	1,020,711	1,020,711
AX7095168	ES-000A(424)E	Various	STIM-UPGRADE EXISTING TRAFFIC BARRIER AND DESIGN NEW MEDIAN BARRIER DIST. 5	GUARD RAIL	1,145,813	1,145,813
AX7145168	ES-000A(425)E	Various	STIM-UPGRADE EXISTING TRAFFIC BARRIER/DESIGN NEW MEDIAN BARRIER IN DIST 6 , 7	GUARD RAIL	2,006,447	2,006,447
AX7155168	ES-000A(426)E	Various	STIM-UPGRADE EXISTING TRAFFIC BARRIER/DESIGN NEW MEDIAN IN DISTRICT 3	GUARD RAIL	999,210	999,210
DO3705168	ES-130-1(141)E	US0050	STIM-EAST OF BIG MILL POND TO LINKWOOD ROAD	RESURFACE	1,228,652	1,228,652
FR6215168	ES-105-1(25)E	US0015SB	STIM-NORTH OF CATOCTIN HOLLOW ROAD TO MD 26 BRIDGE 10097	RESURFACE	4,606,728	4,606,728
HA3285168	ES-3631(1)E	MD0543	STIM - WHEEL ROAD TO MD 22	SAFETY AND RESURFACE	1,690,416	1,690,416
MO4295168	ES-5035(4)E	MD0187	STIM-150 FT SOUTH OF CENTER DRIVE TO NORTH BROOK LANE	SAFETY AND RESURFACE	2,554,360	2,554,360
XX3565168	ES-000A(430)E	Various	STIM-TRAFFIC DETECTION IN DISTRICTS 1, 2, 4 AND 5	SIGNALIZATION	1,939,995	2,245,614
FR4895168R	ES-70-3(55)E	IS0070	STIM - STRUCTURE 1013800 TO STRUCTURE 1012700-HOLLOW ROAD	SAFETY AND RESURFACE	4,026,921	4,026,921
XX1225368	ES-000A(397)E / STP-NH-000A(397)E	Various	STIM - VARIOUS LOCATIONS IN WICOMICO COUNTY	RESURFACE	2,291,662	4,242,180
AX1035168	ES-68-2(34)E	IS0068	STIM - ORLEANS ROAD TO SANDY MILE ROAD	GUARD RAIL	1,471,190	1,471,190
AX7105168	ES-000A(386)E	Various	STIM-ADA COMPLIANCE PROGRAM - DISTRICT 1	SIDEWALKS	2,377,547	2,377,547
XX1075368	ES-000A(379)E / STP-NH-000A(379)E	Various	STIM-VARIOUS LOCATIONS IN CECIL COUNTY	RESURFACE	2,299,728	6,967,510
CE3415168	ES-1266(3)E	MD0222	STIM - AT BLYTHE DALE ROAD	RIDESHARING FACILITIES	457,456	457,456
XY1245168	ES-000A(400)E	Various	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 1	GUARD RAIL	339,768	339,768
XY1245268	ES-000A(401)E	Various	STIM-TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DIST 2	GUARD RAIL	392,506	392,506
BC321-002-815	ES-3009(10)E	Various	HILTON ST. FROM FREDERICK AVE TO MULBERRY ST.	RESURFACING	1,481,803	1,481,803
BC321-004-815	ES-3200(1)E	Various	FRANKFORD AVE. FROM SINCLAIR LANE TO MORAVIA PARK DR.	RESURFACING	1,618,496	1,618,496
BC321-005-815	ES-3019(6)E	Various	PARK HEIGHTS AVE FROM NORTHERN PKWY. TO GARRISON BLVD.	RESURFACING	2,528,090	2,528,090
PG5905168	2541010	MD 214	Cindy Lane to Brightseat Road	Safety & Resurfacing	3,600,000	3,600,000
PG7095168	5067010	MD 212	D.C. Line to Sargent Road	Safety & Resurfacing	2,100,000	2,100,000
XX3555168	000A433	Various	Traffic Detection at Signalized Intersections	Signalization	2,245,614	2,245,614
CO3235168		MD 404	East of Tuckahoe Creek to East of MD 480	4 Line Divided Highway Construct	7,351,494	7,351,614
TA4345168	1301142	US 50	MD 662B to MD 309	Safety & Resurfacing	3,598,447	3,598,447
XX3545168'		Various	UPS/LED - Phase 1	Signalization	6,863,999	6,863,999
AX7175168	000A431	Various	Dynamic Message Signs Deployment	Signing	3,300,000	3,300,000
BA8735168	0832214	I-83	Downes Road to PA Line and Ramps at MD 45, Mt. Carmel Road and Middletown Road - (includes ramps)	Safety & Resurfacing	4,338,694	4,338,694
XX3535168	000A434	Various	UPS/LED - Phase 1	Signing	7,013,382	7,013,382
AL3815168	1016006	US 40 Alt	Garrett County Line to East of Tisdale Street	Safety & Resurfacing	1,589,817	1,589,817
AX7225168		Various	Wetland Planting and Reforestation in D-4 and D-7	Landscaping	566,283	566,283
AX7215168	000A448	Various	Wetland Planting and Reforestation in D-3	Landscaping	348,927	348,927
PG7455168	0952267	US 50	at I-495/I-95 interchange	Landscaping	543,402	543,402
AX7205168		Various	Tree planting in D-1 and D-2	Landscaping	280,280	280,280
XX3575168	000A445	Various	Sign Lighting System (Lumitrak)	Signing	2,284,082	2,284,082
AX7235168	000A446	Various	Wetland Planting and Reforestation in D-5	Landscaping	320,319	320,319
FR6255168		I-70	at I-270 interchange	Landscaping	543,400	543,400
AL4305168	1091062	I-68	MD 36 to Garrett County line	Landscaping	343,200	343,200
HO4305168		US 29 SB	Brokenland Pkwy to Middle Patuxent River	Safety & Resurfacing	4,854,242	4,854,242

MARYLAND DEPARTMENT OF TRANSPORTATION
AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) PROJECTS - PROJECTS ADVERTISED AND MPO APPROVED

STATE CONTRACT #	FED AID PROJ #	ROUTE	DESCRIPTION	TYPE OF WORK	ARRA PROJECT COST	TOTAL PROJECT COST
XX3525168		Various	Interstate Hwy Lighting - Phase 1	Lighting	11,100,001	11,100,001
PG5685168		US 1	MD 410 to Albion Road	Safety & Resurfacing	1,646,472	1,646,472
BC321-006-815	3206005	BC	Argonne Drive Bridge	Bridge Rehabilitation	8,000,000	8,000,000
CL3225168		MD 27	at MD 140 Ramps	Geometric Improvements	1,029,600	1,029,600
CL3145168		MD 26	at Klees Mill Road (LT lanes)	Geometric Improvements	2,328,041	2,328,041
AX4635168		MD 650	MD 410 to Holton Lane	Safety & Resurfacing	3,293,984	3,293,984
PG6765168		MD 212	at Allview Drive/Evans Trail	Geometric Improvements	1,409,638	1,409,638
PG7415168		MD 410	MD 201 to Riverdale Road	Safety & Resurfacing	4,195,206	4,195,206
PG6865168		MD 410	at MD 500	Intersection Reconstruction	1,699,756	1,699,756
WA3425168		MD 65	at MD 63 (lower vertical crest)	Geometric Improvements	825,001	825,001
MO4215168		MD 28	at MD 586	Geometric Improvements	1,646,021	1,646,021
PG3245168		MD 725	over Federal Spring Branch	Bridge replacement	2,288,001	2,288,001
AA2615168		Various	AA County MD 2 & MD 710 - Traffic Signal Reconstruct	Signal Reconstruction	2,288,001	2,288,001
MO2165168		US 29	MD 410 to Wayne Ave.-Traffic Signal Reconstruct	Signal Reconstruction	2,287,998	2,287,998
PG6715168		MD 201	over I-95	Bridge Deck Replacement	5,720,000	5,720,000
PG5725168		I-95	Forestville Road over I-95	Bridge Deck Replacement	1,716,000	1,716,000
BA4625168		I-695	MD 26 (Liberty Road) Bridge Replacement	Bridge Replacement	30,000,001	30,000,001
PG7375168			Berwyn Road over Indian Creek	Bridge Deck Replacement	1,144,000	1,144,000
PG5365168		I-95	MD 5 to Darcy Road, Northbound	Safety & Resurfacing	7,200,000	7,200,000
AX - Pending		Various	Rehabilitate at-Grade Rail Crossings on State Rail Lines	Locations provided by MTA	600,000	600,000
BA1195168	000A481	Various	BAL. CO. MD 7, MD 157, MD 700, MD 45 TRAFFIC SIGNAL RECONSTRUCT	SIGNAL RECONSTRUCTION	2,276,107	2,417,808
CA383ZM1	000A487		5TH ST. FROM BOYD'S TURN RD. TO BAYSIDE AVE. AND BRICKHOUSE RD. FROM WARD RD. TO CHANEY RD.	RESURFACING	1,343,000	1,357,000
HO452ZM1	000A455	Various	RESURFACE VARIOUS ROADS IN HOWARD COUNTY	RESURFACING	2,993,000	2,993,000
SO	PENDING	Various	RESURFACE VARIOUS ROADS IN SOMERSET COUNTY	RESURFACING	642,000	668,835
WA	PENDING	Various	RESURFACE VARIOUS ROADS IN WASHINGTON COUNTY	RESURFACING	2,303,000	2,303,000
HA	PENDING	Various	RESURFACE VARIOUS ROUTES IN HARFORD COUNTY	RESURFACING	1,178,000	1,178,000
HA	PENDING		PLEASANTVILLE RD. FROM BALTIMORE COUNTY LINE TO HIGHPOINT RD.	RESURFACING	1,490,000	1,490,000
AL451ZM1	0003127	VARIOUS	CASH VALLEY ROAD	RESURFACING	755,886	755,886
AL452ZM1	0003130	VARIOUS	ALLEGHENY HIGHLANDS TRAIL OVER NEW HOPE ROAD	BRIDGE REPAIR	130,114	130,114
AL361ZM1	75090004	VARIOUS	MARYLAND AVENUE FROM JEFFERSON ST. TO SHORT ST.	RECONSTRUCTION	498,000	590,917
AA769ZM1	000A504	VARIOUS	VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	SAFETY AND RESURFACE	6,043,000	6,043,000
BA200ZM1	000A505	VARIOUS	VARIOUS LOCATIONS IN BALTIMORE COUNTY	RESURFACE	8,129,000	8,129,000
CO335ZM1	000A507	VARIOUS	VARIOUS LOCATIONS IN CAROLINE COUNTY	SIGNING	202,669	202,669
CO3366ZM1	000A512	VARIOUS	VARIOUS LOCATIONS IN CAOLINE COUNTY	PAVEMENT MARKINGS	342,330	342,330
CO333ZM1	13110003		5TH AVENUE FROM MARKET STREET TO .89 MILES SOUTH - TOWN OF DENTON	RECONSTRUCTION	416,001	2,347,494
CL455ZM1	000A497	VARIOUS	VARIOUS ROADS IN CARROLL COUNTY	RESURFACE	2,715,000	3,150,000
CE369ZM1	000A511	VARIOUS	VARIOUS ROADS IN CECIL COUNTY	SAFETY AND RESURFACE	1,504,000	1,504,000
CH364ZM1	000A514	VARIOUS	VARIOUS ROAD IN CHARLES COUNTY	SAFETY AND RESURFACE, PAVEMENT MARKING, SAFETY	1,228,000	1,228,000
CH365ZM1	0003132		ROSEWICK ROAD @ PROPOSED HERTAGE GREEN PARKWAY	GEOMENTRIC IMPROVEMENT	362,452	362,452
CH366ZM1	8502004		SMALLWOOD DRIVE WESTBOUND @ MCDANIEL ROAD	GEOMENTRIC IMPROVEMENT	218,160	218,160
CH367ZM1	000A522	VARIOUS	VARIOUS LOCATION IN THE TOWN OF LAPLATA	ADA SIDEWALKS	96,425	96,425
CH	PENDING	VARIOUS	VARIOUS LOCATION IN THE TOWN OF INDIAN HEAD	ADA SIDEWALKS	42,963	42,963
DO375ZM1	000A510	VARIOUS	VARIOUS LOCATION IN DORCHESTER COUNTY	WIDEN AND RESURFACE	980,500	980,500
DO374ZM1	000A509	VARIOUS	VARIOUS LOCATIONS IN DORCHESTER COUNTY	PAVEMENT MARKINGS	82,500	82,500
FR219ZM1	000A494	VARIOUS	VARIOUS LOCATIONS IN FREDERICK COUNTY	SAFETY AND RESURFACE	2,616,978	2,616,978
FR222ZM1	000A495	VARIOUS	VARIOUS BRIDGES IN FREDERICK COUNTY	CLEAING AND PAINTING	281,518	795,608

MARYLAND DEPARTMENT OF TRANSPORTATION
AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) PROJECTS - PROJECTS ADVERTISED AND MPO APPROVED

STATE CONTRACT #	FED AID PROJ #	ROUTE	DESCRIPTION	TYPE OF WORK	ARRA PROJECT COST	TOTAL PROJECT COST
GA390ZM1	000A508	VARIOUS	NEW GERMANY ROAD & CHESTNUT RIDGE ROAD	RESURFACE	1,204,000	1,204,000
KE	PENDING	VARIOUS	VARIOUS LOCAITON IN KENT COUNTY	MILL AND RESURFACE	540,000	540,000
MO235ZM1	000A518	VARIOUS	VARIOUS LOCATION IN MONTGOMERY COUNTY	RESURFACE	5,715,000	5,715,000
MO234ZM1	1091063	US29	US 29 @ BRIGGS CHANEY ROD. TO HOWARD CO LINE	ATMS AND TSSM PROJECT	600,000	600,000
MO233ZM1	2331009	MD124	MD 124: AIR PARK RD. AND ROSEWOOD MANOR LANE	INSTALL STREET LIGHTING	1,100,000	1,100,000
MO231ZM1	000A516	VARIOUS	VARIOUS LOCATION IN MONTGOMERY COUNTY	TRAFFIC SIGNAL UPGRADES	600,000	600,000
MO232ZM1	000A517	VARIOUS	VARIOUS LOCATION IN MONTGOMERY COUNTY	INSTALL TRAFFIC SIGNS	250,000	250,000
MO230ZM1	000A515	VARIOUS	VARIOUS LOCATION IN MONTGOMERY COUNTY	GUARDRAIL	225,000	225,000
PG760ZM1	000A491	VARIOUS	VARIOUS LOCATION IN PRINCE GEORGE'S COUNTY	REHAB. AND RESURFACE	4,460,000	4,460,000
PG761ZM1	000A492	VARIOUS	VARIOUS LOCATION IN PRINCE GEORGE'S COUNTY	REHAB. AND RESURFACE	2,937,000	2,937,000
QA478ZM1	000A490	VARIOUS	VARIOUS BRIDGES IN QUEEN ANNE'A COUNTY	GUARRAIL REPLACEMENT	330,000	330,000
QA477ZM1	000A489	VARIOUS	VARIOUS LOCATIONS IN QEEN ANNE'S COUNTY	PAVEMENT MARKINGS & SIGNING	269,000	269,000
QA476ZM1	0003125		TANYARD RD. FROM ROUTE 304 TO WHITE MARSH ROAD	SAFETY	514,000	514,000
SM384ZM1	0001216		MECHANICSVILLE ROAD OVER SHAPTICO CREEK	BRIDGE REPLACEMENT	1,246,000	1,246,000
SM385ZM1	0003129		PEGG ROAD FROM MD 237 TO FOREST RUN DRIVE	RESURFACE	250,000	250,000
TA479ZM1	0003124		DUTCHNAN'S LN OVER WINDWILL BRIDGE	BRIDGE REPLACEMENT	885,000	1,304,658
WI	PENDING	VARIOUS	VARIOUS LOCATIONS IN WICOMICO COUNTY	SAFETY $ RESURFACE	1,795,000	1,795,000
WO457ZM1	000A503	VARIOUS	VARIOUS LOCATIONS IN WORCESTER COUNTY	RESURFACE	1,319,000	1,319,000

STATE OF MARYLAND
OFFICE OF THE GOVERNOR

MARTIN O'MALLEY
GOVERNOR

STATE HOUSE
100 STATE CIRCLE
ANNAPOLIS, MARYLAND 21401-1925
(410) 974-3901
(TOLL FREE) 1-800-811-8336

TTY USERS CALL VIA MD RELAY

July 23, 2009

Mr. Joel Szabat
Deputy Assistant Secretary for Transportation Policy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Deputy Assistant Secretary Szabat:

In accordance with Section 1511 of P.L. 111-5, "The American Recovery and Reinvestment Act of 2009" (ARRA), enclosed please find certification that the infrastructure investments for Maryland included in the attached list totaling $128,942,184 has received the full review and vetting required by law and that the investment is an appropriate use of taxpayer dollars.

This certification is provided for the Maryland Department of Transportation's (MDOT) ARRA projects that are Metropolitan Planning Organization-approved. Please note that the certification for the remaining transportation projects to be funded under ARRA will be provided at a later date.

I thank you for your support for transportation infrastructure needs in Maryland. If you need further assistance, please do not hesitate to contact Ms. Beverley Swaim-Staley, Acting Secretary of Transportation. She can be reached at (410) 865-1001 or at bswaim-staley@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

Governor

Attachment

cc: Ms. Beverley K. Swaim-Staley, Acting Secretary, Maryland Department of Transportation

CERTIFICATION UNDER SECTION 1511 OF
THE AMERICAN RECOVERY AND REINVESTMENT ACT:

Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009)) ("ARRA"), I, Martin O'Malley*, hereby certify that the infrastructure investments totaling $128,942,184 funded with amounts appropriated by ARRA under the heading "Transit Capital Assistance" and "Fixed Guideway Infrastructure Investment" to the Federal Transit Administration, have received the full review and vetting required by law and that I accept responsibility that such investments are appropriate uses of taxpayer dollars. I further certify that the specific information required by section 1511 concerning each such investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) is provided on the Maryland Statewide Transportation Improvement Program (STIP) and is available to the public at http://www.mdot.state.md.us/Planning/STIPandTIP/2008STIP.pdf and linked to Recovery.gov.

I understand that my State agency may not receive ARRA infrastructure investment funding unless this certification is made and posted.

Martin O'Malley

Governor of Maryland

Signed this 23th day of July, 2009.

* In accordance with section 1511 of ARRA, the Certifying Official may be either the Governor, mayor, or other chief executive, as appropriate.

Attachment

MARYLAND DEPARTMENT OF TRANSPORTATION
AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) PROJECTS - TRANSIT PROJECTS MPO/NEPA APPROVED

	State Contract No.	Transit Project Description	Total Project Cost ($ millions)	Amount Funded by ARRA ($ millions)
1	T-8000-0275	Bus Procurement and Equipment	$ 65,250,000	$ 9,600,000
2	T-0300-2040	Bus Facilities Infrastructure Renewal and Improvements (Wash Blvd Roof)	$ 12,093,200	$ 10,100,000
3	T-1188B	Light Rail Falls Rd. Parking Expansion	$ 2,281,000	$ 2,281,000
4	T-1127R	Light Rail System Renewal and Improvements (signage)	$ 500,000	$ 500,000
5	T-0341-0140	Light Rail System Renewal and Improvements (substations)	$ 6,873,600	$ 4,798,571
6	Railroad Agreement	MARC BWI Station Renovation (additional elevators, electrical upgrades)	$ 4,000,000	$ 3,000,000
7	T-1276	MARC Martins Yard Improvements	$ 400,000	$ 400,000
8	Railroad Agreement	MARC Penn Station Improvements (station heating, window replacement)	$ 4,800,000	$ 4,000,000
9	T-1089-0140	MARC West Baltimore Parking Expansion Phase I (Demolition)	$ 3,500,000	$ 3,000,000
10	T-0430-0240	MARC Public Address System	$ 7,346,100	$ 3,500,000
11	T-1098-0240	MARC Laurel Station Southbound Platform Rehabilitation	$ 2,861,900	$ 2,100,000
12	T-1269B	MARC Muirkirk Retaining Wall Rehabilitation	$ 181,668	$ 180,650
13	Railroad Agreement	MARC CSXT Joint Benefit Projects	$ 4,658,000	$ 4,658,000
14	T-0455-0540	Metro Fastener and Bolt Replacement	$ 4,591,900	$ 3,500,000
15	T-1295-0140	Metro Public Address System	$ 5,930,100	$ 5,326,000
16	T-1187A/B	Metro Stations Restoration	$ 5,000,000	$ 5,000,000
17	T-0529-0240	Metro Tunnel and Underground Station Repairs	$ 4,422,000	$ 3,900,000
18	T-0239-0240	Metro Bridge and Elevated Structures Rehabilitation	$ 4,539,600	$ 2,600,000
19	T-8000-0248	Metro Railcar Truck Overhaul	$ 20,350,000	$ 19,500,000
20	Grant Agreement	Local Transit Facilities Urban Philadelphia (Cecil)	$ 366,198	$ 366,198
21	T-8000-0230/A & Grant Agreement	Local Transit Vehicles/Facilities Small Urban (Allegany, Carroll, Charles, Frederick, Harford, Somerset, Wicomico, Worcester, Washington)	$ 14,956,491	$ 14,956,491
22	T-8000-0230/A & Grant Agreement	Local Transit Vehicles/Facilities Urban Baltimore (Anne Arundel, Howard, City of Annapolis, Laurel)	$ 5,674,000	$ 5,674,000
23	Grant Agreement	Local Transit Vehicles/Facilities Urban Washington (Montgomery, Prince George's)	$ 13,450,000	$ 13,450,000
24	T-8000-0230/A & Grant Agreement	Local Transit Vehicles/Facilities Rural Areas (Calvert, Caroline, Dorchester, Garrett, Kent, Queen Anne's, St. Mary's, Talbot, Town of Ocean City)	$ 6,551,274	$ 6,551,274
		TOTAL	**$ 200,577,031**	**$ 128,942,184**

APPENDIX I
Federal Funding Sources

Federal-aid Highway Funding

1. Appalachia Development (ADHS) – The Appalachia Development Highway System Program continues funding for the construction of the Appalachian corridor highways in 13 states to promote economic development and to establish a State-Federal framework to meet the needs of the region.

2. Bridge (BR) – The Highway Bridge Program provides funding to enable states to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

3. Congestion Mitigation and Air Quality (CMAQ) – The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.

4. Federal Lands Highway Program (FLHP) – The FLHP provides funding for transportation on federally managed lands such as national park roads and parkways, Public Lands Highways (discretionary and Forest Highways), and Refuge Roads programs.

5. High Priority Projects (HPP) – The US Congress has identified and allocated a specific amount of money for specific projects considered to be a high priority. These dollars are in addition to formula and other allocated dollars.

6. Interstate Maintenance (IM) – The IM program provides funding for resurfacing, restoring, rehabilitating, and reconstruction (4R) most routes on the Interstate System.

7. National Highway System (NHS) – The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances NHS funds may also be used to fund transit improvements in NHS corridors.

8. Surface Transportation Program (STP) – The STP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

Federal-aid Transit Funding

1. Statewide Planning Programs, Section 5305 – Provides planning funds for State Departments of Transportation for Statewide Planning required under Section 5305.

2. Transit Urbanized Area Formula Program, Section 5307 – Formula funding program that provides grants for Urbanized Areas (UZA) for public transportation capital investments (and operating expenses in areas under 200,000 population) from the Mass Transit Account of the Highway Trust Fund.

APPENDIX I
Federal Funding Sources

3. Bus Facility and Bus Programs, Sections 5309 and 5318 – Provides funding for the acquisition of buses for fleet/service expansion and bus related facilities such as maintenance facilities, bus rebuilds, and passenger shelters. These funds are allocated to specific projects at the discretion of Congress.

4. Capital Investment Grants "New Starts," Section 5309 – This Section 5309 program provides funding primarily for Major Fixed Guideway Capital Investment projects (New Starts) and Capital Investment Grants of $75 million of less (Small Starts).

5. Formula Program for Elderly Persons and Persons with Disabilities, Section 5310 – provides funding through a formula program to increase mobility for the elderly and persons with disabilities.

6. Transit Funds for Areas Other Than Urbanized Areas, Section 5311 – Provides capital and operating assistance for rural and small urban public transportation systems.

7. Job Access and Reverse Commute (JARC), Section 5316 – Provides funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.

8. New Freedom Program, Section 5317 – To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Section 5317 provides a new formula grant program for associated capital and operating costs.

9. Congestion Mitigation and Air Quality (CMAQ) – The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.

10. Preventive Maintenance – Provides funding for preventive maintenance based on grant programs that have a capital component.

APPENDIX J - GLOSSARY

ACRONYM	DEFINITION
AC	Advance Construction
AR	Attainment Report
BRAC	Defense Base Closure and Realignment Commission
BRTB	Baltimore Regional Transportation Board
CTP	Consolidated Transportation Program
DNR	Department of Natural Resources
DOT	Department of Transportation
EAC	Early Action Compact
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FLHP	Federal Lands Highway Program
FTA	Federal Transit Administration
HEPMPO	Hagerstown-Eastern Panhandle Metropolitan Planning Organization
HNI	Highway Needs Inventory
LOTS	Locally Operated Transit System
LRTP	Long Range Transportation Plan
MAA	Maryland Aviation Administration
MACo	Maryland Association of Counties
MDE	Maryland Department of the Environment
MDOT	Maryland Department of Transportation
MDP	Maryland Department of Planning
MdTA	Maryland Transportation Authority
MPA	Maryland Port Administration
MPO	Metropolitan Planning Organization
MTA	Maryland Transit Administration
MTP	Maryland Transportation Plan
MVA	Motor Vehicle Administration
NCRTPB	National Capital Regional Transportation Planning Board
OA	Obligation Authority
PIF	Project Information Form
PM	Particulate Matter
RIPD	Regional and Intermodal Planning Division
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Implementation Plan
SHA	State Highway Administration
SHSP	Strategic Highway Safety Plan
SRT	State Report on Transportation
STIP	Statewide Transportation Improvement Program
TAM	Transportation Association of Maryland
TDM	Transportation Demand
TIP	Transportation Improvement Program
TOD	Transit Oriented Development
TSO	Transportation Secretary's Office
TTF	Transportation Trust Fund
WILMAPCO	Wilmington Metropolitan Planning and Coordinating Council
WMATA	Washington Metropolitan Area Transit Authority