



Maryland Department of Transportation

2011 STIP

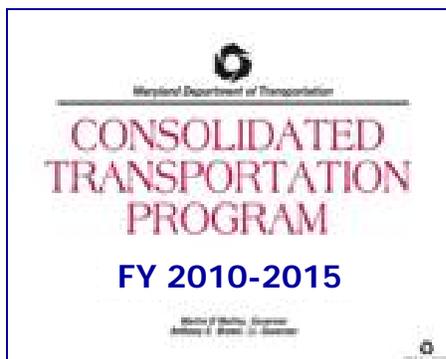
2011 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Part 1: Executive Summary

Part 2: Metropolitan Transportation Improvement Programs

Part 3: Highway Program Documentation

FY 2010-2015 Consolidated Transportation 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

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2011 Maryland Statewide Transportation Improvement Program: Part 1 Executive Summary

■ 1.0 Introduction

The Fiscal Year 2011 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 fulfills the intent of SAFETEA-LU legislation.

Maryland's 2011 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 2010-2015 Maryland Consolidated Transportation Program (CTP), Maryland's six-year capital program for transportation projects. The STIP references the CTP information from the years 2011-2015 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. Please reference the CTP for rural area highway projects. For rural/statewide area transit projects, please reference Appendix J of Part 1 Executive Summary.

■ 2.0 Overview of Transportation Planning Agencies

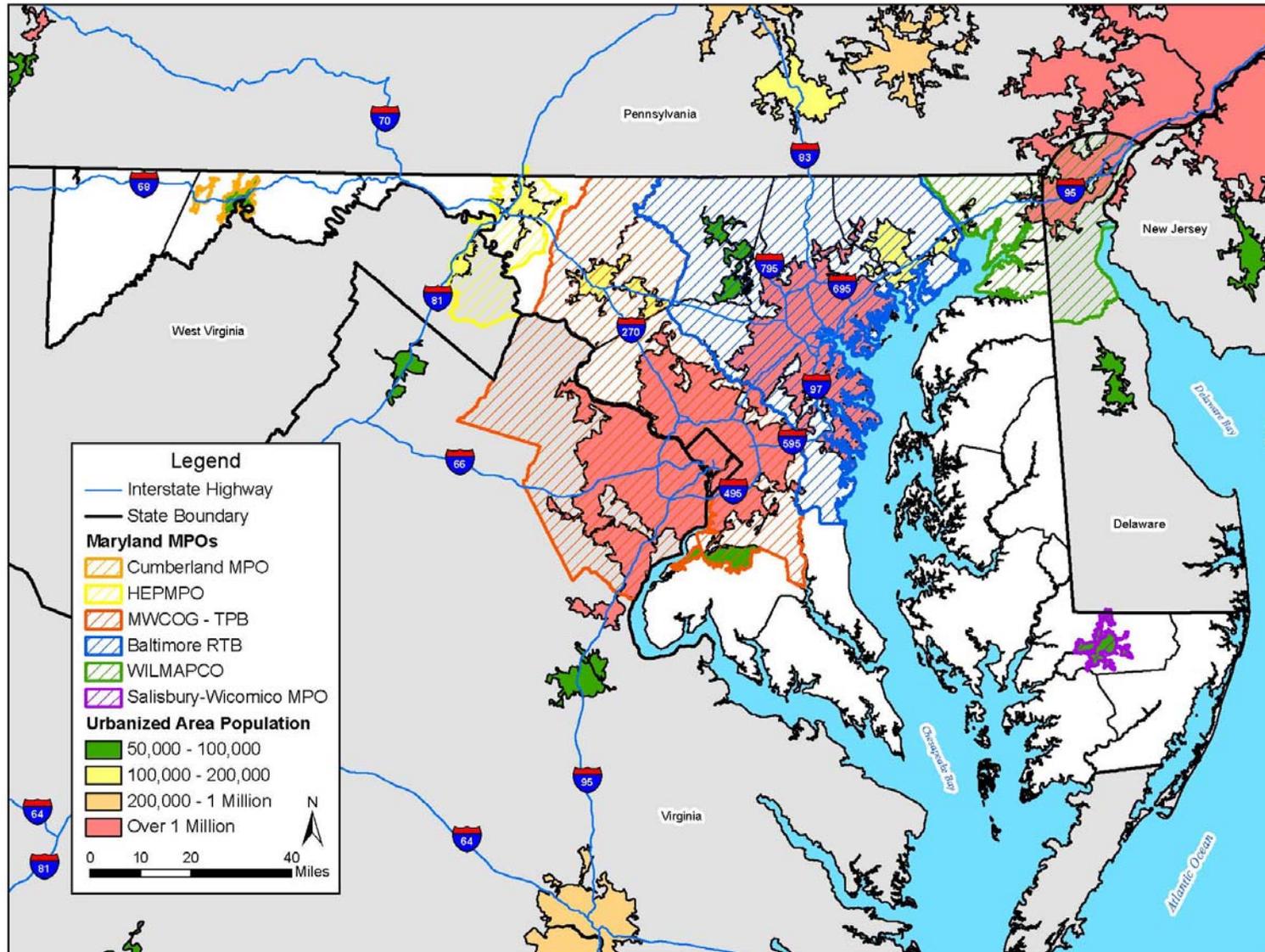
Maryland offers its citizens a range of modal choices, with MDOT retaining responsibility for capital investments as well as operating and planning activities that reach across all modes of transportation. The Transportation Secretary's Office (TSO) establishes transportation policy and oversees five 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

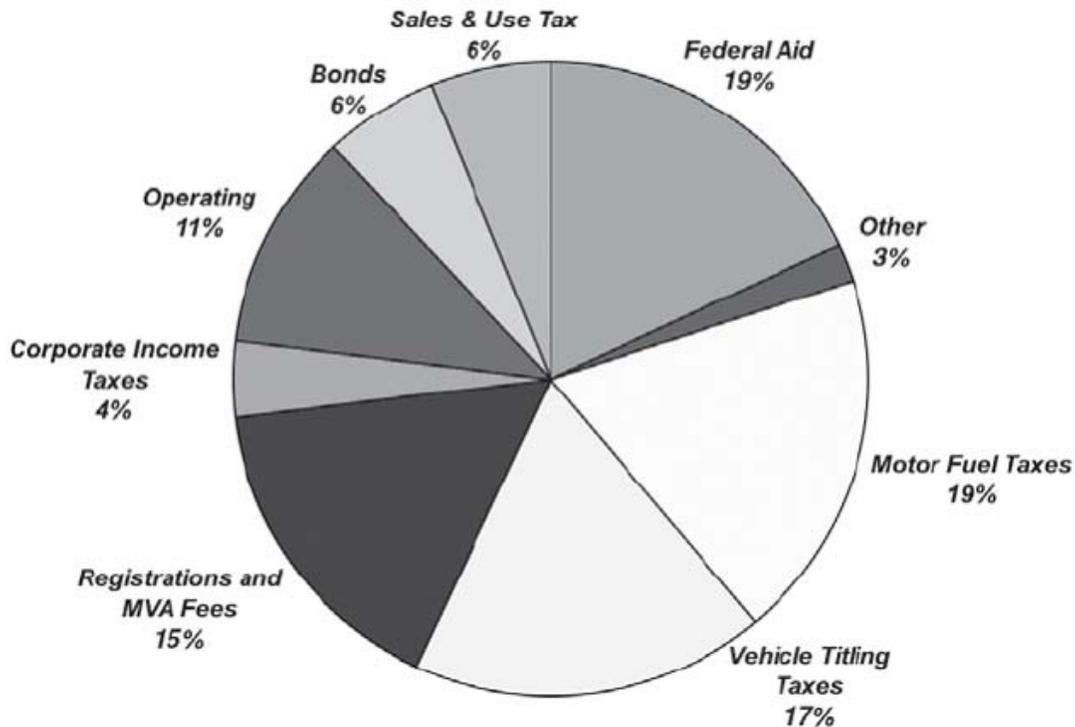
Every year, as part of the Statewide multimodal transportation planning process, MDOT prepares and distributes the State Report on Transportation (SRT) to the Maryland General Assembly, local elected officials, and interested citizens. The SRT consists of three components: the *Maryland Transportation 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)* establishes MDOT's 20-year vision for a world class multimodal transportation system 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. A description of the five goals is included below:

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

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 11 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, 2010 – 2015

Where The Money Comes From

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

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, and can be found here: <http://www.sha.maryland.gov/Index.aspx?Pageld=509>

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.

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

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 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

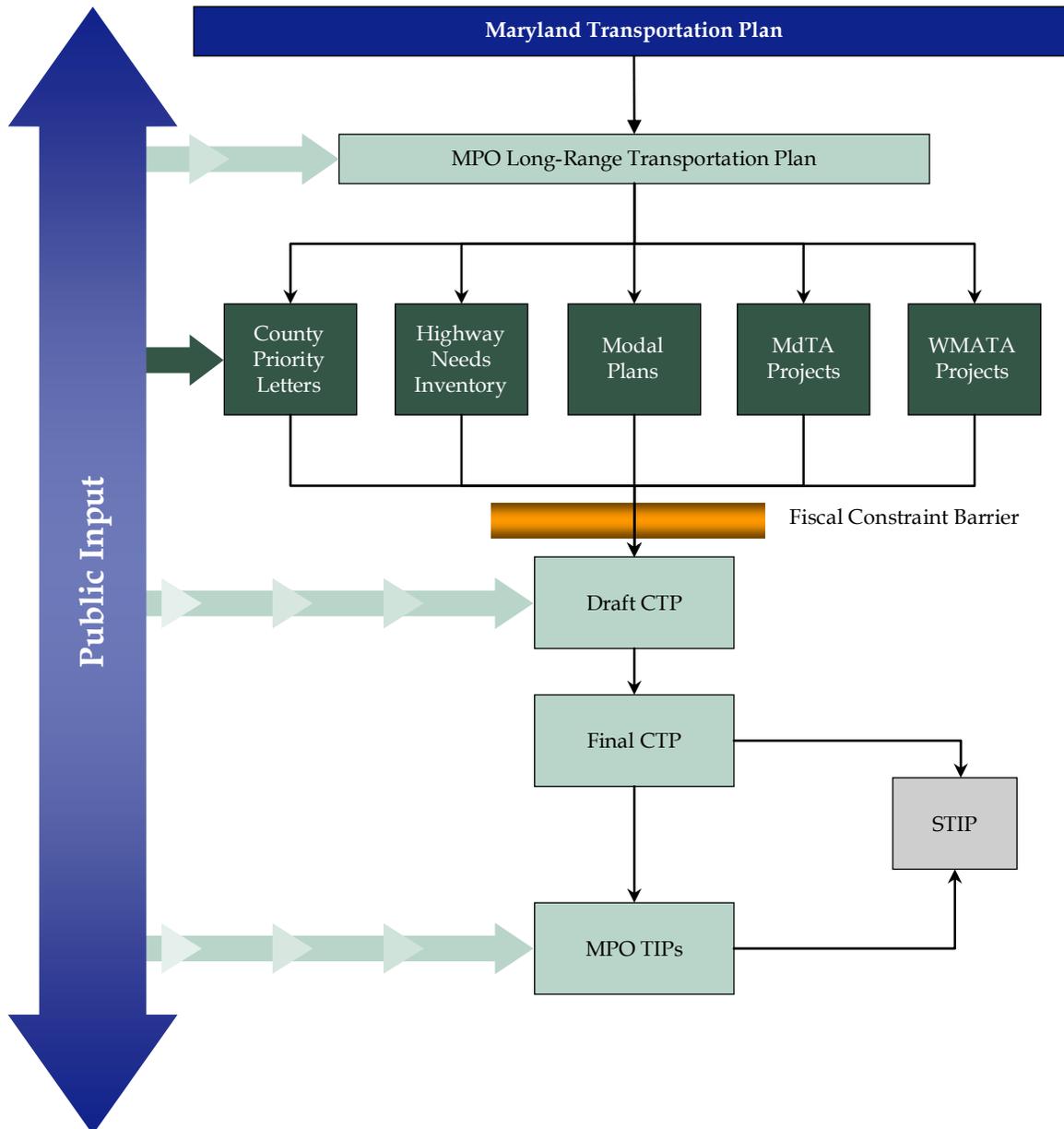
The STIP development process begins with the MTP and MPO LRTPs (see Figure 4.1). These long-range plans are the foundation for transportation planning in Maryland. The STIP components are identified through a cooperative process between MDOT, the Modal Administrations, SHA District Engineers, and county 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. All recent priority letters can be found on the MDOT website: http://www.mdot.maryland.gov/Planning/County_Priority_Letters/Index.html. 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 2009 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 2009 Fall Tour Annual Consultation Meetings

2009 Date	County	Time	Location
September 17	Howard	7:00 pm	Ellicott City
September 22	Calvert	10:00 am	Prince Frederick
September 22	St. Mary's	3:00 pm	Leonardtown
September 25	Cecil	2:30 pm	Elkton
October 1	Washington	10:00 am	Hagerstown
	Allegany	3:00 pm	Cumberland
October 2	Garrett	10:00 am	Oakland
October 5	Anne Arundel	3:00 pm	Annapolis
October 15	Carroll	2:30 pm	Westminster
October 19	Baltimore County	10:30 am	Towson
October 20	Worcester	10:30 am	Snow Hill
	Somerset	2:30 am	Princess Anne
	Wicomico	7:00 pm	Salisbury
October 29	Frederick	7:00 pm	Frederick
November 2	Charles	10:00 am	LaPlata
November 3	Kent	9:30 am	Chestertown
November 4	Prince George's	2:00 pm	Greenbelt
November 5	Harford	2:00 pm	Bel Air
November 9	Baltimore City	3:00 pm	City Hall
November 10	Caroline	10:30 am	Denton
	Talbot	3:30 pm	Easton
	Dorchester	7:00 pm	Cambridge
November 12	Montgomery	7:00 pm	Rockville
November 24	Queen Anne's	1:30 pm	Centerville

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 54% 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 strategic, traffic safety plan that provides the framework for reducing highway fatalities and serious injuries on all public streets and highways in Maryland. It establishes overall goals and objectives as well as strategies within key emphasis areas. The state currently is working toward updating and revising its 2006 – 2010 SHSP. The new plan will cover the years 2011 through 2015 and, with a concentrated effort to become even more strategic and focused, will reduce the number of emphasis areas/subareas from 14 to five.

When the American Association of State Highway Transportation Officials (AASHTO) led the development of a national strategic highway safety plan in 1997, Maryland was one of the few states in the country to rise to the challenge and develop its own multi-agency statewide plan in 1998. The passage of the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) provides states with a renewed opportunity to improve their strategic highway safety planning 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 solving its most critical highway safety problems. The continued active involvement of various stakeholders, along with the unwavering focus on the measurable objectives set forth in the SHSP, ensures broad support throughout the five-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

² <http://www.marylandroads.com/safety/oots/strategichwyplan.asp>

Department of Public Safety and Correctional Services (DPSCS) and the Maryland 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 status of metropolitan and non-metropolitan areas: 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 are presently classified as non-attainment.
 - 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.
 - b. Ozone – includes Kent and Queen Anne's County (see below).
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.

MDOT has just embarked on the process to review and update this Non-metropolitan Area Consultative Process. The public comment period will continue through November 2010 and the final will be circulated and posted on the MDOT website after that time. The brochure and request for comments can be found on the MDOT website here: <http://www.mdot.maryland.gov/Planning/Index.html>

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

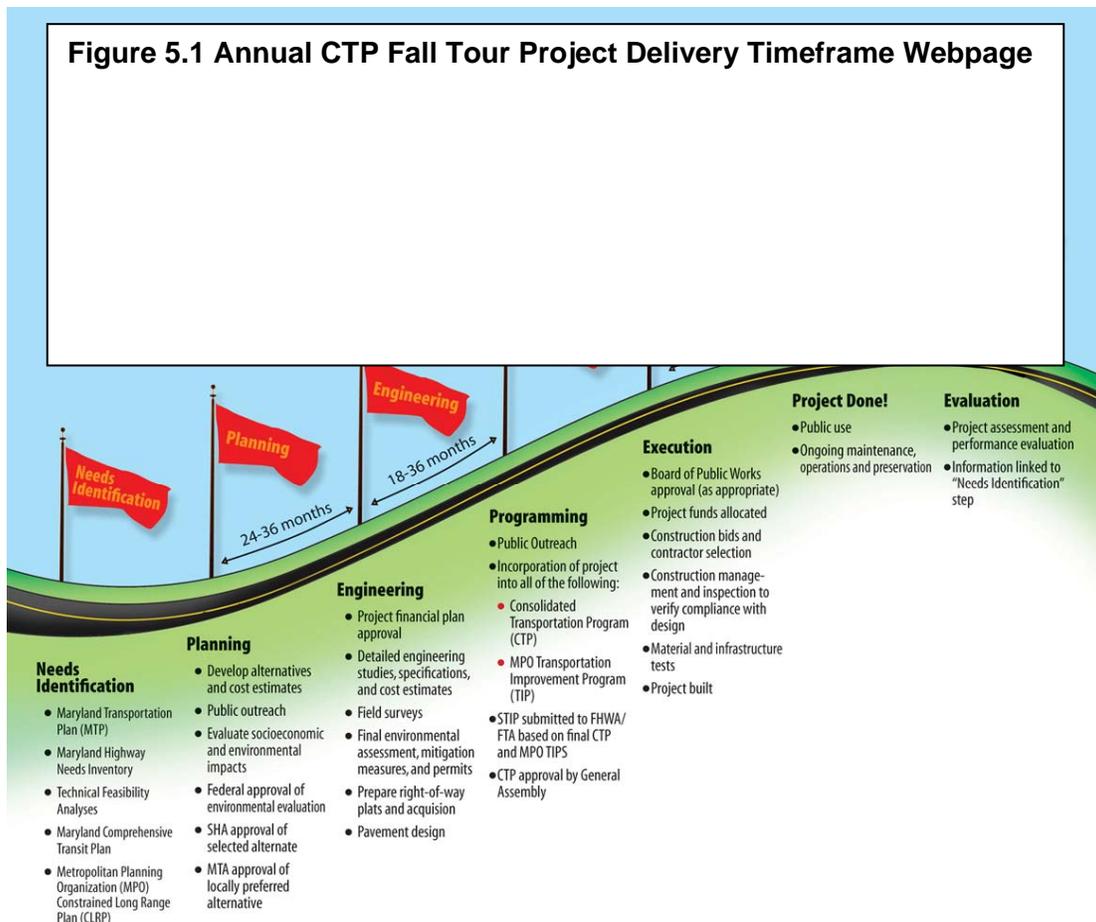
(e) Federal Lands Highway Program (FLHP) TIP: The STIP includes all FLHP projects that have been approved by FHWA without modification (see Appendix G).

(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 2010 – 2015 CTP, MDOT has provided 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 2009 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 5.1⁴) to better communicate these ideas. The 2010 – 2015 CTP website provided an ideal venue through which the project process could be further clarified.



⁴ Posted on MDOT website during 2009 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-28. 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. Appendices B and C contain a annual lists of projects for which funds have been obligated in the previous year.

(h) Regionally Significant Projects: The 2011 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. For conformity purposes, all MPO TIPs contain all projects of regional significance as well, regardless of funding source.

(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 as shown on the next page in Figure 5.2, including:

- 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.

Figure 5.2 Project Information Form (PIF) Illustration

4 Maryland Transit Administration -- Line 27

1 CONSTRUCTION PROGRAM

PROJECT: CCTV Improvements

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

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

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

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

ASSOCIATED IMPROVEMENTS: None.

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

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR			2009	2010	2011	2012	2013		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	22,800	4,670	3,416	4,100	3,831	0	6,783	0	18,130	0	
Total	22,801	4,671	3,416	4,100	3,831	0	6,783	0	18,130	0	
Federal-Aid	13,096	3,097	2,849	2,535	2,708	0	1,907	0	9,999	0	

FEDERAL FUNDING OBLIGATIONS BY YEAR

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	5307	1,297
CO	2009	5307	1,615
CO	2010	5307	2,708
CO	2011	5307	594
CO	2012	5307	1,313

3

2

PAGE MTA-27

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. In instances where grouped projects include large projects that can be identified individually consideration for their own PIF page will be given.

(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 2011 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 2011 STIP/2010 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 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 11 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 8-11).

(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 2011 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 2011 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

ARRA Summary

Appendix G

Eastern Federal Lands Division Projects

Appendix H

SPR Information

Appendix I

Federal Funding Sources

Appendix J

Glossary

Appendix K

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 L

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 A

Statement of Self-Certification

Update on Progress in relation to the FHWA/FTA finding from the June 20, 2010 Statewide Certification Planning Process Review:

As of the date of this STIP Submission, MDOT has been in the process of meeting with many different offices within MDOT, SHA and MTA to determine who is responsible for what aspect of each requirement. MDOT is in the process of compiling the following Plans, Certifications and Assurances from all processes in relation to each federal requirement, including but not limited to the following:

- Assurances
- Title VI Plan
- LEP Plan
- Self Evaluations
- Transition Plan
- Public Involvement Guidelines
- Memorandums of Understanding with MPOs
- Reviews of MPOs conducted by SHA/MTA
- Reviews conducted by Federal oversight agencies of MPOs (SHA/MTA)
- MPO Public Involvement Plans (OPCP)

Next steps include:

- Posting all documentation on the MDOT OPCP website.
- SHA and MTA will be submitting a memo to MDOT which details all of their responsibilities/requirements and how they are meeting them, due November 1, 2010.
- Upon receipt of the memos, MDOT will reconvene the group to discuss how to move forward.

If there are any questions, please contact Lyn Erickson, Manager and Federal Liaison, Office of Planning and Capital Programming, at 410-865-1279 or by email at lerickson@mdot.state.md.us.

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, July 2009 to June 2010

Major Projects 70, 71, 72, 73		
US0220	TC- BRIDGE 01060 ON US 220 OVER POTOMAC RIVER AT KEYSER-MCCOOLE	750,000
US0220	TC- BRIDGE 01060 ON US 220 OVER POTOMAC RIVER AT KEYSER-MCCOOLE	961,674
US0220	TC- BRIDGE 01060 ON US 220 OVER POTOMAC RIVER AT KEYSER-MCCOOLE	455,918
US0220	TC- BRIDGE 01060 ON US 220 OVER POTOMAC RIVER AT KEYSER-MCCOOLE	7,373,571
US0301	GOVERNOR NICE BRIDGE TO US 50 SCTS	18,938,066
MD0404	REV - WEST OF MD 309 TO CEMETERY ROAD - PHASE 1-B	2,082,299
MD0005	RI - NORTH OF GALLANT GREEN ROAD TO SOUTH OF DEBORAH DRIVE	812,600
MD0005	RI - NORTH OF GALLANT GREEN ROAD TO SOUTH OF DEBORAH DRIVE	1,368,756
MD0005	RI - NORTH OF GALLANT GREEN ROAD TO SOUTH OF DEBORAH DRIVE	5,830,444
MD0005	RI - NORTH OF GALLANT GREEN ROAD TO SOUTH OF DEBORAH DRIVE	600,000
MD0005	RI - NORTH OF GALLANT GREEN ROAD TO SOUTH OF DEBORAH DRIVE	2,404,425
MD 30	SOUTH OF WOLF HILL ROAD TO NORTH OF HAMPSTEAD	136,876
MD 30	SOUTH OF WOLF HILL ROAD TO NORTH OF HAMPSTEAD	81,259
MD 30	SOUTH OF WOLF HILL ROAD TO NORTH OF HAMPSTEAD	583,045
MD0030	RI - SOUTH OF WOLF HILL DRIVE TO NORTH OF HAMPSTEAD	228,063
MD0030	RI - SOUTH OF WOLF HILL DRIVE TO NORTH OF HAMPSTEAD	781,697
MD0030	RI - SOUTH OF WOLF HILL DRIVE TO NORTH OF HAMPSTEAD	23,054,316
MD0030	RI - SOUTH OF WOLF HILL DRIVE TO NORTH OF HAMPSTEAD	317,241
MD0030	RI - SOUTH OF WOLF HILL DRIVE TO NORTH OF HAMPSTEAD	16,668
MD0030	RI - SOUTH OF WOLF HILL DRIVE TO NORTH OF HAMPSTEAD	13,271,853
US0015	MONOCACY BOULEVARD INTERCHANGE	266,760
US0015	MONOCACY BOULEVARD INTERCHANGE	224,693
MD0032	RI-NORTH OF TRIADELPHIA ROAD TO 3000 FT NORTH OF BURNTWOODS ROAD	520,127
MD0032	RI-NORTH OF TRIADELPHIA ROAD TO 3000 FT NORTH OF BURNTWOODS ROAD	11,809,186
MD0032	RI-NORTH OF TRIADELPHIA ROAD TO 3000 FT NORTH OF BURNTWOODS ROAD	2,215,568
MD0032	RI-NORTH OF TRIADELPHIA ROAD TO 3000 FT NORTH OF BURNTWOODS ROAD	308,789
MD0032	RI-NORTH OF TRIADELPHIA ROAD TO 3000 FT NORTH OF BURNTWOODS ROAD	1,755,061
MD0005	AT BRANDYWINE ROAD (MD 373/MD 381) PHASE 1	3,175,086
MD0004	RI - INTERCHANGE AT SUITLAND PARKWAY	4,000,000
MD0004	RI - INTERCHANGE AT SUITLAND PARKWAY	1,360,000
US0040	US 40 AT MD 715 INTERCHANGE (BRAC)	3,000,000
US0040	US 40 AT MD 715 INTERCHANGE (BRAC)	3,087,500
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	273,751
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	659,454
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	1,166,089
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	711,373
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	36,532
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	11,950,807
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	162,520
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	7,000,000
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	1,155,355
IS0070	RI -I-70/MD85/MD475 INTERCHANGE (PHASE 2B/2C)	273,751
IS0070	RI -I-70/MD85/MD475 INTERCHANGE (PHASE 2B/2C)	162,520
IS0070	RI -I-70/MD85/MD475 INTERCHANGE (PHASE 2B/2C)	1,166,089
IS0070	RI -I-70/MD85/MD475 INTERCHANGE (PHASE 2B/2C)	2,680,000
IS0070	RI -I-70/MD85/MD475 INTERCHANGE (PHASE 2B/2C)	10,739,766
IS0070	TC-PHASE 2D: EAST OF PATRICK STREET (MD 144) TO WEST OF MD 355	1,300,000
IS0095	REV-E OF CSX RAILROAD BRIDGE 16136 TO W OF MD 201 (KENILWORTH AVE) INTERCHANGE	171,094
IS0095	REV-E OF CSX RAILROAD BRIDGE 16136 TO W OF MD 201 (KENILWORTH AVE) INTERCHANGE	827,645
IS0095	REV-E OF CSX RAILROAD BRIDGE 16136 TO W OF MD 201 (KENILWORTH AVE) INTERCHANGE	728,805
MD0005	BRANCH AVENUE METRO ACCESS FROM AUTH WAY TO SOUTH OF I-495/I-95 - PHASE 1	547,502
MD0005	BRANCH AVENUE METRO ACCESS FROM AUTH WAY TO SOUTH OF I-495/I-95 - PHASE 1	2,332,179
MD0005	BRANCH AVENUE METRO ACCESS FROM AUTH WAY TO SOUTH OF I-495/I-95 - PHASE 1	325,039
IS0095	MA-4 -INNER LOOP & RAMPS I,M,N,B,T,Q,R, & H-ROSALIE ISLAND PARK & SMOOTS COVE BR	24,475,306

IS0095	MA-4 -INNER LOOP & RAMPS I,M,N,B,T,Q,R, & H-ROSALIE ISLAND PARK & SMOOTS COVE BR	34,764,288
IS0095	MA-4 -INNER LOOP & RAMPS I,M,N,B,T,Q,R, & H-ROSALIE ISLAND PARK & SMOOTS COVE BR	1,407,232
IS0095	MA-4 -INNER LOOP & RAMPS I,M,N,B,T,Q,R, & H-ROSALIE ISLAND PARK & SMOOTS COVE BR	3,499,824
IS0095	MA-4 -INNER LOOP & RAMPS I,M,N,B,T,Q,R, & H-ROSALIE ISLAND PARK & SMOOTS COVE BR	30,591,999
TOTAL		250,880,461
Safety, Congestion Relief, and Community Enhancement 33, 74, 75, 76, 85		
	ADA COMPLIANCE (RETROFIT) PROGRAM FOR FY 10	1,408,500
	ADA FIELD REVIEWS FOR FY 10	270,000
	PREPARE DESIGN PACKAGES (FY 10)	540,000
	DRAINAGE, EROSION AND SEDIMENT CONTROL AT VARIOUS LOCATIONS	500,000
MD0024NB	AT CSX TRACKS	23,588
MD0024NB	AT CSX TRACKS	200,159
	DISTRICT 4 SAFETY/OPERATIONAL IMPROVEMENTS - FY 2011, 12, 13	2,020,378
	DISTRICT 4 SAFETY/OPERATIONAL IMPROVEMENTS - FY 2011, 12, 13	2,217,189
	STIM-KENNEDYVILLE RD, MD298, PETER'S CORNER RD, MD302, CEDAR TREE LA, MD 308	524,715
	STATEWIDE - PLANNING FOR WORK ZONE ENFORCEMENT PROGRAM IMPLEMENTATION	264,600
	76RSA - ROAD SAFETY AUDIT ADMINISTRATION	450,000
	ADE/PD - DISTRICT WIDE CONCEPT DEVELOPMENT	141,120
MD0045	PERMANENT IMPROVEMENTS OF THE TOWSON ROUNDABOUT	158,760
IS0095	AT I-695 INTERCHANGE (SOUTH)	5,137,552
MD0150	EAST OF ISLAND POINT ROAD TO DIAMOND POINT ROAD	667,361
	OLD NATIONAL PIKE CROSSING WITH CSX DOT 140425Y	215,810
	SOUTH SUMMIT AVENUE CROSSING WITH CSX DOT 140507F-CITY OF GAITHERSBURG	327,564
	RANDOLPH ROAD CROSSING WITH CSX TRANSPORTATION DOT 140494G	347,052
	DUTCHMAN'S LANE OVER WINDMILL BRANCH CULVERT REPLACEMENT	885,000
	INSTALL RPM'S/REPLACE DAMAGED REFLECTORS-VAR LOCATIONS D-2	149,864
	INSTALL RPM'S/REPLACE DAMAGED REFLECTORS-VAR LOCATIONS D-2	449,592
	INSTALL RPM'S/REPLACE DAMAGED REFLECTORS-VAR LOCATIONS D-5	228,228
	INSTALL RPM'S/REPLACE DAMAGED REFLECTORS-VAR LOCATIONS D-5	448,448
	INSTALL RPM'S/REPLACE DAMAGED REFLECTORS-VAR LOCATIONS D-5	236,236
	INSTALLATION OF RUMBLE STRIPS AT VARIOUS LOCATIONS IN D-2	91,495
	INSTALLATION OF RUMBLE STRIPS AT VARIOUS LOCATIONS IN D-2	51,372
	INSTALLATION OF RUMBLE STRIPS AT VARIOUS LOCATIONS IN D-2	320,000
	STIM-MD 2 AND MD 710	1,621,285
	TEDD CONSULTANT LIGHTING DESIGN	200,000
	TEDD INHOUSE ENVIRONMENTAL	90,000
	TEDD INHOUSE ENVIRONMENTAL	90,000
	85PE TEDD INHOUSE SIGNING DESIGN	390,000
	85PE TEDD INHOUSE SIGNING DESIGN	195,115
	85PE TEDD INHOUSE SIGNING DESIGN	80,996
	85PE TEDD INHOUSE SIGNING DESIGN	113,889
	TEDD INHOUSE SIGNAL DESIGN	1,320,000
	TEDD INHOUSE SIGNAL DESIGN	1,320,000
	TEDD INHOUSE SIGNAL DESIGN	250,000
	TEDD INHOUSE SIGNAL DESIGN	500,000
	TEDD INHOUSE SIGNAL DESIGN	526,976
	TEDD INHOUSE LIGHTING DESIGN	120,000
	TEDD INHOUSE LIGHTING DESIGN	120,000
	TEDD CONSULTANT INHOUSE SUPPORT STAFF	200,000
	TCDIS DESIGN PLAN REVIEW	132,000
	TCDIS DESIGN PLAN REVIEW	30,207
	TCDIS DESIGN PLAN REVIEW	74,049
	TCDIS DESIGN PLAN REVIEW	27,743
	CPD INHOUSE STATEWIDE PROGRAM DEVELOPMENT	201,258
	CPD INHOUSE STATEWIDE PROGRAM DEVELOPMENT	180,000

	CPD CONSULTANT PE	600,000
	CPD CONSULTANT PE	600,000
	STIM-ON MD 7, MD 157 AND MD 700	1,720,765
MD0212	AT HIGH POINT HIGH SCHOOL	85,710
	DESIGN, FURNISH, INSTALL ADA AND APS AT SIGNALIZED INTERSECTIONS IN D-1,2	1,000,000
	DESIGN, FURNISH, INSTALL ADA AND APS AT SIGNALIZED INTERSECTIONS IN D-1,2	1,371,664
	DESIGN, FURNISH, INSTALL ADA AND APS AT SIGNALIZED INTERSECTIONS IN D-1,2	283,002
	DESIGN, FURNISH, INSTALL ADA AND APS AT SIGNALIZED INTERSECTIONS IN D-1,2	813,012
	DESIGN, FURNISH, INSTALL ADA AND APS AT SIGNALIZED INTERSECTIONS IN D-1,2	111,984
	STIM-UPS,LED,BLACK FACE SIGNAL IN DISTRICTS 1, 2, 4 AND 5	5,004,087
	STIM-UPS,LED,BLACK FACE SIGNAL IN DISTRICTS 1, 2, 4 AND 5	137,500
	STIM-TRAFFIC DETECTION IN DISTRICTS 3, 6 AND 7	1,112,809
	STIM-TRAFFIC DETECTION IN DISTRICTS 3, 6 AND 7	560,000
	INSTALLATION OF SERVICE PEDESTALS IN DISTRICTS 3,4 & 5	475,483
	INSTALLATION OF SERVICE PEDESTALS IN DISTRICTS 1 AND 2	159,420
	INSTALLATION OF SERVICE PEDESTALS IN DISTRICTS 1 AND 2	625,306
TOTAL		40,718,843
Other SPP		
IS0068	STIM-MD 36 TO THE GARRETT COUNTY LINE	417,474
	STIM-WETLAND AND TREE PLANTING AT VARIOUS LOCATIONS IN DISTRICT 5	245,907
	ENVIRONMENTAL MANAGEMENT SYSTEMS DEVELOPMENT	399,840
	PERMIT PROCESSING AND COMPLIANCE FOR MISCELLANEOUS ACTIVITIES	282,240
	WETLAND AND STREAM RESTORATION MONITORING	203,200
	WETLAND AND STREAM RESTORATION MONITORING	126,917
	WETLAND MITIGATION BANKING	159,936
	SCENIC BYWAYS PROGRAM MANAGEMENT	144,884
IS0070	STIM-AT I-270 INTERCHANGE	496,980
MD0193	ROUND-A-BOUT AT OAK GROVE ROAD	8,463,329
US0050	STIM-AT I-495/I-95 INTERCHANGE	638,968
	ISLE OF WIGHT COASTAL RESTORATION	108,000
	ALLEGHENY HIGHLANDS TRAIL - SECTION 1	273,751
	ALLEGHENY HIGHLANDS TRAIL - SECTION 1	1,166,089
	SYNTHESIS OF MARYLAND ARCHEOLOGICAL DATA	134,790
IS0083	RUNKLES FARM VIEWSHED ACQUISITION	223,850
	ROSEWICK ROAD @ HERITAGE GREEN PARKWAY	367,455
MD0586	ROCK CREEK PEDESTRIAN AND BICYCLE BRIDGE AND TRAIL	2,368,000
	NORTH GATE PARK AT THE PAINT BRANCH	830,210
	LONDON TOWN VISITORS CENTER AND MUSEUM	200,000
	RETROFIT OF SIDEWALK ADA RAMPS IN DISTRICT 2	311,517
	RETROFIT OF SIDEWALK ADA RAMPS IN DISTRICT 2	77,879
MD0045	NORTH OF RIDGELY ROAD TO SOUTH OF TIMONIUM ROAD	187,040
IS0083	STIM-DOWNES ROAD TO THE PENNSYLVANIA LINE	3,487,817
IS0083	STIM-DOWNES ROAD TO THE PENNSYLVANIA LINE	246,481
	NORTH AVENUE RESURFACING	4,597,732
	GWYNNNS FALLS PKWY GARRISON BLVD TO LONGWOOD ST	1,106,673
	GWYNNNS FALLS PKWY GARRISON BLVD TO LONGWOOD ST	835,657
	GWYNNNS FALLS PKWY GARRISON BLVD TO LONGWOOD ST	230,000
US0029SB	STIM-BROKENLAND PARKWAY TO MIDDLE PATUXENT RIVER	3,865,394
MD0586	MD 28 (NORBECK ROAD) TO ROCK CREEK	1,000,000
MD0586	MD 28 (NORBECK ROAD) TO ROCK CREEK	1,000,000
MD0586	MD 28 (NORBECK ROAD) TO ROCK CREEK	1,403,174
MD0214	DC LINE TO CINDY LANE	1,293,818
MD0214	DC LINE TO CINDY LANE	1,138,528
MD0214	STIM-CINDY LANE TO BRIGHTSEAT ROAD	2,328,034
MD0410	STIM-MD 201 (KENILWORTH AVENUE) TO RIVERDALE ROAD	2,251,154

US0050	STIM-RI- MD 662B TO MD 309	2,507,804
US0050	IDLEWILD ROAD TO SCHWANINGER ROAD	36,000
MD0528	9TH STREET TO 28TH STREET	832,716
	VARIOUS LOCATIONS IN BALTIMORE COUNTY WEST OF I-83	171,172
	BRIDGE 2019 AND 2218 ON RIDGE ROAD OVER MD 295	237,461
	BRIDGE 2019 AND 2218 ON RIDGE ROAD OVER MD 295	949,845
	SANDS ROAD OVER FERRY BRANCH	523,183
	BRIDGE INSPECTIONS STATEWIDE - FY 2010	2,822,400
	SMALL STRUCTURE INVENTORY AND INSPECTIONS - FY 2010	382,434
	SMALL STRUCTURE INVENTORY AND INSPECTIONS - FY 2010	57,623
US0001	BRIDGE 0300100 OVER LITTLE GUNPOWDER FALLS	67,789
US0001	BRIDGE 0300100 OVER LITTLE GUNPOWDER FALLS	94,408
	2003 BRIDGE INSPECTION FOR BALTIMORE CITY	879,449
	2003 BRIDGE INSPECTION FOR BALTIMORE CITY	1,001,709
MD0222	APPROXIMATELY 2000 FT UPSTREAM AND DOWNSTREAM OF MD 222 OVER ROCK CREEK	94,080
MD0140	BRIDGE 1006500 OVER MONOCACY RIVER	500,000
MD0667	REPLACEMENT OF STRUCTURE 19021X0 OVER PUNCHEON LANDING BRANCH	336,261
IS0081	BRIDGE 2107801 AND 2107802 ON I-81 OVER POTOMAC RIVER	1,843,141
US0340	BRIDGE 2104100 OVER POTOMAC RIVER	8,195,442
IS0070	OVER MD 63	280,000
	ANNE ARUNDEL, CALVERT, CHARLES & ST MARY'S COUNTIES: CLEAN AND PAINTING 12 BRIDGES ON VARIOUS ROUTES	1,800,277
	GWYNNBROOK ROAD BRIDGE OVER TRIBUTARY OF GWYNN FALLS	67,197
	GWYNNBROOK ROAD BRIDGE OVER TRIBUTARY OF GWYNN FALLS	204,011
MD0090	BRIDGE 2302100 (MD 90 OVER ASSAWOMAN BAY)	1,372,800
MD0794	WAYSONS CORNER PARK AND RIDE	100,000
IS0095	CONSTRUCTION OF NEW PARK & RIDE LOT - ACCESS RD TO PARK & RIDE FROM I-95 /I-495	352,800
	UMD TECH SUPPORT FOR CHART ITS FY 09	630,646
	CHART 511 TRAVELERS INFORMATION SERVICE	1,000,000
	CATT LAB OPERATIONS SUPPORT FOR FY 10	898,400
	TECHNICAL SUPPORT FOR CHART ITS FY 10	660,000
	CHART OCEAN CITY DETECTORS O & M FY 10 - 12	977,227
	CHART LEASED CIRCUITS FY 10 - 14	31,650
	CHART LEASED CIRCUITS FY 10 - 14	400,555
	CHART LEASED CIRCUITS FY 10 - 14	258,743
	BALTIMORE CITY - FRANKFURST AVE	846,400
	BALTIMORE CITY - FRANKFURST AVE	191,626
	BALTIMORE CITY - FRANKFURST AVE	816,262
TOTAL		75,034,229
Appalachian Projects		
	ROLLING MILLS ACCESS ROADS - PHASES 2 AND 3	361,341
	ROLLING MILLS ACCESS ROADS - PHASES 2 AND 3	820,679
	VIRGINIA AVENUE CORRIDOR IMPROVEMENTS - RESURFACING	820,679
TOTAL		2,002,699
Other	ADAPTIVE CONTROL SOFTWARE PROJECT TO OPTIMIZE SIGNAL TIMING ON A CONGESTED ANNE ARUNDEL COUNTY CORRIDOR	112,960
	CASH VALLEY ROAD FROM US 40 TO MD 36	691,347
	ALLEGHENY HIGHLANDS TRAIL OVER NEW HOPE ROAD	130,114
	CHART OPERATIONS BUDGET FOR FY 2010	7,218,178
	CHART - MSP LIAISON FOR FY 2010 - 2012	349,678
	CHART - VEHICLES AND EQUIPMENT PURCHASE IN FY 2010	376,282
	INHOUSE STRUCTURAL SUPPORT DESIGN PROJECTS	270,000
	INHOUSE STRUCTURAL SUPPORT DESIGN PROJECTS	270,000
	ITS - I 95 CORRIDOR COALITION MULTI-STATE MODEL ANALYSIS	65,000
	ITS - I 95 CORRIDOR COALITION STAFF SERVICES	1,294,053
	ITS - I 95 CORRIDOR COALITION CONSULTANT SERVICES	2,450,163
	ITS - I 95 CORRIDOR COALITION UNIVERSITY OF MARYLAND PROJECT	2,326,178

NATIONAL SUMMER TRANSPORTATION INSTITUTE PROGRAM FY 2009 - MORGAN STATE UNIVERSITY	28,017
NATIONAL SUMMER TRANSPORTATION INSTITUTE PROGRAM FY 2009 - UNIVERSITY OF MARYLAND EASTERN SHORE	37,414
SCENIC BYWAYS PROGRAM FY 2008 - CHARLES STREET BYWAY CORRIDOR PLAN IMPLEMENTATION AND MANAGEMENT	27,500
SCENIC BYWAYS PROGRAM - MARKETING MARYLAND'S NETWORK OF AMERICA'S BYWAYS AND STATE SCENIC BYWAYS	192,000
SCENIC BYWAYS PROGRAM FY 2008 - MARYLAND BYWAYS EXHIBITS AT THE I 70 WELCOME CENTER	575,200
SCENIC BYWAYS PROGRAM FY 2008 - CATOCTIN MOUNTAIN BYWAY MANAGEMENT IMPLEMENTATION	25,000
SCENIC BYWAYS PROGRAM - BLUE CRAB BYWAY MARKETING AND INTERPRETATION	27,992
SCENIC BYWAYS PROGRAM FY 2008 - HARRIET TUBMAN UNDERGROUND RAILROAD BYWAY MARKET STUDY AND INTERPRETIVE PLAN	60,000
SCENIC BYWAYS PROGRAM FY 2008 - RELIGIOUS FREEDOM BYWAY CORRIDOR MANAGEMENT PLAN IMPLEMENTATION	30,000
STRATEGIC PLAN FOR MD BYWAYS PROGRAM	111,150
NATIONAL SUMMER TRANSPORTATION INSTITUTE IMPLEMENT PLAN FY 2010 - UNIVERSITY OF MARYLAND EASTERN SHORE	29,460
NATIONAL SUMMER TRANSPORTATION INSTITUTE IMPLEMENT PLAN FY 2010 - UNIVERSITY OF MARYLAND EASTERN SHORE	30,842
SANDTOWN - WINCHESTER COMMUNITY URBAN YOUTH CORPS TRAINING FY09	357,915
PENNINGTON AVENUE OVER CURTIS CREEK BASCULE	205,313
PENNINGTON AVENUE OVER CURTIS CREEK BASCULE	874,567
PENNINGTON AVENUE OVER CURTIS CREEK BASCULE	121,890
PENNINGTON AVENUE OVER CURTIS CREEK BASCULE	136,876
PENNINGTON AVENUE OVER CURTIS CREEK BASCULE	583,045
PENNINGTON AVENUE OVER CURTIS CREEK BASCULE	81,259
BALTIMORE CITY WIDE TRAFFICE SIGNAL SYSTEM INTERGRATION	2,607,052
BALTIMORE CITY WIDE TRAFFICE SIGNAL SYSTEM INTERGRATION	1,500,000
REHABILITATE ROADWAYS AROUND EAST BALTIMORE LIFE SCIENCE PARK	467,916
INSTALLATION OF VEHICLE DETECTION DEVICES CITYWIDE	2,852,542
INSTALLATION OF VARIABLE MESSAGE SIGNS AND SUPPORTS CITYWIDE	2,542,149
ITS - INSTALLATION OF FIBER AND COPPER COMMUNICATIONS SYSTEM CITWIDE	164,251
ITS - INSTALLATION OF FIBER AND COPPER COMMUNICATIONS SYSTEM CITWIDE	699,653
ITS - INSTALLATION OF FIBER AND COPPER COMMUNICATIONS SYSTEM CITYWIDE	883,481
ITS - INSTALLATION OF FIBER AND COPPER COMMUNICATIONS SYSTEM CITYWIDE	1,502,159
BALTIMORE CITY TRAFFIC MANAGEMENT CENTER - OPERATIONS BUDGET FY 2010	3,734,448
TRAFFIC SIGNAL RECONSTRUCTION AND REWIRING BALTIMORE CITYWIDE	3,541,277
TRAFFIC SIGNAL RECONSTRUCTION AND REWIRING BALTIMORE CITYWIDE	337,265
BA CITY: RESURFACING VARIOUS ROUTES	584,645
BA CITY: RESURFACING VARIOUS ROUTES	1,880,761
EDMONDSON VILLAGE STREET AND PEDESTRIAN LIGHTING	913,648
EDMONDSON VILLAGE STREET AND PEDESTRIAN LIGHTING	193,611
ARGONNE DRIVE BRIDGE OVER HERRING RUN	6,528,294
BALTIMORE CITY 2009/2010 BRIDGE INSPECTION PROGRAM	2,000,000
CECIL COUNTY: RESURFACING VARIOUS LOCATIONS	540,339
CECIL COUNTY: RESURFACING VARIOUS LOCATIONS	963,661
VARIOUS LOCATIONS IN THE TOWN OF INDIAN HEAD	42,963
VARIOUS LOCATIONS IN THE TOWN OF LAPLATA	96,425
GREENMOUNT CHURCH ROAD OVER MURPHY RUN	375,205
MCKINSTRY RD @ MARYLAND MIDLAND RAILWAY XING #831721U	329,994
VARIOUS LOCATIONS IN CAROLINE COUNTY	202,670
TOWN OF DENTON - 5HT STREET FROM MARKET STREET TO .89 MILES SOUTH	416,000
VARIOUS LOCATIONS IN CAROLINE COUNTY	342,330
MASON BRIDGE ROAD OVER MASON BRANCH	1,078,521
WIDENING AND RESURFACING VARIOUS ROADS IN DORCHESTER COUNTY	980,500
VARIOUS LOCATIONS IN FREDERICK COUNTY	2,616,978
VARIOUS BRIDGES IN FREDERICK COUNTY	281,518
CARRS MILL ROAD OVER BEAR CABIN BRANCH	160,000
HARFORD CREAMERY ROAD OVER LITTLE DEER CREEK	160,000
PLEASANTVILLE ROAD BALTIMORE COUNTY LINE TO HIGHPOINT ROAD	908,000
HOWARD CO : RESURFACING VARIOUS LOCATIONS	2,993,000
US 29 TO I 95	196,041

	US 29 TO I 95	10,000
	VARIOUS LOCATIONS IN MONTGOMERY COUNTY	225,000
	VARIOUS LOCATIONS IN MONTGOMERY COUNTY	250,000
	BRIGGS CHANEY ROAD TO HOWARD COUNTY LINE	600,000
	ROCKVILLE INTERMODAL ACCESS	575,342
	RITCHIE MARLBORO ROAD OVER CABIN BRANCH	1,886,083
	PRINCE GEORGE'S COUNTY - RESURFACE AND REHAB. VARIOUS LOCATIONS	4,906,000
	FENNO ROAD BRIDGES OVER MATTAPONI CREEK	876,591
	TANYARD ROAD FROM RTE 305 TO WHITEMARSH ROAD	646,412
	VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	330,000
	CARMICHAEL ROAD FROM ARRINGTON ROAD TO OVERLOOK DRIVE	202,716
	MD 4 TO UPGRADE BETWEEN MD 2 AND MD 235	3,646,169
	MD 4 TO UPGRADE BETWEEN MD 2 AND MD 235	1,819,048
	MECHANICSVILLE ROAD OVER CHAPTICO CREEK	1,246,000
	LTAP - LOCAL TECHNICAL ASSISTANCE PROGRAM -SPR PART II FY 10	141,500
	SHA EMPLOYEE TRAINING PROGRAM FY 2010	55,721
	EASTERN BOULEVARD WIDENING & GRADE SEPERATION	355,680
	HAGERSTOWN AREA NORTHEAST BY-PASS PROJECT (EASTERN BOULEVARD EXTENDED)	88,920
	VARIOUS LOCATIONS IN WICOMICO COUNTY	1,795,000
	STATEWIDE PLANNING WORK PROGRAM FY 2010	3,407,839
	STATEWIDE PLANNING WORK PROGRAM FY 2010	473
	STATEWIDE PLANNING WORK PROGRAM FY 2010	4,000,000
	STATEWIDE PLANNING WORK PROGRAM FY 2010	4,594,386
	STATEWIDE PLANNING WORK PROGRAM FY 2010	5,000,000
	STATEWIDE PLANNING WORK PROGRAM FY 2010	1,000,000
	SPR RESEARCH - POOLED FUND STUDY - MID ATLANTIC RAIL OPERATIONS	150,000
TOTAL		102,515,570
GRAND TOTAL		471,151,802

APPENDIX C - MTA Obligated Projects, July 2009 to June 2010

Mode	Project Title	Project #	MPO	Federal Funding Categories (000's)												
				5307	5307Ann	5307Cec	5307TE	CMAQ	L5307	L5310	L5311	M5307	M5309FG	R5309FG		
AGY	Parking Lot Repaving	0177	Balt	505												
AGY	ADA Compliance	0266	Balt	640												
AGY	Roof Rehabilitation	0300	Balt	880												
AGY	Misc Planning Studies D&E	0510	Balt	329												
AGY	Bridge & Subway	0608	Statewide	328												
AGY	Trunked Radio Site Additions	0812	Balt	877												
AGY	Balt Red Line	0862	Balt	4754												
AGY	Purple Line	1042	Wash										5259			
AGY	Howard Street Revitalization	1207	Balt	290												
Bus	Facility - Kirk	0705	Balt					2480								
Bus	Bus Lifts	1096	Balt	629												
Bus	Bus Code Enforcement Repairs	1148	Balt	1756												
Bus	New Replacement	0218	Balt					21590								
LOTS	Ridesharing	0045	Balt					1550								
LOTS	Elderly/HDCP Non-Profit	0210	Wash							2500						
LOTS	Small Urban Area Transit	0217	Statewide						5500							
LOTS	Rural Area Transit	0218	Statewide									1200				
LOTS	Montgomery Co. Bus Replacement	0892	Wash					1600								
LOTS	PG Co. Bus Replacement	0893	Wash					400								
LOTS	Annapolis Vehicles and Facilities	1355	Balt		429											
LOTS	Cecil Co. Vehicles and Facilities	1356	Wilmaco			293										
LRT	MOW Misc Improvements	0005	Balt													1280
LRT	LRV Mid-Life Overhaul	1153	Balt					1198								
LRT	PA/LED Signs	1294	Balt			2960										
MARC	IIB Overhaul	0181	Statewide													5093
MARC	Op Agreement W/AMTRAK	0183	Statewide									1861				5494
MARC	Op Agreement W/CSX	0687	Statewide									5571				2941
MARC	HHP 5 Yr Electric Loco Overhaul	1203	Statewide					1440								240
MARC	Diesel Loco Procurement	1245	Statewide					5809								
MARC	Aberdeen Station Park Expansion	1298	Balt													751
Metro	Misc Improvements	0179	Balt													800
Metro	Station Fire Management	0457	Balt													11619
Metro	Electrical Substation Improvements	0474	Balt	2496												
Metro	Train Control Elements	0840	Balt													39
Metro	Rail Installation	0868	Balt													176
Metro	Yearly Fire Protection Test/Repair	1186	Balt													120
Metro	Interlocking Renewals	1223	Balt	1460												
Metro	Railcar Vehicle Subsystem Overhaul	1281	Balt	1127				1033								
Metro	PA/LED Signs Replacement	1295	Balt	28												
Mobility	MOL Vehicles	0541	Balt					2440								
Funding Totals				16099	429	293	2960	39540	5500	2500	1200	12691	14519	14034		

Data from Locked 3rd Quarter 2010 Final CTP(B)

prepared 7/14/2010

APPENDIX D – State Highway Administration

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

Dollars in Millions

State Highway Administration (SHA)	2011	2012	2013	2014	2011-2014 TOTAL	Source/Comments
SHA REVENUE AVAILABLE						
BALANCE CARRIED FORWARD	\$ 385.6	\$ 360.7	\$ 435.8	\$ 559.8		Amount Over/Under Carried Forward from Prior Fiscal Year
FEDERAL REVENUE						
Federal Fund Balance as of 9/30/2009	\$ -	\$ -	\$ -	\$ -	\$ -	Federal FMIS Balance as of 9/30/09, Total All Funds (Incl. Rescission Reversal)
Federal Core Apportioned Programs w/o HPP	\$ 569.3	\$ 555.2	\$ 555.2	\$ 555.2	\$ 2,234.9	SAFETEA-LU Apportionment Tables, FY 12-14 at FY09 level
Federal High Priority Project Funding	\$ -	\$ -	\$ -	\$ -	\$ -	SAFETEA-LU Apportionment Tables
Special Federal Appropriations and Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	Earmarks in FY10 Appropriations Bill
American Recovery and Reinvestment Act of 2009	\$ 85.3	\$ 26.2	\$ 6.2	\$ -	\$ 117.7	FHWA table, ARRA allocation for Maryland (3rd Qtr. Fin Table)
Total Federal Revenue Available	\$ 654.6	\$ 581.4	\$ 561.4	\$ 555.2	\$ 2,352.6	
STATE REVENUE						
Allocation from MDOT for SHA Capital Projects	\$ 285.4	\$ 447.2	\$ 437.3	\$ 406.8	\$ 1,576.7	SHA allocation from 3rd Quarter CWS Approval 2010-2015 (CTP)
Total State Revenue Available	\$ 285.4	\$ 447.2	\$ 437.3	\$ 406.8	\$ 1,576.7	
TOTAL FEDERAL AND STATE REVENUE AVAILABLE	\$ 1,325.6	\$ 1,389.3	\$ 1,434.5	\$ 1,521.8	\$ 5,671.2	
SHA REVENUE USES (ARRA Included)						
MAJOR PROJECTS (includes D&E)						
Primary	\$ 127.4	\$ 65.4	\$ 22.2	\$ 9.0	\$ 224.0	FY10-15 3rd Quarter CTP Financial Table
Secondary	\$ 63.9	\$ 37.6	\$ 19.2	\$ 14.6	\$ 135.3	FY10-15 3rd Quarter CTP Financial Table
Interstate	\$ 38.4	\$ 31.3	\$ 18.5	\$ 0.1	\$ 88.3	FY10-15 3rd Quarter CTP Financial Table
Woodrow Wilson	\$ -	\$ -	\$ -	\$ -	\$ -	FY10-15 3rd Quarter CTP Financial Table
Change Orders	\$ 11.6	\$ 7.5	\$ 3.3	\$ 1.8	\$ 24.2	FY10-15 3rd Quarter CTP Financial Table
Reimbursables	\$ 11.0	\$ 11.0	\$ 11.0	\$ 11.0	\$ 44.0	FY10-15 3rd Quarter CTP Financial Table
Total Major Projects	\$ 252.3	\$ 152.8	\$ 74.2	\$ 36.5	\$ 515.8	From CTP (Majors+ D & E)
SAFETY, CONGESTION RELIEF and COMMUNITY ENHANCEMENT						
Environmental Preservation	\$ 4.2	\$ 4.1	\$ 5.0	\$ 4.9	\$ 18.2	FY10-15 3rd Quarter CTP Financial Table
Rest Areas	\$ 0.3	\$ 0.6	\$ 3.1	\$ 3.2	\$ 7.2	FY10-15 3rd Quarter CTP Financial Table
Crash Prevention	\$ 5.1	\$ 7.6	\$ 7.2	\$ 7.2	\$ 27.1	FY10-15 3rd Quarter CTP Financial Table
Median Guardrail & End Treatment	\$ 4.8	\$ 5.9	\$ 5.9	\$ 6.4	\$ 23.0	FY10-15 3rd Quarter CTP Financial Table
ADA Retrofit	\$ 8.1	\$ 7.7	\$ 9.6	\$ 10.3	\$ 35.7	FY10-15 3rd Quarter CTP Financial Table
Drainage	\$ 10.5	\$ 10.7	\$ 11.2	\$ 12.6	\$ 45.0	FY10-15 3rd Quarter CTP Financial Table
Emergency	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.2	\$ 4.5	FY10-15 3rd Quarter CTP Financial Table
Safety & Spot Improvements	\$ 40.6	\$ 66.4	\$ 66.0	\$ 46.1	\$ 219.1	FY10-15 3rd Quarter CTP Financial Table
Resurfacing & Rehabilitation	\$ 94.3	\$ 202.7	\$ 217.4	\$ 217.8	\$ 732.2	FY10-15 3rd Quarter CTP Financial Table
Sidewalks	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.8	\$ 2.9	FY10-15 3rd Quarter CTP Financial Table
Bridge Replace & Rehab.	\$ 105.2	\$ 128.4	\$ 109.6	\$ 104.5	\$ 447.7	FY10-15 3rd Quarter CTP Financial Table
Park-n-Ride	\$ 1.7	\$ 1.7	\$ 1.6	\$ 1.9	\$ 6.9	FY10-15 3rd Quarter CTP Financial Table
Urban Reconstruction	\$ 0.9	\$ 0.8	\$ 0.7	\$ 0.6	\$ 3.0	FY10-15 3rd Quarter CTP Financial Table
Traffic Management	\$ 48.9	\$ 54.5	\$ 53.1	\$ 52.0	\$ 208.5	FY10-15 3rd Quarter CTP Financial Table
CHART (ITS Program)	\$ 15.8	\$ 14.8	\$ 11.9	\$ 12.9	\$ 55.4	FY10-15 3rd Quarter CTP Financial Table
Intersection Capacity	\$ 10.7	\$ 13.9	\$ 13.4	\$ 9.4	\$ 47.4	FY10-15 3rd Quarter CTP Financial Table
Bicycle Retrofit	\$ 1.0	\$ 0.8	\$ 0.8	\$ 0.8	\$ 3.4	FY10-15 3rd Quarter CTP Financial Table
Retrofit Sound Barriers	\$ 6.3	\$ 0.9	\$ 0.7	\$ 0.7	\$ 8.6	FY10-15 3rd Quarter CTP Financial Table
Community Safety & Enhancement	\$ 11.9	\$ 12.7	\$ 16.3	\$ 16.4	\$ 57.3	FY10-15 3rd Quarter CTP Financial Table
Unallocated ARRA	\$ -	\$ -	\$ -	\$ -	\$ -	FY10-15 3rd Quarter CTP Financial Table
Total S, CR and CE	\$ 372.1	\$ 536.0	\$ 535.3	\$ 509.7	\$ 1,953.1	

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

Dollars in Millions

State Highway Administration (SHA)	2011	2012	2013	2014	2011-2014 TOTAL	Source/Comments
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**FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS**

Dollars in Millions

State Highway Administration (SHA)	2011	2012	2013	2014	2011-2014 TOTAL	Source/Comments
OTHER SYSTEM PRESERVATION						
Statewide Planning and Research (SPR)	\$ 21.3	\$ 24.9	\$ 24.9	\$ 24.8	\$ 95.9	FY10-15 3rd Quarter CTP Financial Table
Facilities, Equipment & Environmental Compliance	\$ 42.9	\$ 40.0	\$ 38.7	\$ 40.0	\$ 161.6	FY10-15 3rd Quarter CTP Financial Table
Truck Weight Facilities and Equipment	\$ 2.8	\$ 2.5	\$ 2.8	\$ 2.7	\$ 10.8	FY10-15 3rd Quarter CTP Financial Table
Access Controls	\$ 0.3	\$ -	\$ -	\$ -	\$ 0.3	FY10-15 3rd Quarter CTP Financial Table
Transportation Enhancements Program	\$ 10.5	\$ 10.2	\$ 10.4	\$ 11.0	\$ 42.1	FY10-15 3rd Quarter CTP Financial Table
State Aid in Lieu to Locals	\$ 4.5	\$ 4.5	\$ 4.5	\$ 4.5	\$ 18.0	FY10-15 3rd Quarter CTP Financial Table
Major IT Projects	\$ 5.9	\$ 5.5	\$ 7.6	\$ 7.9	\$ 26.9	FY10-15 3rd Quarter CTP Financial Table
Total Other System Preservation	\$ 88.2	\$ 87.6	\$ 88.9	\$ 90.9	\$ 355.6	
Subtotal of SHA Uses	\$ 712.6	\$ 776.4	\$ 698.4	\$ 637.1	\$ 2,824.5	
DEBT SERVICE						
GARVEE Debt Service	\$ 86.1	\$ 86.1	\$ 86.0	\$ 86.0	\$ 344.2	SHA Federal Aid Analysis
Total Debt Service	\$ 86.1	\$ 86.1	\$ 86.0	\$ 86.0	\$ 344.2	
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	\$ 34.6	\$ 33.5	\$ 33.1	\$ 33.1	\$ 134.4	OA reserved for Baltimore City, SHA Federal Aid Analysis
Baltimore City HPP	\$ -	\$ -	\$ -	\$ -	\$ -	High Priority Allocation for Baltimore City
Local Non-Baltimore City HPP	\$ -	\$ -	\$ -	\$ -	\$ -	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	\$ 31.9	\$ 39.9	\$ 39.5	\$ 39.5	\$ 150.9	SHA Federal Aid Analysis
ARRA funding for Baltimore City Projects	\$ 20.7	\$ -	\$ -	\$ -	\$ 20.7	SHA Federal Aid Analysis
ARRA funding for Local Projects	\$ 61.2	\$ -	\$ -	\$ -	\$ 61.2	SHA Federal Aid Analysis
Total Other	\$ 166.1	\$ 91.1	\$ 90.3	\$ 90.3	\$ 437.8	
TOTAL REVENUE USES	\$ 964.8	\$ 953.6	\$ 874.7	\$ 813.4	\$ 3,606.4	
SHA - AMOUNT OVER/UNDER AVAILABLE RESOURCES	\$ 360.7	\$ 435.8	\$ 559.8	\$ 708.5	\$ 2,064.8	
ARRA funding for SHA Projects	\$ 85.3	\$ 26.2	\$ 6.2	\$ -	\$ 117.7	ARRA Analysis, 3rd Quarter CTP Submission

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 9/30/09** – This is the sum of federal formula funds carried forward in federal FMIS as of 9/30/09, 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 2012 through FY 2013 (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 2011 through FY 2013 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 \$16.4 million in earmarks for the following SHA projects.
 - BRAC Improvements around AFB (Prince George’s County)- \$2.496 million
 - BRAC Improvements in Harford County - \$2.881 million
 - BRAC Improvements in Anne Arundel County - \$2.753 million
 - BRAC Improvements in Montgomery County - \$4.4 million
 - MD 4, MD2/4 to MD 235 Including TJ Bridge - \$0.750 million
 - MD 404 in Caroline, Talbot and Queen Annes - \$0.950 million
 - US 113 - \$0.950 million
 - US 301, Charles County, MD – \$0.750
 - Capital Beltway South Side Mobility Study, MD - \$0.50 million

Although based on historical trends earmarks and special allocations for the period FY 2011 through FY 2013 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	2011	2012	2013	2014	2011 - 2014 TOTAL
RESOURCES AVAILABLE						
STATE REVENUE						
State Motor Fuel Taxes		\$ 751	\$ 763	\$ 774	\$ 786	\$ 3,074
Registration and MVA Fees		374	370	386	383	1,513
Vehicle Titling Taxes		552	653	741	800	2,746
Corporate Income Taxes		143	147	162	172	624
Rental Car Sales Tax		24	25	26	27	102
General Sales Tax		204	216	229	293	942
Miscellaneous Motor Vehicle Fees		203	214	224	231	872
Total Taxes and Fees		\$ 2,251	\$ 2,388	\$ 2,542	\$ 2,692	\$ 9,873
DEDUCTIONS						
To Other Agencies		52	53	54	56	215
MDOT Program and Fees (a)		423	470	513	598	2,004
MVA Cost Recovery (b)		175	185	195	201	756
Net Transportation Revenues		\$ 1,601	\$ 1,680	\$ 1,780	\$ 1,837	\$ 6,898
30% to Local Govts and General Fund ⁽¹⁾		480	479	508	523	1,990
70% to the Department (c) ⁽¹⁾		1,121	1,201	1,272	1,314	4,908
Subtotal to the Department (a+b+c)		\$ 1,719	\$ 1,856	\$ 1,980	\$ 2,113	\$ 7,668

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

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

Dollars in Millions

	Prior	2011	2012	2013	2014	2011 - 2014 TOTAL
OPERATING REVENUES						
Maryland Port Administration		95	93	96	99	383
Maryland Transit Administration		124	127	135	141	527
Maryland Aviation Administration		195	199	204	208	806
Total Operating Revenues		\$ 414	\$ 419	\$ 435	\$ 448	\$ 1,716
MISCELLANEOUS						
Investment Income		4	4	4	4	16
Federal Operating Assistance		90	85	85	85	345
Miscellaneous Revenue		25	20	30	29	104
Reimbursements		11	11	11	11	44
Reserve for Changes in Revenue Sources		(22)	(23)	(25)	(26)	(96)
Total Miscellaneous		\$ 108	\$ 97	\$ 105	\$ 103	\$ 413
TOTAL REVENUES		\$ 2,241	\$ 2,372	\$ 2,520	\$ 2,664	\$ 9,797
RECEIPTS						
MdTA Transfer		-	-	-	-	-
Bond Sales		205	360	280	160	1,005
Funds from Rollover - Fund Balance		-	-	-	-	-
TOTAL REVENUES AND RECEIPTS		\$ -	\$ 2,446	\$ 2,732	\$ 2,824	\$ 10,802

APPENDIX E
Statewide Financial Constraint Summary Table and Explanation

	Prior	2011	2012	2013	2014	2011 - 2014 TOTAL
EXPENDITURES						
Debt Service Payments		\$ 164	\$ 193	\$ 210	\$ 241	\$ 808
Operating and Maintenance Expenditures		1,591	1,664	1,730	1,797	6,782
Fund Balance/Rollover from FY 09	-	-	-	-	-	-
State Dollars Available for Capital Projects	-	691	875	860	786	3,212
Total Expenditures	\$ -	\$ 2,446	\$ 2,732	\$ 2,800	\$ 2,824	\$ 10,802
Non-Surface Transportation State Dollars		151	144	244	179	718
Maryland Transit Administration State Dollars		151	141	61	69	422
WMATA State Dollars		102	142	117	132	493
State Highway Administration State Dollar		285	447	437	407	1,576
Total State Dollars for Capital Projects	\$	689	\$ 874	\$ 859	\$ 787	\$ 3,209
State Revenues Minus Expenditures	\$	2	\$ 1	\$ 1	\$ (1)	\$ 3

⁽¹⁾ Beginning in FY12, the distribution percentages change to 71.5% to MDOT and 28.5% to the local jurisdictions.

FTA FEDERAL DOLLARS	Prior Obligations	FY 11	FY 12	FY 13	FY 14	Total
5307	\$ 547	\$ 49	\$ 49	\$ 49	\$ 49	\$ 743
5309NS	\$ 217	\$ -	\$ -	\$ -	\$ -	\$ 217
5309	\$ 498	\$ 38	\$ 38	\$ 38	\$ 38	\$ 650
5310	\$ 20	\$ 2	\$ 2	\$ 2	\$ 2	\$ 28
5339	\$ 3	\$ -	\$ -	\$ -	\$ -	\$ 3
CMAQ	\$ 354	\$ 39	\$ 39	\$ 39	\$ 39	\$ 510
5311	\$ 19	\$ 2	\$ 2	\$ 2	\$ 2	\$ 26
5316	\$ 5	\$ 1	\$ 1	\$ 1	\$ 1	\$ 11
5317	\$ 4	\$ 1	\$ 1	\$ 1	\$ 1	\$ 8
Preventative Maintenance	\$ 160	\$ 36	\$ 36	\$ 36	\$ 36	\$ 304
Total FTA Federal Dollars Available	\$ 1,827	\$ 168	\$ 168	\$ 168	\$ 168	\$ 2,500

* The FTA Federal Dollars worksheet is based on Federal Fiscal Year not state cash flow.

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

Explanation of Fiscal Constraint Worksheet – MDOT Statewide

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 2011-2014.

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

SHA Resource Uses

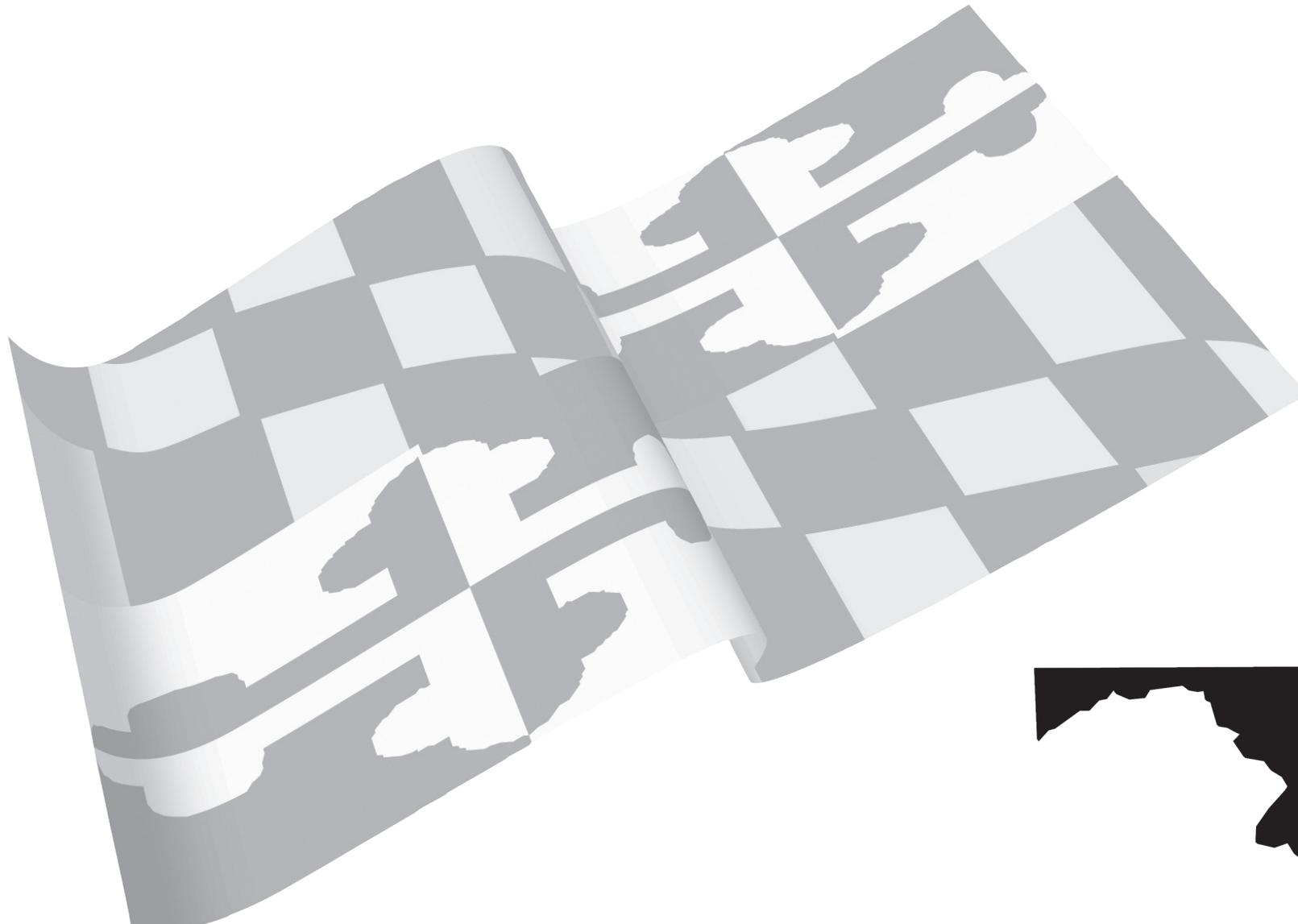
- **Major Projects (includes D&E)** – This line is the total of annual planned expenditures for major capital improvements for: Primary, Secondary and Interstate highways; the Woodrow Wilson Bridge improvement; a reservation for change orders for the construction of major projects; and reimbursables 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

2009 ARRA Projects

The following pages contain a summary of the American Reinvestment and Recovery Act (ARRA) Projects.



AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) SUMMARY

American Recovery and Reinvestment Act Summary of All Formula Allocations

Maryland State Transit Projects

	Cost
Core Bus	\$27.1
Light Rail	\$17.3
MARC	\$23.8
METRO	\$40.4
subtotal	\$108.6

Washington Regional Transit Projects

WMATA	subtotal	\$201.8
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Local Transit Projects

Baltimore Urban Area		\$6.0
Washington Urban Area		\$13.8
Philadelphia Urban Area		\$0.4
Small Urban Areas		\$16.1
Rural Areas		\$7.4
subtotal		\$43.7

State Highway Projects

Environmental		\$3.2
Traffic and Safety		\$84.3
Safety and Resurfacing		\$184.9
Bridge		\$37.7
Congestion Management		\$0.3
Safety and Capacity		\$2.4
to be reallocated		\$3.7
subtotal		\$316.5

Local Highway Projects

County Highway Projects		\$62.0
Baltimore City Highway Projects		\$35.1
subtotal		\$97.1

Does not include WMATA funding	TOTAL	\$565.9
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American Recovery and Reinvestment Act Maryland State Transit Projects

Jurisdiction	Description	\$ Cost (thousands)
AA Co., Balto City, Balto Co.	Bus Procurement and Equipment	9,600
AA Co., Balto City, Balto Co.	Light Rail Substation Breakers Replacement/Overhaul	5,500
Anne Arundel	MARC BWI Station Renovation (additional elevators, electrical upgrades)	3,000
Baltimore City	Bus Facilities Infrastructure Renewal and Improvements (Wash Blvd Roof)	10,100
Baltimore City	Light Rail Signage Upgrades	500
Baltimore City	MARC Penn Station Improvements (station heating, window replacement)	4,000
Baltimore City	MARC West Balto Station Parking Expansion Phase I (demolition)	2,600
Baltimore City	Bus Loop Pavement Rehab at Mondawmin Transit Center	2,000
Baltimore City	Light Rail Yard Switches Upgrade (manual to electric)	4,200
Baltimore City	Bus NW Division HVAC Upgrade	5,400
Baltimore City, Baltimore Co.	Metro Fastener and Bolt Replacement	3,500
Baltimore City, Baltimore Co.	Metro Public Address System	5,400
Baltimore City, Baltimore Co.	Metro Stations Restoration	5,000
Baltimore City, Baltimore Co.	Metro Tunnel and Underground Station Repairs	3,900
Baltimore City, Baltimore Co.	Metro Bridge and Elevated Structures Rehabilitation	2,600
Baltimore City, Baltimore Co.	Metro Railcar Truck Overhaul	19,500
Baltimore City, Baltimore Co.	Metro Halon Replacement (TIGGER)	522
Baltimore Co.	Light Rail Falls Road Station Parking Expansion	2,281
Baltimore Co.	Light Rail Substation Installation	4,799
Baltimore Co.	MARC Martins Yard Improvements	400
Prince George's	MARC Laurel Station Southbound Platform Rehabilitation	2,100
Prince George's	MARC Muirkirk Retaining Wall Rehabilitation	181
Montgomery	MARC CSXT Joint Benefit Projects	4,700
Systemwide	MARC Public Address System	6,774
	ARRA - MTA Total	108,557

American Recovery and Reinvestment Act Washington Metropolitan Area Transit Authority Projects

Jurisdiction	Description	\$ Cost (thousands)
Washington Region	Bus Procurement	\$27,000
Washington Region	MetroAccess Fleet Expansion and Replacement	\$3,800
Washington Region	Service Vehicle Replacement	\$6,000
Washington Region	Bus Replacement Components	\$2,800
Washington Region	Replacement of Southeastern Bus Garage	\$30,600
Washington Region	Bus Body and Paint Shop	\$30,000
Washington Region	Bus Garage Restroom Rehabilitation	\$7,600
Washington Region	Platform Replacement	\$16,000
Washington Region	Updated Platform Real-Time Signs	\$2,500
Washington Region	Metro Center Sales Office Replacement	\$1,000
Washington Region	Bus Garage Security	\$3,000
Washington Region	Communications Equipment for Operations Control Center	\$3,000
Washington Region	Emergency Tunnel Evacuation Carts	\$1,000
Washington Region	Underground Communications Radios	\$1,000
Washington Region	Station Alarm / Chemical Sensors	\$4,000
Washington Region	Track Maintenance Equipment	\$25,000
Washington Region	Track Welding to Repair Defects	\$3,900
Washington Region	Track Pad / Shock Absorber Rehab	\$1,000
Washington Region	Upgrade the three oldest Stations and Systems	\$12,000
Washington Region	SmarTrip Update for Machine	\$3,500
Washington Region	Bus Real-Time Route and Schedule Systems	\$3,000
Washington Region	Bus Engine Fluid Alert System	\$1,500
Washington Region	Kiosk and Train Control Computers	\$800
Washington Region	Sensitive Data Protection Technology	\$4,900
Washington Region	Document Management System	\$2,000
Washington Region	Financial System Integration	\$5,000
	ARRA - WMATA Total	\$201,900

\$72 million is attributed to Maryland

AMERICAN RECOVERY AND REINVESTMENT ACT LOCAL AREA TRANSIT SYSTEMS (LOTS) PROJECTS

Area	Allocation Description	Total Cost (thousands)
Baltimore Urban Area		
Annapolis	Heavy Duty Bus Replacements	\$2,234
	Preventative Maintenance	\$74
Anne Arundel County	Medium Bus Replacements	\$388
Laurel (CTC)	Technology	\$600
Howard County	Facility and Equipment Upgrades	\$459
	Paratransit and Hybrid Bus Purchases	\$2,219
	subtotal	\$2,678
Baltimore Area Subtotal		\$5,974
Washington Urban Area		
Montgomery County	Heavy Duty Transit Bus Replacements	\$6,550
	Facility and Equipment Upgrades	\$350
Prince George's County	Heavy Duty Transit Bus Replacements	\$6,900
Washington Area subtotal		\$13,800
Philadelphia Urban Area		
Cecil	Facility & Equipment Upgrades	\$366

AMERICAN RECOVERY AND REINVESTMENT ACT LOCAL AREA TRANSIT SYSTEMS (LOTS) PROJECTS

Small Urban Areas		
Allegany	Small and Medium Bus Replacements	\$291
	Facility & Equipment Upgrades	\$392
	Preventative Maintenance	\$597
	subtotal	\$1,280
Carroll	Small Bus Replacements and Support Vehicles Purchase	\$256
	Facility & Equipment Upgrades	\$1,275
	Preventative Maintenance	\$39
	subtotal	\$1,570
Charles	Medium Bus Replacements	\$1,214
	Facility upgrades and electronic fareboxes	\$321
	Preventative Maintenance	\$395
	subtotal	\$1,930
Frederick	Various Bus and Vehicle Replacements	\$1,368
	Facility & Equipment Upgrades	\$1,274
	Preventative Maintenance	\$383
	subtotal	\$3,025
Harford	Small Bus Replacements and Medium Bus Purchases	\$4,504
	Preventative Maintenance	\$71
	subtotal	\$4,575
Wicomico, Worcester, Somerset (Shore Transit)	Various Bus Replacements and Support Vehicle Purchases	\$1,062
	Facility & Equipment Upgrades	\$350
	Preventative Maintenance	\$19
	Preventative Maintenance - DE Allocation	\$45
	subtotal	\$1,476
Washington	Medium Bus Replacements and Purchase and Support Vehicle Purchase	\$647
	Facility & Equipment Upgrades	\$1,455
	Preventative Maintenance	\$170
	subtotal	\$2,272
5307 Program Administration		\$0
Small Urban Subtotal		\$16,128

**AMERICAN RECOVERY AND REINVESTMENT ACT
LOCAL AREA TRANSIT SYSTEMS (LOTS) PROJECTS**

Rural (non Urban or Small Urban)		
Calvert	Medium Bus Replacements and Small Bus Purchase	\$470
	Facility & Equipment Upgrades	\$259
	subtotal	\$729
Caroline, Talbot, Kent	Small and Medium Bus Replacements and Support Vehicle Purchase	\$201
	Facility & Equipment Upgrades	\$141
	subtotal	\$342
Dorchester	Small Bus Replacements	\$176
Garrett	Small Bus Replacements	\$148
	Facility Upgrades	\$432
	subtotal	\$580
Ocean City	Heavy Duty Bus Replacements	\$2,561
	Facility & Equipment Upgrades	\$190
	subtotal	\$2,751
Queen Anne's	Small Bus Replacements and Medium Bus Purchase	\$671
	Facility & Equipment Upgrades	\$26
	subtotal	\$697
St. Mary's	Small Bus Replacements and Medium Bus Purchases	\$335
	Facility & Equipment Upgrades	\$120
	subtotal	\$455
5311 Program Administration		\$581
Inter City Bus Allocation		\$1,114

Rural Subtotal **\$7,425**

TOTAL LOTS ARRA ALLOCATION **\$43,693**

**AMERICAN RECOVERY AND REINVESTMENT ACT
LOCAL HIGHWAY ALLOCATIONS**

County	Cost (x1000)
Allegany	\$1,384
Anne Arundel	\$6,043
Baltimore	\$8,129
Calvert	\$1,343
Caroline	\$961
Carroll	\$2,715
Cecil	\$1,504
Charles	\$1,948
Dorchester	\$1,063
Frederick	\$3,581
Garrett	\$1,204
Harford	\$3,152
Howard	\$2,993
Kent	\$540
Montgomery	\$8,490
Prince George's	\$7,397
Queen Anne's	\$1,113
St. Mary's	\$1,496
Somerset	\$642
Talbot	\$885
Washington	\$2,303
Wicomico	\$1,795
Worcester	\$1,319
TOTAL	\$62,000
Baltimore City	\$35,100

**TOTAL Non-SHA
Highway ARRA funding \$97,100**

American Recovery and Reinvestment Act Maryland Local Highway Projects

Municipality	Project location	Total Cost Estimate (\$)
Allegany County	Resurface Cash Valley Road from US 40 to MD 36	697
Allegany County	Bridge repairs for Allegheny Highlands Trail over New Hope Road	134
Allegany County	Reconstruction of Maryland Avenue from Jefferson Street to Short Street	498
Anne Arundel County	Resurface Various Locations Throughout the County	5,687
Baltimore City	Reconstruct Northern Parkway from Falls Road to Park Heights Avenue	7,572
Baltimore City	Resurface Hilton Street from Frederick Avenue to Mulberry Street	928
Baltimore City	Reconstruct Orleans Street from Central Avenue to Wolfe Street	7,083
Baltimore City	Resurface Frankford Avenue from Sinclair Lane to Moravia Park Drive	1,340
Baltimore City	Resurface Park Heights Avenue from Northern Parkway to Garrison Boulevard	1,620
Baltimore City	Reconstruct Argonne Drive Bridge	6,528
Baltimore City	Traffic Signal Reconstruction, Rewiring and CCTV Throughout the City	3,710
Baltimore City	Edmonson Village Transportation, Community and System Preservation	914
Baltimore City	Resurface Various Locations Throughout the City	2,358
Baltimore City	Change Order for Pennington Avenue Project	0
Baltimore County	Resurface Various Locations Throughout the County	7,431
Calvert County	Resurface 5th Street from Boyd's Turn Road to Bayside Avenue and Brickhouse Road from Ward Road to Chaney Road	983
Caroline County	Signing at Various Locations Throughout the County	203
Caroline County	Pavement Markings at Various Locations Throughout the County	342
Caroline County	Reconstruct 5th Avenue from Market Street to .89 Miles South of the Town of Denton	416
Carroll County	Resurface Various Locations Throughout the County	2,715
Cecil County	Resurface Various Locations Throughout the County	1,504
Charles County	Resurface Various Locations Throughout the County	1,228
Charles County	Geometric Improvements to the Rosewick Road at Heritage Green Parkway Intersection	400
Charles County	Geometric Improvements to the Smallwood Drive (WB) @ McDaniel Road Intersection	213
Charles County	ADA Sidwalk work at Various Locations in the Town of LaPlata	96
Charles County	ADA Sidwalk work at Various Locations in the Town of Indian Head	43
Dorchester County	Resurface Various Locations Throughout the County	980
Dorchester County	Pavement Markings at Various Locations Throughout the County	35

American Recovery and Reinvestment Act Maryland Local Highway Projects

Municipality	Project location	Total Cost Estimate (\$)
Frederick County	Resurface Various Locations Throughout the County	2,406
Frederick County	Cleaning and Painting of Various Bridges Throughout the County	450
Frederick County	Geometric Improvements at the MD 80 @ Ijamsville	682
Garrett County	Resurface New Germand Road and Chestnut Ridge Road	1,175
Harford County	Resurface Various Locations Throughout the County	1,149
Harford County	Rehabilitate Pleasantville Road from the Baltimore County Line to Highpoint Road	1,152
Harford County	Roundabout - Wheel Road at Laurel Bush Road	826
Howard County	Resurface Various Locations Throughout the County	2,993
Kent County	Resurface Various Locations Throughout the County	367
Montgomery County	Resurface Various Locations Throughout the County	5,197
Montgomery County	ATMS and TSSM Project on US 29 @ Briggs Chaney Road to Howard County Line	0
Montgomery County	Install Streetlighting on MD 124 (Air Park Road) and Rosewood Manor Lane	337
Montgomery County	Signing at Various Locations Throughout the County	247
Montgomery County	Signal Upgrades at Various Locations Throughout the County	260
Montgomery County	Guardrail Work at Various Locations Throughout the County	225
Prince George's County	Resurface Various Locations Throughout the County	3,870
Prince George's County	Resurface Various Locations Throughout the County	3,419
Queen Anne's County	Guardrail Work at Various Locations Throughout the County	194
Queen Anne's County	Pavement Markings and Signing at Various Locations Throughout the County	203
Queen Anne's County	Safety Improvements along Tanyard Road from MD 304 to White Marsh Road	646
Somerset County	Resurface Various Locations Throughout the County	621
St. Mary's County	Bridge Replacement on Mechanicsville Road over Shaptico Creek	1,246
St. Mary's County	Resurface Pegg Road From MD 237 to Forest Run Drive	250
Talbot County	Bridge Replacement on Dutchnan's Lane over Windwill Bridge	885
Washington County	Resurface Various Locations Throughout the County	2,256
Wicomico County	Resurface Various Locations Throughout the County	1,795
Worcester County	Resurface Various Locations Throughout the County	954
Areawide	Savings to be reallocated	7,635
	TOTAL Non-SHA Highway ARRA allocation	97,100

American Recovery and Reinvestment Act Maryland State Highway Projects

County	Route	Description	Project Description	ARRA Cost (\$ thousands)
Allegeny	I-68	MD 36 to Garrett County Line	Environmental	417
Allegeny	I-68	Guradrails West of Hillcrest Drive to West of US 40 Scenic	Traffic & Safety	3,676
Allegeny	I 68	Evitts Creek Bridge to Rocky Gap Bridge	Safety and Resurfacing	3,890
Allegeny	Various	Resurfacing Various Locations in Allegheny County	Safety and Resurfacing	3,471
Allegeny	US 40 Alt	Garrett County Line to East of Tisdale Street	Safety and Resurfacing	947
Allegeny	MD 657	North of Old Beechwood Road to County Line	Safety and Resurfacing	3,057
Allegeny	US 220	over Potomac River	Bridge	750
Anne Arundel	Various	Various Locations in Northern Anne Arundel County	Safety and Resurfacing	4,612
Anne Arundel	Various	Various Locations in Southern Anne Arundel County	Safety and Resurfacing	6,689
Anne Arundel	Various	MD 2 & MD 710 - Traffic Signal Reconstruct	Traffic & Safety	1,621
Baltimore	Various	Various Locations in Baltimore County West of I-83	Safety and Resurfacing	5,412
Baltimore	Various	Various Locations in Baltimore County East of I-83	Safety and Resurfacing	5,112
Baltimore	I-83	Downes Road to Pennsylvania Line and Ramps at MD 45, Mount Carmel Road and Middletown Road	Safety and Resurfacing	4,638
Baltimore	I-695	MD 26 (Liberty Road) Bridge Replacement	Bridge	21,924
Baltimore	Various	MD 7, MD 157, MD 700 and MD 45 Traffic Signal Reconstruct	Traffic & Safety	1,721
Calvert	Various	Various Locations in Calvert County	Safety and Resurfacing	5,117
Caroline	MD 404	East of Tuckahoe Creek to East of MD 480	Safety and Capacity	2,438
Caroline	Various	Various Locations in Caroline County	Safety and Capacity	2,516
Caroline	MD 404	MD 404 Alternate to Holly Road	Safety and Capacity	918
Carroll	MD 27	at MD 140 Ramps (geometric improvement)	Traffic & Safety	743
Carroll	MD 26	at Klees Mill Road (LT lanes)	Traffic & Safety	1,498
Carroll	Various	Various Locations in Carroll County	Safety and Resurfacing	2,958
Cecil	Various	Various Locations in Cecil County	Safety and Resurfacing	3,408
Cecil	MD 7D	Southern Approach to Big Elk Creek	Traffic & Safety	403
Cecil	MD 222	Park and Ride Expansion at Blythe Dale Road	Congestion Management	330
Charles	Various	Various Locations in Charles County	Safety and Resurfacing	4,612
Dorchester	Various	Various Locations in Dorchester County	Safety and Resurfacing	2,903
Dorchester	US 50 W	East of Big Mill Pond to Linkwood Road	Safety and Resurfacing	1,246

American Recovery and Reinvestment Act Maryland State Highway Projects

County	Route	Description	Project Description	ARRA Cost (\$ thousands)
Frederick	I-70	at I-270 Interchange	Environmental	497
Frederick	MD 80	Fingerboard Road at Ijamsville Road/Big Woods Road	Traffic & Safety	1,087
Frederick	I-270 NB	Bennett Creek Bridge to MD 80 Bridge	Safety and Resurfacing	922
Frederick	Various	Various Locations in Frederick County	Safety and Resurfacing	7,026
Frederick	US 15 SB	North of Catoctin Hollow Road to MD 26 Bridge	Safety and Resurfacing	2,387
Frederick	I-70	Structure 1013800 to structure at Hollow Road	Safety and Resurfacing	3,551
Garrett	US 219	North of MD 42 to Bumble Bee Road	Safety and Resurfacing	1,743
Garrett	MD 135	Chestnut Grove Road to Lee Road	Safety and Resurfacing	2,227
Garrett	Various	Various Locations in Garrett County	Safety and Resurfacing	2,623
Garrett	US 219	North of Corporate Limits of Accident to Bear Creek Bridge	Safety and Resurfacing	1,384
Harford	Various	Various Locations in Harford County	Safety and Resurfacing	5,812
Harford	MD 543	Wheel Road to MD 22	Safety and Resurfacing	1,289
Harford	MD 462	MD 132 to Carsins Run	Safety and Resurfacing	611
Howard	Various	Various Locations in Howard County	Safety and Resurfacing	6,372
Howard	US 29 SB	Brokenland Parkway to Middle Patuxent River	Safety and Resurfacing	3,865
Howard & Prince George's	I-95	I-495 to MD 100 - Median Landscaping	Environmental	414
Kent	Various	Various Locations in Kent County	Safety and Resurfacing	2,306
Montgomery	MD 650	Milestone Drive to Venice Drive	Safety and Resurfacing	2,149
Montgomery	I-495	Potomac River Bridge to I-270	Safety and Resurfacing	8,942
Montgomery	Various	Various Locations in Montgomery County (Gaitherburg Shop)	Safety and Resurfacing	5,076
Montgomery	Various	Various Locations in Montgomery County (Fairland Shop)	Safety and Resurfacing	5,736
Montgomery	MD 193	MD 586 to Arcola Avenue	Safety and Resurfacing	3,435
Montgomery	MD 187	South of Center Drive to North Brook Lane	Safety and Resurfacing	1,866
Montgomery	US 29	MD 410 to Wayne Avenue-Traffic Signal Reconstruct	Traffic & Safety	1,104
Montgomery	MD 28	at MD 586	Traffic & Safety	1,028
Prince George's and Montgomery	MD 650	MD 410 to Holton Lane	Safety and Resurfacing	1,444
Prince George's	US 50	at I-495/I-95 Interchange	Environmental	639
Prince George's	MD 212	at Allview Drive/Evans Trail	Traffic & Safety	1,250
Prince George's	Various	Various Locations in Prince George's County (Marlboro Shop)	Safety and Resurfacing	5,876
Prince George's	Various	Various Locations in Prince George's County (Laurel Shop)	Safety and Resurfacing	5,066

American Recovery and Reinvestment Act Maryland State Highway Projects

County	Route	Description	Project Description	ARRA Cost (\$ thousands)
Prince George's	MD 214	Cindy Lane to Brightseat Road	Safety and Resurfacing	1,925
Prince George's	MD 212	D.C. Line to Sargent Road	Safety and Resurfacing	1,836
Prince George's	MD 410	MD 201 to Riverdale Road	Safety and Resurfacing	1,922
Prince George's	US 1	MD 410 to Albion Road	Safety and Resurfacing	839
Prince George's	I-95	MD 5 to Darcy Road, Northbound	Safety and Resurfacing	4,106
Prince George's	MD 650	D.C. Line to MD 410	Safety and Resurfacing	1,893
Prince George's	Various	Clean/Paint 10 Bridges in Prince George's County	Bridge	1,790
Prince George's	Various	500	Bridge	1,742
Prince George's	MD 725	over Federal Spring Branch (bridge replacement)	Bridge	1,461
Prince George's	I-95	Forestville Road over I-95 (deck replacement)	Bridge	1,721
Prince George's	MD 201	over I-95 (deck replacement)	Bridge	5,879
Prince George's		Berwyn Road over Indian Creek (deck replacement)	Bridge	672
Prince George's	MD 410	at MD 500 (intersection reconstruction)	Traffic & Safety	1,121
Queen Anne's	Various	Various Locations in Queen Anne's County	Safety and Resurfacing	3,828
St Mary's	Various	Various Locations in St Mary's County	Safety and Resurfacing	6,141
Somerset	Various	Various Locations in Somerset County	Safety and Resurfacing	3,106
Talbot	Various	Various Locations in Talbot County	Safety and Resurfacing	2,288
Talbot	US 50	MD 662B to MD 309	Safety and Resurfacing	3,454
Washington	MD 65	at MD 63 (lower vertical crest)	Traffic & Safety	689
Washington	Various	Various Locations in Washington County	Safety and Resurfacing	3,078
Wicomico	Various	Various Locations in Wicomico County	Safety and Resurfacing	2,773
Worcester	Various	Various Locations in Worcester County	Safety and Resurfacing	3,606
Worcester	MD 528	9th Street to 26th Street	Safety and Resurfacing	833
Areawide	Various	Truck Weigh/Inspection Stations - Full Depth Concrete Repair	Traffic & Safety	1,345
Areawide	Various	Install/Upgrade Areawide Signing	Traffic & Safety	5,922
Areawide	Various	Traffic Detection at Signalized Intersections	Traffic & Safety	1,825
Areawide	Various	Traffic Detection at Signalized Intersections	Traffic & Safety	1,673
Areawide	Various	Upgrade Signals to LED with Battery Backups	Traffic & Safety	5,297
Areawide	Various	Sign Lighting System (Lumitrak)	Traffic & Safety	2,541
Areawide	Various	Interstate Lighting - Various Locations on I-95, I-495, I-695 and I-270	Traffic & Safety	8,062

American Recovery and Reinvestment Act Maryland State Highway Projects

County	Route	Description	Project Description	ARRA Cost (\$ thousands)
Areawide	Various	Upgrade Signals to LED with Battery Backups	Traffic & Safety	5,581
Areawide	Various	Dynamic Message Signs Deployment	Traffic & Safety	3,757
SHA D1	Various	Guardrail Work in SHA District 1	Traffic & Safety	1,616
SHA D1	Various	ADA sidewalk contract for SHA District 1, Including Ocean City	Traffic & Safety	3,089
SHA D1	Various	Safety Improvements for Resurfacing in SHA District 1	Traffic & Safety	380
SHA D1 & D2	Various	Tree Planting in SHA Districts 1 and 2	Environmental	252
SHA D1 & D2	Various	Rehabilitate at-grade rail crossings on state rail lines	Traffic & Safety	525
SHA D2	Various	Guardrail Work in SHA District 2	Traffic & Safety	2,284
SHA D2	Various	Safety Improvements for Resurfacing in SHA District 2	Traffic & Safety	299
SHA D2	US 301	US 50 to Delaware State line	Environmental	116
SHA D3	Various	Wetland Planting and Reforestation in SHA District 3	Environmental	221
SHA D3	Various	Guardrail Work in SHA District 3	Traffic & Safety	853
SHA D3	Various	ADA sidewalk contract for SHA District 3	Traffic & Safety	3,613
SHA D3	Various	Safety Improvements for Resurfacing in SHA District 3	Traffic & Safety	468
SHA D3	Various	Signals Improvements and Reconstructions in SHA District 3	Traffic & Safety	5,287
SHA D4	Various	Guardrail Work in SHA District 4	Traffic & Safety	834
SHA D4	Various	ADA sidewalk contract for SHA District 4	Traffic & Safety	2,623
SHA D4	Various	Safety Improvements for Resurfacing in SHA District 4	Traffic & Safety	442
SHA D4 & D7	Various	Wetland Planting and Reforestation in SHA Districts 4 and 7	Environmental	368
SHA D5	Various	Clean and Paint 12 Bridges in SHA District 5	Bridge	1,800
SHA D5	Various	Wetland Planting and Reforestation in SHA District 5	Environmental	246
SHA D5	Various	Guardrail Work in SHA District 5	Traffic & Safety	834
SHA D5	Various	ADA sidewalk contract for SHA District 5	Traffic & Safety	2,904
SHA D5	Various	Safety Improvements for Resurfacing in SHA District 5	Traffic & Safety	597
SHA D6	I-68	Orleans Road to Sandy Mile (Guardrail)	Traffic & Safety	1,251
SHA D6 & D7	Various	Guardrail Work in SHA Districts 6 and 7	Traffic & Safety	1,905
SHA D7	Various	ADA sidewalk contract for SHA District 7	Traffic & Safety	1,988
SHA D7	Various	Safety Improvements for Resurfacing in SHA District 7	Traffic & Safety	581
Areawide	Various	Savings to be reallocated		3,677
			ARRA - SHA Total	316,510

APPENDIX G

Eastern Federal Lands Division Projects



MARYLAND

FY 2011 - FY 2014 Transportation Improvement Program

PLANNING CODE	STATE	AWARD FY	PROJECT	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	COUNTY	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT	CONSISTENCY WITH LRTP	REGIONALLY SIGNIFICANT PROJECT	PHASE STATUS	CHANGE FROM FY 10-13
10-10MD001	MD	2010	BAWA 1A27	National Park Service, Baltimore Washington Memorial Parkway	Replace/Relocate Light Poles along SB Parkway near Route 50.	PRINCE GEORGE	Replacement/Realignments/Ne w Construction	Park Roads and Parkways	\$1,105,311	No LRTP available	N/A	Under Construction	N/A
10-10MD002	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	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	ARRA - Park Roads and Parkways	\$3,093,617	No LRTP available	N/A	Under Construction	N/A
10-10MD003	MD	2010	BAWA 1E19	National Park Service, Baltimore Washington Parkway	Reconstruction of Springfield Road	ANNE ARUNDEL/PRINCE GEORGE	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	Park Roads and Parkways	\$850,000	No LRTP available	N/A	In Design	N/A
10-10MD004	MD	2010	FOMC	National Park Service, Fort McHenry National Monument and Historic Shrine	Pavement Management Projects	CITY OF BALTIMORE	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	Park Roads and Parkways	\$720,000	No LRTP available	N/A	Data not available	N/A
10-10MD005	MD	2010	HAMP	National Park Service, Hampton National Historic Site	Pavement Management Projects	BALTIMORE	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	Park Roads and Parkways	\$1,050,000	No LRTP available	N/A	Data not available	N/A
10-11MD002	MD	2011	Blackwater	U.S. Fish and Wildlife Service, Blackwater National Wildlife Refuge	Resurface Wildlife Loop	DORCHESTER	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	Refuge Roads Program and High Priority Projects Program	\$1,749,000	No LRTP available	N/A	Data not available	N/A
10-11MD001	MD	2011	PRR 14(2) 16(2)	U.S. Fish and Wildlife Service, Patuxent Research Refuge	Rehabilitation of Bald Eagle Drive, Visitor Center Entrance Road and Wildlife Loop, Phase II.	ANNE ARUNDEL/PRINCE GEORGE	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	SAFETEA-LU High Priority Funds/ Others	\$2,300,000	No LRTP available	N/A	In Design	N/A
10-12MD001	MD	2012	BAWA 1A26, E20	National Park Service, Baltimore Washington Parkway	Rehabilitate walls along Baltimore Washington Parkway near Rt 197	ANNE ARUNDEL	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	Public Lands Highway	Amount not available	No LRTP available	N/A	Planned	N/A
10-12MD002	MD	2012	ASIS	National Park Service, Assateague Island National Seashore	Pavement Management Projects	WORCESTER	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	Park Roads and Parkways	\$209,000	No LRTP available	N/A	Data not available	N/A
10-13MD003	MD	2013	GREE 11(1)	National Park Service, Greenbelt Park	Main entrance road & park central road bridge replacement and resurfacing of routes 10, 11, 200 & 201	PRINCE GEORGE	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	Park Roads and Parkways	\$3,000,000	No LRTP available	N/A	In Design	N/A
10-11MD004	MD	2011	BAWA 1(1), 2(1)	National Park Service, Baltimore Washington Parkway	Repave the Baltimore Washington Parkway from Route 50 to Route 175	ANNE ARUNDEL/BALTIMORE/PRI NCE GEORGE	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	Park Roads and Parkways	\$2,500,000	No LRTP available	N/A	Planned	N/A
10-13MD001	MD	2013	ASIS	National Park Service, Assateague Island National Seashore	Pavement Management Projects	WORCESTER	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	Park Roads and Parkways	\$478,000	No LRTP available	N/A	Data not available	N/A
10-13MD002	MD	2013	ASIS 11(4)	National Park Service, Assateague Island National Seashore	Repair Beachroad Bridge	WORCESTER	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	Park Roads and Parkways	\$875,000	No LRTP available	N/A	Data not available	N/A
10-11MD003	MD	2011	Fort Meade Rockenbach Access	Department of Defense, Ft. Meade Army Base	Reconstruct Access Control Point	ANNE ARUNDEL	Repair/Reconstruction/Resurfac e/Rehabilitate/Preventive Maintenance	Data not available	\$8,000,000	No LRTP available	N/A	Data not available	N/A
10-10MD0006	MD	2010	BRAC	State of Maryland	Design, purchase of ROW and/or construction of intersection improvements at key locations along access route to Fort George G. Meade	ANNE ARUNDEL	Replacement/Realignments/Ne w Construction	Public Lands Highways Discretionary Program	\$2,750,000	No LRTP available	N/A	In Design	N/A

APPENDIX H

SPR Information

<u>STUDY NUMBER</u>	<u>STIP SUMMARY OF FUNDS PROGRAM VOLUME</u>	<u>ESTIMATED STP COST (Participating)</u>
<u>I. ADMINISTRATION AND CONTROL</u>		
SP211C4B	B. Agreements Development	\$121,008
<u>II. MAPPING</u>		
SP411B45 / SP411C45	A. Mapping Development and Distribution	\$849,438
SP511C48	B. TurnPike GIS Layer	\$40,000
<u>III. TRAFFIC</u>		
SP411B4C / SP411C4C	A. Traffic Monitoring System (TMS) Program	\$1,198,250
<u>IV. HIGHWAY STATISTICS</u>		
	A. Mileage	
SP211C49	1. Federal Aid Systems	\$8,800
SP411B49 / SP411C49	2. State and Local Data Development, Analysis and Distribution	\$780,071
SP511C41	B. Finance	\$6,720
SP411B4B / SP411C4B	C. Highway Management Information System (HMIS) Coordination	342,438
SP411C4F	E. Management and Distribution of Statewide Planning Data	\$136,545

<u>STUDY NUMBER</u>	<u>STIP SUMMARY OF FUNDS PROGRAM VOLUME</u>	<u>ESTIMATED STP COST (Participating)</u>
<u>VI. SYSTEMS AND PROGRAMMING</u>		
	A. Programs	
SP211C41	2. Local Government Liaison	\$399,009
SP211C4A	3. Long Range Plan	\$112,000
SP511C45	B. National Pollutant Discharge Elimination System (NPDES) Program	\$143,384
SP511C4G	C. Stream Restoration Assessment	\$44,000
SP511C4C	D. Environmental Stewardship Enterprise	\$240,000
SP511C4D	E. Watershed Resource Registry	\$80,000
SP511C4K	F. Engineering/Research Support Section	\$320,000
<u>VII. SPEED AND TRAFFIC SERVICES STUDIES</u>		
SP511C4A	A. Safety Studies and Analysis	\$240,000
<u>VIII. SPECIAL STUDIES</u>		
SP211B43 / SP211C43	A. Preliminary Studies	\$240,000
SP511C44	B. Densify and Maintain Bench Marks	\$30,400

<u>STUDY NUMBER</u>	<u>STIP SUMMARY OF FUNDS PROGRAM VOLUME</u>	<u>ESTIMATED STP COST (Participating)</u>
SP311_4_	C. Areawide Planning Studies	\$501,338
SP511C4H	D. OHD GIS Integration	\$160,000
SP311C4E	E. Streamline Implementation	\$126,463
SP211C4D	F. Access Management	\$76,001
SP311A41 / SP311C41	G. Cultural Resource Reports and Research	\$181,024
SP511C4N	H. GISHydro NXT to Arch GISR9	\$60,000
SP511C46	I. Erosion and Sediment Control Program	\$167,200
SP511C4S	J. Business Planning	\$204,000
SP511C4U	K. Environmental Compliance at SHA Facilities	\$120,000
SP511C49	O. Geo-Referencing of Right of Way plats	\$80,000
SP511C47	P. Engineering Study	\$80,000
	TOTAL	7,088,088.00

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 or 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
L RTP	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
NC RTPB	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

APPENDIX K

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 FY2011 TIPs		
8/27/2010		
BALTIMORE		
Project	TIP #	TIP Page #
MARC Aberdeen Station	75-1101-02	172
MARC Halethorpe Station	70-0201-02	174
Howard Street Revitalization	42-1004-39	178
Mobility Bus Implementation	42-1001-69	180
Local Bus & Facilities- Annapolis	41-1101-63	181
Metro Station Fire Management - SCADA	40-0603-39	182
Bus Replacement	40-0009-05	184
Small Urban Transit - Capital	40-9502-05	186
Ridesharing	40-9901-01	187
Baltimore Red Line	40-0602-69	188
Job Access and Reverse Commute Program	40-9909-69	189
Bus & Rail System Preservation	40-0015-64	190
Small Urban Transit - Operating	40-0104-61	192
New Freedom	40-0801-69	193
LRT Mid-Life Overhaul	40-1001-64	194
Closed Circuit TV	40-1002-69	197
Metro Railcar Ongoing Overhaul	40-1003-64	198
PA/LED Sign Replacement	40-1004-64	200
Rural Transit - Operating	40-9204-61	201
WASHINGTON		
Project	TIP #	TIP Page #
MARC System Preservation & Improvement	3534	TBD
MARC Washington Mid-Day Storage	5484	TBD
Metro Matters Railcars & Buses	3407	TBD
Ridesharing	3760	TBD
Small Urban Systems - Operating	2594	TBD
Small Urban Systems - Capital	3012	TBD
Rural Transit - Operating	2853	TBD
Local Bus Acquisition	2713	TBD
Langley Park Transit Center	3263	TBD
Corridor Cities Transitway (CCT)	3468	TBD
Purple Line	2795	TBD

APPENDIX L

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



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.

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.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None

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

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Funding increased \$3.8 million to cover increased planning and preliminary engineering costs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	7,554	3,202	1,252	1,550	1,550	0	0	0	4,352	0
Engineering	7,256	5,458	1,598	200	0	0	0	0	1,798	0
Right-of-way	9,872	9,472	400	0	0	0	0	0	400	0
Construction	36,299	68	0	5,000	15,000	16,231	0	0	36,231	0
Total	60,981	18,200	3,250	6,750	16,550	16,231	0	0	42,781	0
Federal-Aid	40,654	9,350	2,600	4,480	11,994	12,230	0	0	31,304	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2012	M-5309FG	3,438



STATUS: Improvements are ongoing.

PROJECT: MARC Improvements on Camden, Brunswick and Penn Lines (ARRA)

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. On CSX projects, the existing signal system will be upgraded and three crossovers will be added to increase track capacity. Amtrak projects will include passenger upgrades at Baltimore Penn Station, BWI Rail Station and Washington Union Station.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost increased \$29.5 million due to the addition of the Gateway project.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	2012	2013	2014	2015			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,723	1,723	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	176,841	75,013	34,005	39,694	13,508	10,610	4,011	0	101,828	0	
Total	178,564	76,736	34,005	39,694	13,508	10,610	4,011	0	101,828	0	
Federal-Aid	123,585	55,992	19,307	27,963	9,064	8,052	3,207	0	67,593	0	

SPECIAL FEDERAL GENERAL OTHER

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	M-5309FG	8,435
CO	2010	M-5307	7,432
CO	2011	M-5309FG	2,488
CO	2011	M-5307	10,755
CO	2012	M-5309FG	2,007
CO	2012	M-5307	9,043
CO	2013	M-5307	1,711
CO	2014	M-5307	1,800

#8007, #8008 and #8010 added as an ARRA-related project

0183, 0687, 8007, 8008, 8010



PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Overhaul the following MARC coaches in accordance with "10-year Minor" and "20-year mid-life" schedules: 34 MARC IIB (Minor), 26 MARC IIA (Mid-Life), 63 MARC III (Minor). Thirteen gallery coaches have been received and are in service.

JUSTIFICATION: The overhauls will extend the life cycle of mechanical systems and car bodies providing safe and reliable vehicles for MARC service.

STATUS: Purchase and modifications of 13 bi-level vehicles complete. Delivery of overhauled MARC IIB vehicles underway.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost decreased \$1.2 million due to the actual cost of vehicle replacement.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	782	582	200	0	0	0	0	0	200	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	114,938	33,182	11,700	9,400	23,000	22,656	15,000	0	81,756	0	
Total	115,720	33,764	11,900	9,400	23,000	22,656	15,000	0	81,956	0	
Federal-Aid	68,656	8,579	7,920	7,200	15,286	17,742	11,929	0	60,077	0	

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	M-5309FG	5,093
CO	2011	M-5309FG	4,368
CO	2012	M-5309FG	8,069
CO	2013	M-5309FG	14,519
CO	2013	M-5307	5,507



STATUS: Final testing of equipment is underway.

PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Conduct overhaul of 4 AEM-7 electric locomotives, overhaul of 6 high-horsepower (HHP) electric locomotives and procurement of 26 re-manufactured diesel locomotives. 19 of the existing 25 diesel locomotives will be traded in and 2 will be transferred to Maryland Freight Service. Replacement diesel locomotives have higher horsepower and meet EPA Tier III air quality emissions standards.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project cost increased by \$2.3 million due to receipt of revised estimates.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2010	2011	2012	2013			2014	2015
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	575	275	300	0	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	118,685	81,023	22,600	9,062	3,000	3,000	0	0	37,662	0
Total	119,260	81,298	22,900	9,062	3,000	3,000	0	0	37,962	0
Federal-Aid	94,899	64,807	18,043	7,249	2,400	2,400	0	0	30,092	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	M-5309FG	240
CO	2010	CMAQ	7,249
CO	2012	M-5307	2,400
CO	2012	CMAQ	2,400



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

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Funding decreased \$13.8 million to fund immediate system preservation needs.

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.

SMART GROWTH STATUS:

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

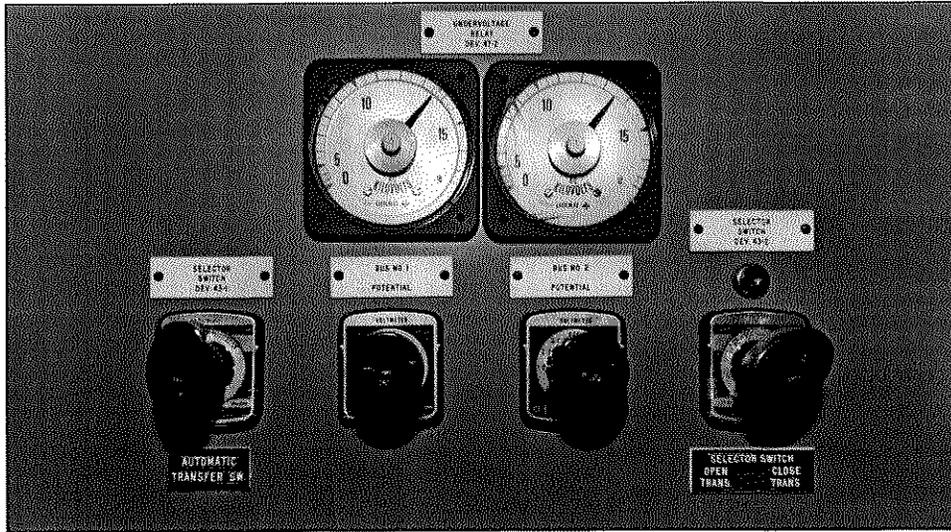
ASSOCIATED IMPROVEMENTS:

None

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	1,467	765	702	0	0	0	0	0	702	0
Engineering	635	17	318	300	0	0	0	0	618	0
Right-of-way	150	0	150	0	0	0	0	0	150	0
Construction	100,700	0	0	1,000	1,000	0	51,000	47,700	100,700	0
Total	102,952	782	1,170	1,300	1,000	0	51,000	47,700	102,170	0
Federal-Aid	69,310	564	376	920	0	0	29,962	37,488	68,746	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	M-5309FG	751
CO	2011	M-5307	169
CO	2013	M-5307	4,000
CO	2013	CMAQ	14,400
CO	2014	M-5309FG	14,519
CO	2014	M-5307	10,763
CO	2014	CMAQ	14,400
CO	2015	M-5309FG	7,045
CO	2015	M-5307	2,323

1209, 1263, 1264, 1292, 1298, 1306



PROJECT: Metro Electrical Substation Improvements

DESCRIPTION: Overhaul and improvements to electrical substations used to supply power to Metro trains. Includes equipment compartments, switch gear controls, flooring, power supply panels and electrical connections.

JUSTIFICATION: Environmental elements and normal wear have degraded the condition of major Metro electrical power supply equipment. The service life of the existing equipment has already been exceeded and repair, refurbishment or replacement is necessary to ensure reliability and safety.

STATUS: Construction on latest phase began during the current fiscal year.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

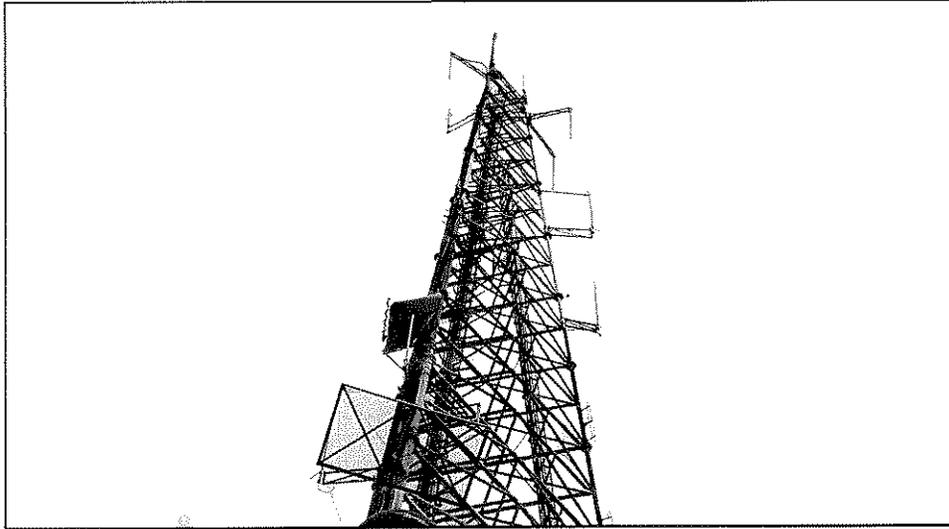
None

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Moved from the Minors program.

PHASE	TOTAL		CURRENT YEAR		BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	YEAR 2010	YEAR 2011	2011	2012	2013	2014	2015		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	403	403	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	12,058	6,190	2,117	3,121	630	0	0	0	0	5,868	0
Total	12,461	6,593	2,117	3,121	630	0	0	0	0	5,868	0
Federal-Aid	6,118	3,622	0	2,496	0	0	0	0	0	2,496	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	5307	2,496



PROJECT: Trunked Radio Site Locations

DESCRIPTION: Construct additional radio communication system sites in Owings Mills, Cub Hill and Jacobsville.

JUSTIFICATION: The additional trunked radio system sites will enhance radio coverage for MTA Operations and Maintenance activities, as well as Police, thereby increasing safety and reliability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None

STATUS: Initial three locations at Mays Chapel, Westview and TV Hill are complete. Sites at Owings Mills, Cub Hill and Jacobsville are to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Moved from the Minors program.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	699	699	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,422	6,222	3,400	1,800	0	0	0	0	5,200	0
Total	12,121	6,921	3,400	1,800	0	0	0	0	5,200	0
Federal-Aid	4,024	425	2,722	877	0	0	0	0	3,599	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	5307	877



STATUS: Prince Frederick is scheduled to begin construction in budget fiscal year. Waldorf, Dunkirk and Charlotte Hall are scheduled to begin during FY 2012.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Increased \$1.5 million due to refinements in construction estimates for Waldorf, Charlotte Hall and Dunkirk.

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.

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

SMART GROWTH STATUS:

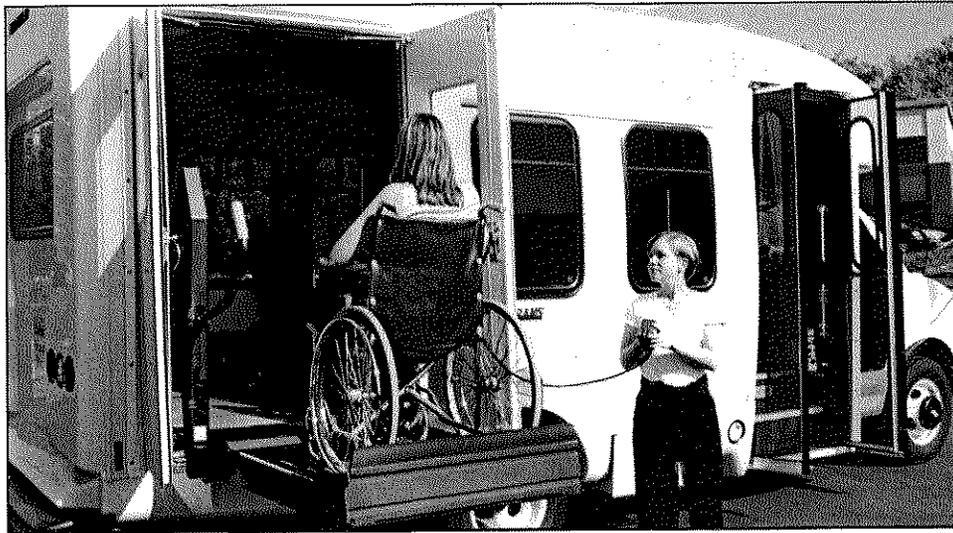
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	3,901	3,690	211	0	0	0	0	0	0	211	0
Engineering	2,437	1,088	1,324	25	0	0	0	0	0	1,349	0
Right-of-way	4,882	1,982	2,100	800	0	0	0	0	0	2,900	0
Construction	26,616	16	2,000	14,100	10,100	400	0	0	0	26,600	0
Total	37,836	6,776	5,635	14,925	10,100	400	0	0	0	31,060	0
Federal-Aid	26,346	4,197	4,508	11,940	5,701	0	0	0	0	22,149	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2011	CMAQ	1,730



PROJECT: Capital Program Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

DESCRIPTION: Grant program to provide funding to private non-profit agencies for the transportation of the elderly and persons with disabilities.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2009 and Prior -- Line 53

STATUS: Funds are awarded based on an annual application cycle. A detailed list of FY 2009 Non-Profit Agencies receiving vehicles in current fiscal year is provided in Line 53.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Funding decreased by \$4.6 million due to latest cash flow projections

<u>POTENTIAL FUNDING SOURCE:</u>										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2010	2011	2012	2013			2014	2015
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,306	15,806	1,875	3,125	3,125	3,125	3,125	3,125	17,500	0
Total	33,306	15,806	1,875	3,125	3,125	3,125	3,125	3,125	17,500	0
Federal-Aid	27,906	13,906	1,500	2,500	2,500	2,500	2,500	2,500	14,000	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	L-5310	2,500
CO	2011	L-5310	2,500
CO	2012	L-5310	2,500
CO	2013	L-5310	2,500
CO	2014	L-5310	2,500