



Maryland Department of Transportation

CONSOLIDATED TRANSPORTATION PROGRAM

2009 State Report on Transportation • FY 2009–2014

*Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

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

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

For the deaf, Maryland Relay 711.

For more information on Maryland transportation, please visit us on the web:

www.marylandtransportation.com

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM



The Maryland Department of Transportation (MDOT) is pleased to present the State's final six-year capital investment program for transportation, the Final Consolidated Transportation Program (CTP). The CTP provides investment in the transportation system for all modes of transportation across the State, whether it is: the road you drive on; the plane you fly on; the goods you use that arrive through the Port of Baltimore; the MARC commuter train you take to work; or the license you need to drive your vehicle. Transportation influences Maryland's economy, environment, communities and our quality of life. Maintaining our transportation system in a condition that is safe and efficient requires constant investment and attention. MDOT is one of the State's largest agencies, with more than 9,000 employees and an annual operating and capital budget of \$3.2 billion.

The transportation priorities guiding the CTP find their origin from the local jurisdictions that share their transportation priorities with the Transportation Secretary and MDOT staff at the Secretary's Annual Capital Program Tour each fall. The Tour process is stipulated by State law requiring the Transportation Secretary to visit with and present the Draft CTP to elected officials from each county and the City of Baltimore. Secretary John D. Porcari continued a longstanding process of collaboration that expands upon this communication process with the local jurisdictions by holding staff level meetings with local jurisdiction staff before the Tour meeting. These meetings gave local staff an opportunity to coordinate priorities and to hear first hand from MDOT staff the current status of the CTP and the revenue and invest-

ments that have changed since the previous year. Staff also discussed ways to work together to ensure our land use and transportation planning are done collaboratively in order to maximize efficiencies and leverage public investment. It is now crucial that the County land use plans reflect those priorities, starting with the preservation of key transit corridors for the future and focusing development around existing transit stations and appropriate transportation infrastructure.

This year, MDOT had to assume a very different revenue picture to develop the Consolidated Transportation Program (CTP) than was used for the Fiscal Year 2008-2013 CTP. The nationwide economic downturn has had an enormous impact on the revenue projections for both the State of Maryland and for MDOT.

The economic downturn has impacted all of MDOT's traditional revenue sources. Nationwide vehicle sales are projected to be down over 30 percent this year compared to last year and most forecasters predict this trend will continue into 2009. Every major car manufacturer has seen significant drops in vehicle sales, especially this past October and November. Maryland saw a 38 percent drop in new car sales in November 2008 compared to the previous year. The first 11 months of the calendar year showed an overall drop of 17.5 percent. Nationwide, vehicle miles traveled (VMT) were down 15 billion from August 2007 to August 2008. Americans drove 5.6 percent less during this time period reflecting the largest ever year-to-year decline recorded in a single month. Maryland has experienced a similar type drop in VMT, notably in August of this year, where a 5% reduction in VMT was seen.

In addition, consumers are shifting away from purchases of SUVs toward smaller, less expensive and more fuel-efficient vehicles. While these changes are positive with respect to transportation's impact on the environment, these trends have resulted in a significant decrease in revenue for transportation programs.

In Maryland, all of these factors have combined to create a loss of about \$350 million a year in projected revenue for the Transportation Trust Fund. Specifically the loss is \$220 million a year in titling tax revenue, \$45 million a year in gas tax revenue (the two largest sources of funding for the Trust Fund) and about \$85 million a year in losses from other revenue sources.

At the same time, construction costs continue to rise. Increased petroleum prices have driven up costs in two ways – directly, in the cost of fueling machinery and getting materials delivered to the project site, and indirectly, raising the cost of the raw materials like asphalt that are made from crude oil. For example, in Maryland, steel costs were up 15 percent, liquid asphalt was up 140 percent, and diesel fuel peaked up 40 percent.

Last fall, the funding structure of the Transportation Trust Fund was modified to receive an additional \$450 million a year in new revenues. Actions taken during the general session in the spring resulted in a \$70 million a year reduction in revenues into the Trust Fund,

primarily due to the repeal of the computer services tax. This \$70 million reduction combined with the \$350 million decline in existing revenues discussed above, have overwhelmed MDOT's ability to support the planned capital program. As safety and system preservation are top priorities for the O'Malley / Brown Administration, the majority of the remaining funds are committed to safety and system preservation.

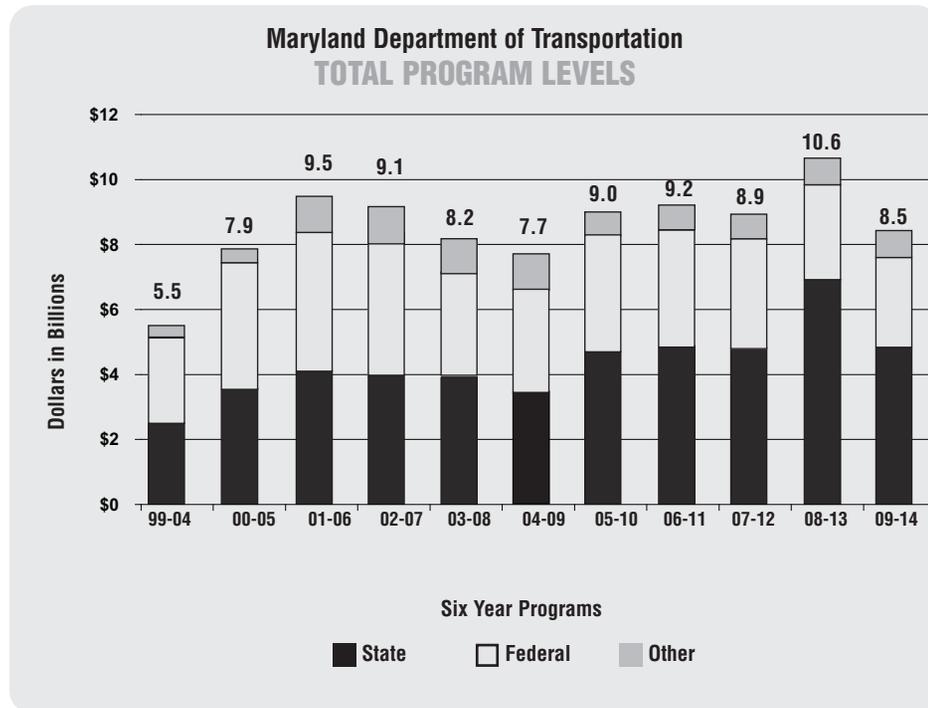
Under the O'Malley/Brown Administration, MDOT continues to evaluate the relationship between our investments and growth and development. Also, State agencies are working closely together to coordinate growth and development policies, procedures and decisions throughout the State. MDOT is aligning its policies, programs and projects to promote the **Maryland: Smart, Green and Growing** initiative as a key way to ensure that future growth should be efficient, compact, and sustainable. **The Smart, Green and Growing** initiative is a multi-agency, Statewide initiative to help Maryland achieve a more sustainable future by linking community revitalization, transportation improvements, economic development, smart growth and environmental restoration efforts. Accordingly, MDOT is working closely with the Departments of Planning, Housing, Environment, Natural Resources and other stakeholders to develop the first State Development Plan to ensure that these plans are supportive and define a larger State vision.

REVENUE PROJECTIONS

Maryland's transportation system has felt less impact from the revenue falloff than other states because Governor Martin O'Malley successfully sought an increase in transportation revenue. The revenue added will allow for capital investments already under construction to continue and support some safety and system preservation projects, but to a much lesser extent than expected last winter.

Thanks to Governor O'Malley's efforts, we have been able to maintain an \$8.5 billion capital program and continue funding many of our safety and system preservation projects. In response to the economic conditions, MDOT has reduced its revenue estimates by approximately \$2.1 billion from the FY 2008 – 2013 CTP. This reduction has prevented us from adding new projects and resulted in the deferral of numerous construction, engineering and planning projects.

Total projected revenues amount to \$18.9 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted in prior sessions. Pertinent details are as follows:



- **Opening Balance:** It is the goal of MDOT to maintain a \$100 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$3.1 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$3.4 billion. The titling tax of 6.0 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used car sales and vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Although vehicle sales are currently in a down cycle, it is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$2.7 billion. This forecast assumes revenues will increase an average of 3.0 percent every two-year cycle.
- **Sales and Use Tax:** Beginning in fiscal year 2009, MDOT is receiving a portion of the 6.0 percent general sales and use tax. For fiscal years 2009 – 2013,

MDOT's portion is 5.3 percent. The portion increases to 6.5 percent for fiscal year 2014 and beyond. The transportation share of this revenue is estimated to be \$1.5 billion.

- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$755 million. MDOT receives a portion (21 percent) of the 8.25 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$3.4 billion for operating and capital programs. This amount does not include \$561.1 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only \$481 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.5 billion, with \$737 million from MTA; \$634 million from MPA; and \$1.2 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other Port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$1.5 billion of bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.
- **Other Sources:** The remaining sources are projected to provide \$53 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

Federal Aid Assumptions

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

It is important to note that not all of the funding authorized in the surface transportation legislation is necessarily new or additive money for Maryland. Our Consolidated



Transportation Program (CTP) allocates federal funds to projects in the Program based on conservative projections for future federal funding. The majority of funds authorized by SAFETEA-LU were used for projects already committed in our capital program and for unfunded system preservation needs.

As Congress prepares the next surface transportation authorization bill, they must address the long-term solvency of the federal Highway Trust Fund (HTF). Although Congress recently added \$8 billion in general funds to the HTF in order to protect against a projected shortfall in FFY 2009, the recent economic downturn has increased the likelihood of an eventual shortfall despite the infusion of these additional funds. If Congress is unable to find the revenue to prevent such a deficit, they will be forced to reduce the amount of federal aid provided to states. This would have a dramatic impact on programs that are currently funded in the CTP.

Highways

Federal highway programs are authorized by multiple-year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under SAFETEA-LU, OA has ranged from 84 percent to 91 percent. Given fiscal concerns with the soundness of the federal highway trust fund, this CTP assumes an OA level of 85 percent for FFY 2009, down 5 percent from last year and only 56 percent for FFY 2010.

Transit

Between fifty and seventy percent of Maryland's federal transit funds are distributed by formula, depending on the amount of discretionary earmarks for Maryland buses, bus facilities and New Start (major system expansion) projects. Assuming the funding level authorized by SAFETEA-LU for FFY 2009, FTA Urbanized Area capital assistance for Baltimore, MARC, D.C area and Small Urban Systems increase from \$76.6 million in FFY08 to \$81.5 million for FFY09.

Rail modernization funding for Maryland is expected to increase from \$34.7 million in FFY2008 to \$36.8 million in FFY 2009.

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

Once authorized and approved, New Start transit projects also require an earmark in the annual appropriations act in order to obtain discretionary federal funding. New Starts funding is yet to be determined for FFY 2009. Maryland received an earmark of \$9.8 million for MARC improvements in FFY 2008. Additionally, \$34.3 million was provided for the Addison Road to Largo Extension of the Washington Metro in FFY 2008.

Congress earmarked \$735,000 in bus discretionary funds for Maryland in FFY 2008. Additional discretionary funding for New Starts and Bus and Bus Facility projects is awarded by the Federal Transit Administration through a grant application process.

Washington Metropolitan Area Transit Authority - WMATA

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

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

Congress recently passed legislation amending the National Capital Transportation Act of 1969 to authorize additional federal contributions for rehabilitation and replacement of capital for the WMATA system. This legislation authorizes up to \$1.5 billion of federal money over ten years. These federal funds will have to be equally matched by Maryland, Virginia and the District of Columbia. MDOT has been fully supportive of this effort to secure additional financial resources for the Nation's transit system. To this end, this CTP includes a total of \$200 million (\$50 million each year in federal fiscal years 2011 through 2014) as Maryland's initial matching contribution required by the federal legislation. Also, to have the three jurisdictions comply with the new legislation the existing WMATA compact (agreement for funding) will need to be amended. This amendment will require legislative action by all three jurisdictions.

Aviation

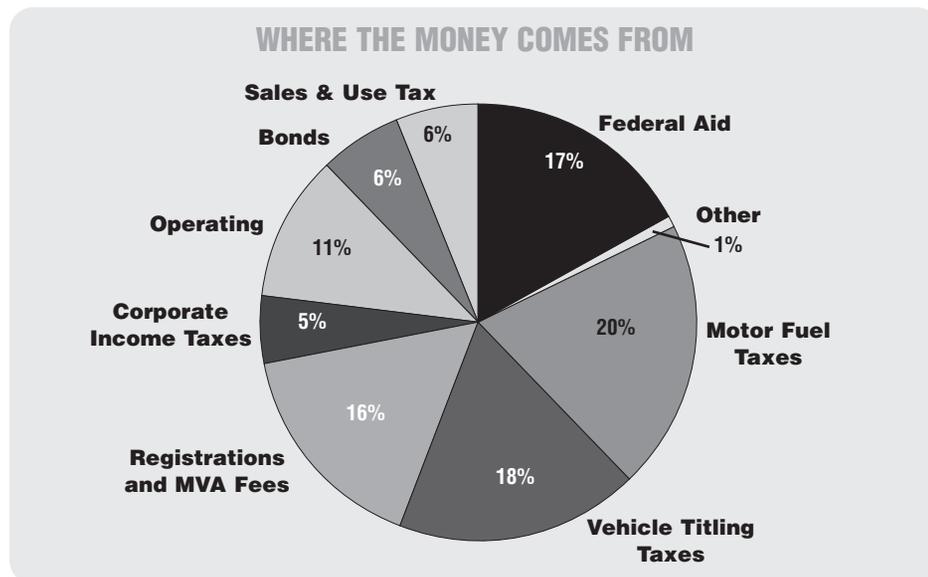
The Federal Aviation Administration (FAA) through the Airport Improvement Program (AIP) currently provides federal entitlement and discretionary funding for airport projects. It is assumed that entitlement funding calculated using enplanement and cargo-based formulas for the Baltimore Washington Thurgood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

The MAA anticipates receipt of additional discretionary AIP funding for BWI and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the Runway Safety Areas. Following an environmental assessment to determine the viable options, these improvements could be completed by 2015. If anticipated discretionary funds are not forthcoming, the schedule of impacted projects will be adjusted accordingly.

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

WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government programs. Essentially, our customers pay user fees for transportation infrastructure and services, through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, sales and use taxes, and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of State revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and the BWI Thurgood Marshall Airport. In addition, federal aid comprises a large portion of transportation revenues. These funds must be authorized by a congressional act. The United States Congress last enacted a long-term federal surface transportation funding program in August, 2005; which will expire September 30, 2009. A detailed discussion of this process is presented in the previous section of this introduction. Total projected Trust Fund revenues amount to \$18.9 Billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will recover and continue along a moderate growth scenario for the next six years.



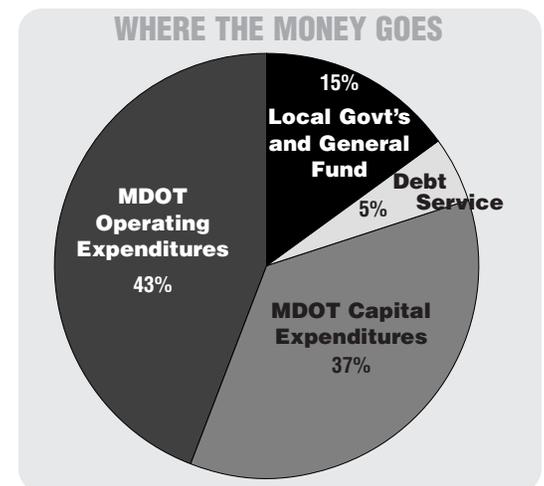
WHERE THE MONEY GOES...

The MDOT program is fiscally constrained. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service and capital projects. A

share of these funds is dispersed among Maryland's counties and Baltimore City for local transportation needs.

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

This FY 2009-2014 CTP totals about \$8.5 billion; \$7.6 billion of which comes through the Trust Fund and \$0.9 billion from "Other" fund sources.



CAPITAL EXPENDITURES

FY 2009-2014 CTP SUMMARY

(\$ MILLIONS)

	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	151.9	1.8	-	153.7	1.8
MVA	155.8	-	-	155.8	1.8
MAA**	234.8	29.4	259.0	523.2	6.2
MPA	602.1	1.8	-	603.9	7.1
MTA	766.2	947.5	42.5	1,756.2	20.7
WMATA	516.6	98.4	561.1	1,176.0	13.9
SHA	2,301.9	1,809.7	-	4,111.6	48.5
TOTAL	4,729.3	2,888.6	862.5	8,480.4	100.0

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

** Projects using non-trust fund financing sources are included in the total.

TSO – Transportation Secretary's Office

MVA – Motor Vehicle Administration

MAA – Maryland Aviation Administration

MPA – Maryland Port Administration

MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

SHA – State Highway Administration

MARYLAND DEPARTMENT OF TRANSPORTATION AND THE STATE REPORT ON TRANSPORTATION

Every year, the Maryland Department of Transportation (MDOT) releases the State Report on Transportation (SRT). The Report contains three important documents, the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP) and the Annual Attainment Report (AR). Together these documents establish the strategic direction and constitute a specific plan for MDOT's actions and investments required to maintain and improve the transportation network and measure how well we are doing.

The Maryland Transportation Plan (MTP)

The first part of the SRT, the MTP, sets a vision with goals, objectives and policies to guide transportation decision making over the next 20 years. The MTP is updated every five (5) years to reflect changes in transportation policy priorities, and is required to meet both State and Federal law. MDOT has updated the MTP and has published it with this Final CTP.

The MTP reflects the concerns of our customers – the Maryland public – who use the transportation system on a daily basis. The updated MTP was created with inclusive public participation and input through such processes as telephone surveys, surveys and outreach through the web site, leadership interviews, workshops, newsletters, and the annual Capital Program Tour meetings. The public also commented on the draft plan over the past year.

In developing the new MTP, the Mission, Vision, Goals and Objectives have been completed and a Governor appointed committee made recommendations for the measures that make up the new Attainment Report (AR), also published with this Final CTP. The MTP confronts and addresses significant subject matters that are impacting Maryland and our transportation system and serves as a framework for decisions and actions related to these matters. For instance, the MTP speaks to how the MDOT will begin to address broad issues from global climate change to the narrower, local environmental issues. It also defines the context for a series of Priority Initiatives that are designed to respond to the goals identified in the MTP. These are described in more detail below.

MTP GOAL: Safety and Security

When the citizens of Maryland leave their home each day, it is with the expectation of returning safely. MDOT is committed to ensuring that the entire transportation network is as safe and secure as possible. We have established **Safety and Security** as a MTP goal.



Safety involves thinking about the individual passengers and drivers that use our system daily; whether it means constructing a well designed bridge or road, the strict and fair enforcement of traffic laws, or properly maintaining and upgrading the bus, train and Metro systems.

Security requires preparing for the possibility of natural or man-made incidents that could impact the transportation network; whether it means using new security technology at the airport, vigilantly patrolling mass transit systems, or diligently monitoring the constant flow of traffic through our airports, seaports, transit systems, and highways.

MDOT's commitment to safety and security applies not only to people, but to the goods citizens and businesses rely on each and every day. As they flow throughout the State by air, rail, ship, or truck, MDOT provides a solid foundation for the lifeblood of Maryland's economy and quality of life.

In the event of an emergency, the transportation network and infrastructure is vital to first responders, police, firefighters, and other emergency response officials. Should an emergency or disaster occur, MDOT is committed to playing a strong supporting role to those who are tasked with organizing and executing various emergency plans – this includes providing resources and assets, clearing roads/highways, patrolling our transportation facilities to maintain order, and ensuring smooth and efficient use of road space.



MTP GOAL: System Preservation and Performance

Fix It First. This MTP goal means preserving and maintaining the existing system is the first budgetary and planning priority before considering system expansion. System Preservation is a Priority Initiative (described below). It means that new roads should be built only when the current infrastructure is sound and expanding transit (Light Rail, Metro and MARC) should only occur while continuing to maintain existing service. By preserving our transportation assets first, we can prolong the useful life of what we have and invest remaining funds wisely into expansion of the transportation network. This Priority Initiative is reflected throughout the 2009-2014 CTP.

This goal also makes a priority of getting the most out of our existing transportation system by maximizing performance. This includes looking at ways to improve traffic flow using existing lanes or upgrading the signal system of the Metro to allow more trains to move through more often. This could also include improving the way in which transit collects fares from customers; by moving to a better fare collection system the MTA is able to increase its fare recovery rate without having to increase fares overall while also improving on-time performance since boarding would be quicker and more efficient.

Since MDOT oversees multiple modes, a major responsibility is facilitating communication and collaboration between modes and agencies. This will help to ensure that efforts and projects are not duplicated and reduce the chance that one organization could impair the goals or operations of another.

Priority Initiative: System Preservation

The first priority for MDOT funding is system preservation projects and maintaining the safety of the existing infrastructure. As our infrastructure ages, there is a greater need to preserve the roads, bridges, transit and other infrastructure we already have. MDOT's aim is to preserve what we have and build only what we need.

One of the more visible system preservation programs, especially since the Minnesota bridge collapse, is the bridge program. That program is well funded and by January 2009, 31 bridges that have been identified as structurally deficient will be completed or under construction for upgrades or total replacement. There have also been significant investments in road resurfacing, rail car overhauls, bus replacements and facility upkeep. All of our efforts are to keep Maryland's roads, bridges, transit systems, port and airport facilities in great shape for generations to come and will also help to serve and welcome our newest residents coming to Maryland as part of the BRAC realignment.

MTP GOAL: Environmental Stewardship

Every day more and more people understand that our natural resources are limited and need to be protected and preserved. MDOT takes pride in its role as an environmental steward for the citizens of Maryland by protecting the air, water, soil, and ecosystems of the State and our precious cultural and historic resources found in our communities. **Environmental Stewardship** is a goal in the MTP and is reflected in specific investments throughout the 2009-2014 CTP.



One way to protect the environment is to take a look at the big picture. By proactively coordinating land use and transportation planning, Maryland can continue to protect the environment and still maintain the high quality of life that residents deserve and expect. Where are businesses (work, shopping, services, entertainment, etc.) and homes located relative to each other? Is there more than one option to get to work? Is driving the only way to go grocery shopping? Is there some way I can accomplish all of my errands at once instead of making multiple trips? MDOT is working closely with its sister agencies and local governments to better coordinate land use planning and decision-making with transportation planning and investments. Several Priority Initiatives (described below) reflect the efforts underway to coordinate land use and transportation.

All across Maryland, there are countless, irreplaceable natural, historic, cultural and manmade resources that enrich the quality of life in the State. As the State continues to develop, it is necessary to proactively work to protect and preserve these assets and to make them available to all our residents. These resources are an important part of Maryland's history and development and will continue to serve as a reminder as the State moves forward. MDOT has been entrusted with a fundamental responsibility to protect these resources found in our communities. MDOT has and continues to demonstrate that progress and necessity can be realized in harmony with our efforts to preserve our many precious resources. For instance, the MTA actively contributes to preserving environmental quality by removing automobiles from the road and using electricity and hybrid technology to reduce emissions from its own vehicles. Also, the SHA works to protect and restore wetlands and streams that are impacted by construction projects.

Priority Initiative: Smart Growth

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

Priority Initiative: Transit Oriented Development (TOD)

Transit Oriented Development is a key strategy to achieve sustainable, Smart Growth

development, as well as reduce highway congestion, greenhouse gas emissions and sprawl. TOD generally includes a mix of uses built in a compact form that is oriented to the transit station, streets designed to be safe and pleasant for pedestrians, buildings oriented to the streets and open spaces, and balanced parking to support commercial land uses while increasing transit ridership. The federal and State governments have invested billions of dollars in fixed rail infrastructure in Maryland, which has not fully been leveraged. Rail transit supports sustainable development patterns – dense, walkable, mixed-use development – yet thousands of acres of land within one half mile of Maryland's transit stations remain undeveloped or underdeveloped.

In the 2008 session, the Maryland General Assembly approved legislation proposed by the Governor that defines TOD as a transportation purpose and allows the Secretary and local governments to designate "TOD projects" within a ½ mile radius around transit stations. The enacted legislation is intended to encourage mixed and higher density/intensity land uses surrounding transit stations to induce greater transit ridership. MDOT's work to encourage and amplify local governments efforts to exercise their land use authority to achieve TOD is in the interest of both the State and local governments.

MDOT works with local and private partners to support TOD, through pre-development planning, joint development partnerships, infrastructure investments, coordination with public agencies and other project support. In Montgomery County, MDOT is working with the local partners to reconfigure the Silver Spring Metro Station area as a multi-modal transit center. The facility will be a major transit hub serving the Silver Spring Central Business District and the surrounding region, and will also support proposed air rights development over the Transit Center that would include a hotel and up to two residential buildings. In the heart of mid-town Baltimore City, MDOT continues to work with local partners to facilitate the redevelopment of the 25 acre State Center complex. This office campus will be transformed into a revitalized, mixed-use development that takes full advantage of the Metro and Light Rail stations and significant bus service on site and become a local and regional intermodal destination. In addition, the Department is working with Anne Arundel and Howard Counties on the development of the Odenton and Savage TOD's to assist with the BRAC effort, with Baltimore County on the development of the Owings Mills TOD as well as working with other jurisdictions to identify other TOD opportunities around the State.

MDOT is also working with the Maryland Department of Business and Economic Development (DBED) to attract jobs and commercial anchors to TOD projects. MDOT recognizes that not only is TOD an opportunity to support local economic development and community goals, but it can also serve as a financial tool for important transit investments. To that end, MDOT fully supports local participation in the TOD process.

MDOT is also working with the Washington Metropolitan Area Transit Authority (WMATA) to promote TOD at Maryland's Metro Stations in the Washington suburbs. Working through the Governor's appointees to the WMATA Board of Directors, MDOT supported reforms of WMATA's joint development program guidelines and is focusing WMATA planning efforts in Maryland to support TOD.



Priority Initiative: Natural Environment

Transportation is not a standalone system. The transportation network exists within an ever-changing landscape of human activities and a dynamic natural environment. Responsible, sustainable management of the State's infrastructure only occurs when we recognize that ongoing interaction. New priorities and changing circumstances continue to challenge MDOT to improve on old methods and find new strategies for safeguarding our natural, community, and historic resources.

Through partnerships with natural resource and regulatory agencies, MDOT and the modal administrations are piloting ways to improve both system planning to avoid impacts on the most sensitive resources and project planning that sites mitigation in the most ecologically valuable location. SHA remains a leader in the Green Highways Partnership, a proactive approach to improving the environmental performance of highways and their integration into watersheds through coordination with local governments and the private sector.

The MDOT agencies continue to develop Environmental Management Systems to better integrate environmental concerns into the day-to-day management of our facilities and operations.

Maryland also remains a national leader in the use of the Transportation Enhancement Program (TEP) funds to protect and restore watersheds affected by highway runoff.

Now, in addition to funding stormwater mitigation and adding to our system of bicycle and pedestrian trails, for the first time, Maryland TEP funding will be used to create eco-passages. Roads present a barrier to the movement and dispersal of wildlife, fragmenting their habitat and reducing Maryland's diversity of species. These eco-passages will enable box turtles and other small wildlife to safely cross roads.

Priority Initiative: Climate Change and Air Quality

MDOT is working to address Climate Change issues and reduce air emissions related to the transportation industry. As an active participant in the Governor's Climate Change Commission, MDOT has formed teams to address many of the Commission's Action Plan recommendations.

Specifically, MDOT offers Marylanders high quality public transportation and as an option to travel by single occupancy vehicles. MDOT is also demonstrating its dedication to reducing the transportation sector's emissions by employing electric based transit modes and introducing hybrid-electric bus technology. With passage of the Clean Car legislation in 2007 the State has adopted the cleaner California car standards beginning with the 2011 model year. These cleaner vehicles will reduce green house gas (GHG) and ozone forming emissions and fuel usage.

MDOT provides a variety of Travel Demand Management (TDM) strategies to support the use of alternatives to the traditional single-occupant vehicle through a variety of programs and incentives that reduce the growth in Vehicle Miles Traveled (VMT) and congestion. TDM helps to reduce single-occupancy vehicle usage and VMT and generally translates into lower emissions. Other TDM benefits include reduced congestion, lower parking demand, energy savings, lower commuting costs, and cleaner air. These strategies include such things as carpooling, car sharing, transit, park-and-ride facilities, teleworking, and flexible work hours. Implementation of these strategies is accomplished in cooperation with the Metropolitan Planning Organizations, the Maryland Department of the Environment and local governments. Further implementation strategies will be evaluated once the Maryland Climate Change report is evaluated and priorities are determined.

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

In accordance with federal requirements, each of the transportation projects in air quality nonattainment areas is assessed for its impact on the environment. In cases

where there is an actual or potential adverse effect, air quality mitigation practices are included as part of the project. In addition, all major capacity enhancing transportation projects are evaluated on a regional level in coordination and partnership with the Maryland Department of the Environment and/or the appropriate Metropolitan Planning Organization to make certain that the mobile source emissions (existing and proposed facilities) do not exceed a level that would adversely affect air quality.

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

- Continued development of an incident management system (CHART) to notify the public of areas of congestion/accidents to reduce delay and vehicular idling;
- Electrification of several previously diesel powered gantry cranes at the Port of Baltimore;
- Replacement of our MTA bus fleet with clean diesel, CNG and, most recently, hybrid buses;
- An electronic start-up program to reduce overall bus startup idling based emissions;
- Development of a CNG taxicab replacement program in the Washington region.

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

- Establishment of a ridesharing program under the direction of the MTA and the MPO’s to provide rideshare matching;
- Establishment of Park and Ride Lots along the State’s highways and transit facilities to make it more convenient to utilize carpooling and High Occupancy Vehicle (HOV) travel options;
- Help establish a Guaranteed Ride Home (GRH) program in the Washington Metropolitan region in the event an HOV rider has an unexpected emergency and needs to get home;

These are but a few examples of the multifaceted efforts MDOT and its modal agencies are making in an effort to reduce mobile source emissions in Maryland.

MTP GOAL: Connectivity for Daily Life

Every day, Marylanders wake up and go to work, go to school, and run their errands. Every day, the goods and products that people need to live and businesses need to thrive are distributed over a vast freight network that fuels the State’s economy. Providing **Connectivity for Daily Life** is an MTP goal because an easy to use, reliable, efficient, accessible, and fully integrated transport network for everyone’s use is a high priority and important responsibility for MDOT and is reflected in specific investments throughout this FY 2009-2014 CTP.

To efficiently move people, MDOT has invested in a seamless transport network that gives our users a choice of how to go about their daily life: whether it is catching a bus, boarding the Light Rail, Metro or MARC train, boarding a plane at BWI or one of the regional airports, or driving down a well-built and maintained highway. MDOT is committed to providing a wide variety of commuting options and to providing travel options for people enjoying their leisure time.

Maryland’s transportation network serves as the backbone of the State’s economy and provides a means by which goods and products can flow over a integrated system, whether it arrives from the Port of Baltimore, travels inside of a freight truck by highway, or travels within Maryland via rail. The efficient and reliable movement of goods will ensure businesses continue to thrive and make Maryland more competitive, domestically and internationally.

As both the population and economy of Maryland continue to grow, the demand that will be placed on the existing transportation infrastructure will steadily increase and capacity will eventually be insufficient. By planning ahead and proactively working to meet the needs of tomorrow’s businesses, commuters, and citizens, MDOT will continue to develop a transport network able to serve and accommodate future needs.

Priority Initiative: BRAC

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

For the planning – and now the implementation – of Maryland’s response to BRAC, MDOT has been coordinating with local governments, as well as regional, State and

federal partners, including the BRAC-impacted military installations. MDOT has been assisting local governments in considering BRAC-related transportation projects in the context of their overall needs. Outreach efforts also continue with communities and stakeholder groups throughout the State. MDOT's work is also done in concert with the State of Maryland's Subcabinet on BRAC, chaired by the Lt. Governor. MDOT prepared a section of the State of Maryland's BRAC Action Plan for the Subcabinet, outlining policies, projects and legislation needed for Maryland to respond to BRAC.

To address the challenges of time and funding, MDOT relies on a "high/low" investment strategy to fund and deliver BRAC-related transportation projects. Under the "high/low" strategy, lower-cost improvements that can be implemented quickly (low strategy) have been targeted for potential completion prior to 2011, while higher-cost, major higher-capacity projects will be implemented over time. Short-term BRAC projects include the evaluation of direct transit services and the State Highway Administration's BRAC Intersection Program at the most heavily impacted intersections near FGGM, APG, and Bethesda NNMC. Long-term BRAC projects that are part of MDOT's "high" strategy include several major highway projects such as the MD 175 and MD 198 Project Planning Studies at FGGM, as well as improvements to the MARC commuter rail system.

The transportation section of the State BRAC Action Plan (see <http://www.gov.state.md.us/brac/index.asp>) contains more detailed information about MDOT's response to BRAC.

For more information on the Department's BRAC Activities, please visit the BRAC section of the CTP, on page A-41.

Priority Initiative: Freight Studies

In addition to the safe and efficient movement of people from, to, and through the State of Maryland, MDOT is also focused on the safe and efficient transportation of freight. Studies from the United States Department of Transportation estimate that freight tonnage will grow between 70-80% by 2025 for the mid-Atlantic and northeast corridors. Freight tonnage is expected to increase along similar trend lines for Maryland, as the State is located at the geographic epicenter of the I-95 Corridor. While freight is expected to grow, the current flow of freight throughout the State is impeded by chokepoints and aging infrastructure that are significant for both the geographic region and the Corridor. Such challenges must be addressed to allow for the cost-effective and safe movement of goods by waterborne, rail and motor carrier providers. To meet these needs, MDOT is taking an aggressive approach to implementing freight solutions in Maryland and the greater multi-state region. Major issues to be addressed include:

- Identifying and prioritizing freight infrastructure projects for investment through the development of a State Freight Plan;



- Increasing the Port of Baltimore's competitiveness by adding operational and infrastructure efficiencies at the Port and to/from the Port.
- Identifying rail infrastructure and operation synergies that can mutually benefit freight and passenger services including rehabilitation or replacement of the Civil War-era rail tunnels.
- Identifying trucking needs, including overnight parking and staging solutions, for more efficient and safe freight movement throughout the State;
- Improving working relationships with private-sector freight providers;
- Increasing consideration of freight needs in local and statewide planning and improving outreach to local communities and economic development organizations.

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

- US DOT – to help design creative financing solutions to the major truck and rail chokepoints impacting the entire region;
- I-95 Corridor Coalition – to evaluate and recommend solutions to truck and rail capacity chokepoints and identify opportunities in the emerging marine highways or short sea shipping sector;
- Federal Railroad Administration – to study alternative rail freight and passenger tunnel routes through Baltimore and seek funding through new freight and passenger rail grant programs;

- Federal Highway Administration – to monitor travel times and delays in freight significant corridors; and,
- Industry Stakeholders – to advise and guide on freight planning and initiatives, as well as to develop solutions for impediments to efficient logistics the State.

MDOT will continue its leadership role in order to quantify and define statewide and multiple State corridor freight needs. When these studies are completed, key projects will be identified for consideration as future candidates for federal and state funding.

MTP GOAL: Quality of Service

MDOT takes pride in being open to the feedback our customers provide and taking steps to address issues as well as providing a high level of customer service and this is why **Quality of Service** is a goal in the MTP. Some steps that have already been taken include streamlining transactions at the MVA, clearing accidents on the highway system through CHART (Coordinated Highway Action Response Team), and providing a high-quality experience at BWI and regional airports.

The citizens of Maryland expect to be able to use the transportation network across the State whenever and wherever needed. MDOT constantly works to maintain reliable and predictable travel times for people or goods. Some examples include operating and expanding the CHART program, improving on-time performance on transit, or providing real-time information to riders and drivers. This is vital as people go about their business since the economy relies on the smooth flow of goods and services.

Placing our citizens first is always a priority in the ongoing work to improve our quality of customer service and to maintain a reliable transportation network across Maryland.

Annual Attainment Report

The Legislature in 2000 passed a bill requiring MDOT to develop an Annual Attainment Report (AR) on Transportation System Performance. The main objectives of the AR are:

- To report on progress toward achieving the goals and objectives in the MTP and CTP;
- To do this by establishing performance measures; and
- To set long-term and intermediate-term performance targets.

The legislation also requires the Governor to establish an Attainment Report Advisory Committee (AR-AC). The role of the AR-AC is:

- To advise MDOT on the selection of performance measures and data;
- To review selected performance measures and data;
- To evaluate the clarity of the measures and targets;

- To identify gaps; and
- To recommend strategies to increase the effectiveness of the AR.

The AR identifies indicators and tracks transportation system performance. It also documents how MDOT is achieving its goals and objectives based on a series of performance indicators. The performance indicators presented in the report are also intended to help MDOT and the citizens of Maryland assess the improvements that are being made and the resulting performance benchmarks based on the amount of investment. The AR performance measures were developed in a collaborative effort between the Secretary's Office, the modal administrations, the Maryland Transportation Authority and the AR-AC. The AR-AC met four times during the process to develop a set of performance measure recommendations used by the MDOT Secretary to finalize the new performance measures. The MTP and AR were completed the end of December in order to be submitted to the 2009 Legislature by the third week of January as part of the SRT.

SHAPING MARYLAND'S TRANSPORTATION SYSTEM

The Public Role

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

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

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

The MDOT Role

The MTP serves as MDOT's guiding policy document. The current Plan is an update of the 2004 MTP. MDOT updated the MTP with the assistance of the AR-AC. Every year, the Secretary of MDOT works with the Department's modal administrators and the Authority to

determine which projects to add to the CTP or to advance in project development through additional funding. MDOT looks at the need for individual projects based on such things as MDOT's MTP goals and objectives, level of service, safety, maintenance issues, how the projects may encourage economic development, availability of funding (including federal funds), and the input received from the public and local officials. The Governor and Secretary take this input into account when making the final decision of which projects will be funded.

The Federal Role

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

In 1990, the Federal government passed sweeping revisions to the Clean Air Act designed to better address air pollution. In particular, the Clean Air Act of 1990 established tighter pollu-

tion standards for emissions from automobiles and trucks. Nonattainment area classifications were established and ranked according to severity of the area's air pollution problem. These nonattainment categories trigger varying requirements the area must comply with in order to meet federal standards. MDOT continues to work to ensure that the State's transportation program for Maryland will be consistent with Federal Clean Air Act requirements.

Federal highway and transit statutes require, as a condition for spending Federal highway or transit funds in urbanized areas, the designation of Metropolitan Planning Organizations (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, and West Virginia:

- 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).

HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation (MDOT) is divided into agencies responsible for different modes of travel. These are referred to as MDOT's modal agencies or modes. Projects in the CTP are listed under the mode responsible for them.

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

Funding Phases

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

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

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

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

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

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

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

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



PROJECT: Transportation Enhancement Program

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increased \$8.3 million due to the addition of FY 2012.

POTENTIAL FUNDING SOURCE		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	2009	2010	2011	2012	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	179,216	127,716	8,000	8,400	8,500	8,400	8,300	9,300	51,500	0
Total	179,216	127,716	8,000	8,400	8,500	8,400	8,300	9,300	51,500	0
Federal-Aid	136,816	99,016	5,000	6,400	5,500	5,600	5,300	7,300	35,800	0

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

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2008-2013 CTP

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

In total, three projects at a cost of \$37.0 million were added to the Construction Program of the CTP. One project at a cost of \$0.5 million was added to the Development and Evaluation Program (D&E). Fourteen projects were moved from the Construction Program to the D&E Program at a cost of -\$505.1 million. All these projects are listed by category on the following several pages.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Aviation Administration	
Airfield Pavement Improvement Program Phase II at BWI Marshall Airport	22.9
State Highway Administration	
MD 36, Lower Georges Creek Road; Replace Bridge 1014 over George's Creek (Allegany)	7.3
US 1, Belair Road; Replace Bridge over Little Gunpowder Falls (Baltimore)	6.8
	<hr/>
Total	37.0

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Transit Administration		
MARC West Baltimore Station Parking Expansion	PP, PE	0.5
		<hr/>
		Total .5

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

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>COST CHANGE (\$ MILLIONS)</u>
Maryland Transit Administration		
Kirk Bus Division D & E	Construction phase deleted due to economic downturn.	-63.4
Red Line Corridor Transit Study D & E	Project funding reduced due to economic downturn.	-21.9
MARC Riverside Maintenance Facility D & E	Moved from CO to D & E program due to uncertainty regarding site acquisition and economic downturn.	-14.8
State Highway Administration		
US 40, Pulaski Highway; Middle River Road to MD 43 Interchange (Baltimore)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-10.7
MD 404, Shore Highway; Upgrade MD 404 from Tuckahoe Road to MD 480. (Caroline)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-19.9
MD 331, Dover Road; Replace Bridge over Choptank River (Talbot, Caroline)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-40.8
I-70, Baltimore National Pike; I-70, Phase 2D (Frederick)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-51.8
US 219 Relocated, Oakland Bypass; US 219 Relocated Oakland Bypass (Garrett)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-33.0
US 29, Columbia Pike; Seneca Drive to MD 175 (Howard)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-50.3

PROJECTS MOVED FROM THE CONSTRUCTION PROGRAM TO THE D&E PROGRAM (Cont'd)

PROJECT DESCRIPTION

JUSTIFICATION

COST CHANGE
(\$ MILLIONS)

State Highway Administration

MD 32, Patuxent Freeway; Wellworth Way access improvements (Howard)

Moved from Construction Program to Development and Evaluation Program due to economic downturn.

-8.9

MD 4, Pennsylvania Avenue; Interchange at Suitland Parkway (Prince George's)

Moved from Construction Program to Development and Evaluation Program due to economic downturn.

-106.9

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

Moved from Construction Program to Development and Evaluation Program due to economic downturn.

-69.6

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

Moved from Construction Program to the Development and Evaluation Program due to economic downturn.

-9.1

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

Moved from Construction Program to the Development and Evaluation Program due to economic downturn.

-4.0

Total **-505.1**

PROJECTS REMOVED FROM THE D&E PROGRAM

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

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Aviation Administration Midfield Complex - New Air Traffic Control Tower at Martin State Airport	PE, CO	Cost containment defers construction start until FY 2012.
State Highway Administration MD 97, Georgia Ave.; I-495 to 16th Street (Montgomery)	PP	Removed from the Development and Evaluation Program due to economic downturn.
MD 349, Nanticoke Road; US 50 to Rockawalkin Road (Wicomico)	PP	Removed from the Development and Evaluation Program due to economic downturn.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2008-2013 CTP, for the following eight major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Aviation Administration		
Midfield Complex - New Air Traffic Control Tower at Martin State Airport	Cost containment deferral of construction.	FY 2010 to FY 2012
Protective Land Acquisition Program	Cost containment deferral.	FY 2009 to FY 2011
Maryland Transit Administration		
MARC Maintenance, Layover & Storage Facilities	Construction delayed due to availability of funding.	FY 2010 to FY 2011
Kirk Bus Division D & E	Construction phase deleted due to economic downturn.	
Red Line Corridor Transit Study D & E	RW and CO deferred due to economic downturn.	
MARC Riverside Maintenance Facility D & E	Moved from CO to D & E program due to uncertainty regarding site acquisition and economic downturn.	
State Highway Administration		
MD 97, Georgia Avenue;Interchange at Randolph Road (Montgomery)	Construction delayed due to economic downturn	FY 2011 to FY 2014
US 40, Dual Highway;at Edgewood Drive (Washington)	Construction delayed due to economic downturn	FY 2009 to FY 2010

CONSTRUCTION SCHEDULE ADVANCEMENTS

The start of construction has been advanced from the schedule shown in the FY 2008-2013 CTP, for the following major project.

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Transit Administration		
MARC Edgewood Station	Schedule changed to reflect addition of Phase II.	FY 2011 to FY 2010

COST & SCOPE CHANGES

In total, one-hundred and thirty-two major construction projects experienced significant changes in project cost or scope, for a net decrease of \$439.0 million. Forty-nine projects increased in cost by a total of \$264.7 million, while eighty projects experienced decreases totaling \$704.2 million. The scope of two projects changed, which caused a net increase totalling \$14.8 million, while one project experienced a reduction in scope totalling \$14.4 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).

FY 2008 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed nine major projects in FY 2008, at a total cost of \$175.7 million. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Port Administration	
South Locust Point Paper Shed	26.6
State Highway Administration	
MD 936, Upper George's Creek Road; Replace Bridge 1010 over Neff Run (Allegany)	2.2
MD 36, Lower George's Creek Road; Replace Bridges 1001 over Elklick Run and 1012 over George's Creek (Allegany)	6.8
I-83, Harrisburg Expressway; Replace Bridge on Freeland Road over I-83 (Baltimore)	3.3
MD 404, Shore Highway; Study to upgrade MD 404 from Double Hills Road to MD 16 (Caroline)	14.8
MD 5 Relocated at Hughesville; Hughesville Bypass (Charles)	58.2
MD 28, Tuscarora Road; Replace Bridge over Tuscarora Creek (Frederick)	3.3
US 40, Pulaski Highway; MD 152 to MD 24 overpass (Harford)	11.1
US 29, Columbia Pike; Interchange at Briggs Chaney Road (Montgomery)	49.4
Total	175.7

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Rehabilitation and resurfacing of one hundred eight (108) segments of highway	69.8
Rehabilitation or replacement of seven (7) bridges	16.8
Safety and geometric improvements at seven (7) locations	10.7
Thirty-six (36) projects including community safety and enhancement projects, environmental preservation, traffic managements and intersection capacity projects, sidewalks, drainage, guardrail end treatments and enhancements	28.3
Sixty-seven (67) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	125.5
Total	<hr/> 251.1

AWARDS

Highlights of projects awarded by the Department during FY 2008 are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MVA Ancillary Construction/Maintenance - Statewide (2 Contracts)	6.0
MVA Renovations to the Gaithersburg Branch Office	2.2
MAA BWI - Baggage Security Cages	1.0
MAA BWI - Airfield Lighting System Cable & Drainage Upgrade	9.1
MAA BWI - Concourse D/E Baggage System & Bag Claim Improvements	32.0
MAA BWI - Terminal Improvement Project - Ticket Lobby Lighting Phase	2.8
MAA BWI - Hourly Garage Bridge / Ramp / Jennie Joint Repairs	1.3
MAA BWI - Erosion and Stormwater Management Improvements	1.3
MPA Shed 4 Fire Protection Upgrades - Dundalk	2.7
MPA HVAC Upgrades, Phase II, Inbound Bldg., Seagirt	1.0
MPA World Trade Center - DBED Renovation, 7 Floors	3.3
MTA MD & DE Railroad - Massey to Chestertown Rehabilitation	1.8
MTA Fire and Security Management Systems	41.4
MTA Metro - Ancillary Repairs, Maintenance and Minor Construction	2.0
MTA Metro - South Lexington Market Weatherization Treatment	3.9
MTA Ancillary Repairs, Maintenance and Minor Construction - System Engr	3.8
MTA Miscellaneous Paving & Parking Area Construction	8.0

AWARDS (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
SHA Reconstruction of I-70 Welcome Centers in Frederick County	18.0
SHA Upgrade of HVAC System at Hagerstown Maintenance Facility	1.3
SHA Construction of Salt Storage Facility w/ Crew Quarters in Garrett County	2.1
SHA South Mountain Welcome Center Waste Water Treatment Upgrade	3.6
SHA MD 35 Bridge over Branch of Wills Creek - Allegany County	1.6
SHA MD 295 from I-695 to I-195 - Anne Arundel County	12.4
SHA MD 335 Bridge over Wallace Creek - Dorchester County	1.8
SHA I-270 Bridge over Doctor Perry Road - Frederick County	8.7
SHA MD 159 Bridge over Cranberry Run - Harford County	2.1
SHA MD 124 - Airpark Road to Rosewood Manor Lane - Montgomery County	54.8
SHA MD 355 - Old Georgetown Road to Maple/Chapman Road - Montgomery County	47.8
SHA I.C.C. - East of MD 97 to West of US 29 (Contract B) - Montgomery & Prince Georges Counties	559.8
SHA MD 237 - MD 235 to Pegg Road - Saint Mary's County	55.5
SHA US 113 - Hayes Landing to Goody Hill - Worcester County	22.5
Total	915.6

**DEPARTMENT OF TRANSPORTATION
FY 2010 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program		General Fund Appropriation	General	0
Major Projects	75.7	Facilities and Capital Equipment	J01A0103	36.2
System Preservation Minor Projects	30.7	WSTC Capital Grants	J01A0105	0
Development and Evaluation Program	0	WMATA Capital Grants	J01A0105	72.0
<u>Capital Salaries, Wages and Other Support Costs</u>	1.8	Major IT Development	J01A0108	0
		Other Funds	Other	0
TSO TOTAL	108.2			108.2

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	29.8
Major Projects	2.0	Major IT Development	J04E0008	1.7
System Preservation Minor Projects	26.3			
Development and Evaluation Program	1.9			
<u>Capital Salaries, Wages and Other Support Costs</u>	1.4			
MVA TOTAL	31.6			31.5

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	27.4
Major Projects	40.6	Major IT Projects	J06I0008	0.5
System Preservation Minor Projects	40.6	Other Funds	Other	63.6
Development and Evaluation Program	4.3			
<u>Capital Salaries, Wages and Other Support Costs</u>	6.1			
MAA TOTAL	91.6			91.5

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	114.6
Major Projects	56.6	Other	Other	0
System Preservation Minor Projects	43.2			
Development and Evaluation Program	10.0			
<u>Capital Salaries, Wages and Other Support Costs</u>	4.9			
MPA TOTAL	114.7			114.6

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	420.9
Major Projects	318.0	Major IT Development	J05H0108	6.0
System Preservation Minor Projects	100.6	Other Funds	Other	21.5
Development and Evaluation Program	25.4			
<u>Capital Salaries, Wages and Other Support Costs</u>	4.5			
MTA TOTAL	448.5			448.4

STATE HIGHWAY ADMINISTRATION

Construction Program		General Fund Appropriation	General	0
Major Projects	226.7	State System Construction and Equipment	J02B0101	723.6
System Preservation Minor Projects	484.9	County and Municipality Capital Program	J02B0103	4.5
<u>Development and Evaluation Program</u>	27.0	Major IT Development	J02B0108	10.5
SHA TOTAL	<u>738.6</u>			<u>738.6</u>

DEPARTMENT TOTAL

Construction Program				
Major Projects	719.6			
System Preservation Minor Projects	726.3			
Development and Evaluation Program	68.6			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>18.7</u>			
GRAND TOTAL	1,533.2			<u>1,532.8</u>

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2010 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
(\$ MILLIONS)

<u>ADMINISTRATION AND PROGRAM</u>	<u>OPERATIONS</u>	<u>STATE CAPITAL</u>	<u>OTHER CAPITAL</u>	<u>REVENUES</u>	<u>DEBT SERVICE</u>	<u>TOTAL</u>
<u>The Secretary's Office (J01A01)</u>						
The Secretary's Office	26.5	-	-	-	-	26.5
Operating Grants-in-Aid	12.6	-	-	-	-	12.6
Facilities and Capital Equipment	-	36.2	-	-	-	36.2
WMATA Operating Grants	215.2	-	-	-	-	215.2
WMATA Capital Grants	-	72.0	98.5	-	-	170.5
<u>Information Technology Services</u>	37.8	-	-	-	-	37.8
Subtotal	292.1	108.2	98.5	-	-	498.8
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	-	-	-	-	159.7	159.7
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	723.6	-	-	-	723.6
State System Maintenance	208.6	-	-	-	-	208.6
County and Municipality Capital Program	-	4.9	-	44.0	-	48.9
Highway Safety Operating Program	14.8	-	-	-	-	14.8
County and Municipality Program	-	-	-	480.0	-	480.0
<u>Major IT Developments</u>	-	10.5	-	-	-	10.5
Subtotal	223.4	739.0	-	524.0	-	1,486.4

Maryland Port Administration (J03D00)

Port Operations	112.6	-	-	-	-	112.6
<u>Port Facilities and Capital Equipment</u>	-	114.6	-	-	-	114.6
Subtotal	112.6	114.6	-	-	-	227.2

Motor Vehicle Administration (J04E00)

Motor Vehicle Operations	157.9	-	-	-	-	157.9
Facilities and Capital Equipment	-	29.8	-	-	-	29.8
<u>Major IT Developments</u>	-	1.7	-	-	-	1.7
Subtotal	157.9	31.5	-	-	-	189.4

Maryland Transit Administration (J05H00)

Transit Administration	46.6	-	-	-	-	46.6
Bus Operations	276.5	-	-	-	-	276.5
Rail Operations (Includes MARC)	190.5	-	-	-	-	190.5
Capital Equipment (Includes MARC)	-	420.9	21.5	-	-	442.4
Statewide Programs Operations	82.7	-	-	-	-	82.7
<u>Major IT Developments</u>	-	6.0	-	-	-	6.0
Subtotal	596.3	426.9	21.5	-	-	1,044.7

Maryland Aviation Administration (J06I00)

Airport Operations	184.2	-	-	-	-	184.2
Facilities and Capital Equipment	-	27.4	63.6	-	-	91.0
<u>Major IT Developments</u>	-	0.5	-	-	-	0.5
Subtotal	184.2	27.9	63.6	-	-	275.7

DEPARTMENT TOTAL

1,566.5	1,448.1	183.6	524.0	159.7	3,881.9
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**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2009</u>	BUDGET YEAR <u>2010</u>	Planning Years				SIX - YEAR TOTAL
			<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^A	51.5	36.2	25.1	17.3	11.8	11.8	153.7
Motor Vehicle Administration	32.0	31.6	26.4	19.8	22.7	23.3	155.8
Maryland Aviation Administration ^E	87.1	91.6	79.4	81.7	89.8	93.6	523.2
Maryland Port Administration	125.6	114.7	92.8	100.8	82.8	87.2	603.9
Maryland Transit Administration ^E	328.1	448.5	242.3	275.7	219.4	242.2	1,756.2
WMATA Grants (WMATA) ^{ADE}	162.8	170.5	193.0	214.9	209.9	224.9	1,176.0
State Highway Administration ^C	892.1	738.6	642.5	684.1	634.9	519.4	4,111.6
TOTAL CAPITAL	1,679.2	1,631.7	1,301.5	1,394.3	1,271.3	1,202.4	8,480.4
Special Funds	834.1	833.2	685.9	862.2	768.9	744.4	4,728.7
Federal Funds	689.2	614.8	496.1	402.5	365.1	321.0	2,888.7
Other Funds	155.9	183.7	119.5	129.6	137.3	137.0	863.0
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	75.1	77.0	81.0	83.0	85.0	87.0	488.1
Motor Vehicle Administration	156.0	157.9	163.0	168.0	173.0	179.0	996.9
Maryland Aviation Administration	180.0	184.2	191.0	196.0	202.0	208.0	1,161.2
Maryland Port Administration	110.2	112.6	114.0	116.0	118.0	120.0	690.8
Maryland Transit Administration	585.1	596.3	611.0	622.0	634.0	647.0	3,695.4
WMATA Grants (WMATA) ^A	212.3	215.2	234.0	249.0	265.0	282.0	1,457.5
State Highway Administration ^B	216.9	223.3	232.0	238.0	245.0	253.0	1,408.2
TOTAL OPERATING	1,535.6	1,566.5	1,626.0	1,672.0	1,722.0	1,776.0	9,898.1
Special Funds	1,455.5	1,485.9	1,546.0	1,592.0	1,642.0	1,696.0	9,417.4
Federal Funds	80.1	80.6	80.0	80.0	80.0	80.0	480.7
Reimbursable Funds	-	-	-	-	-	-	-

	CURRENT YEAR <u>2009</u>	BUDGET YEAR <u>2010</u>	Planning Years				SIX - YEAR TOTAL
			<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipality Program ^B	478.3	480.0	514.0	539.4	565.7	581.3	3,158.7
County and Municipality Capital ^C	50.4	48.9	-	-	-	-	99.3
TOTAL DISTRIBUTION OF SHARED REVENUES	528.7	528.9	514.0	539.4	565.7	581.3	3,258.0
Special Funds	483.2	484.9	-	-	-	-	968.1
Federal Funds	45.5	44.0	-	-	-	-	89.5
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements ^F	141.9	159.7	178.5	205.7	223.2	247.8	1,156.8
Special Funds	141.9	159.7	178.5	205.7	223.2	247.8	1,156.8
<u>DEPARTMENT TOTAL</u>	<u>3,885.4</u>	<u>3,886.8</u>	<u>3,620.0</u>	<u>3,811.4</u>	<u>3,782.2</u>	<u>3,807.5</u>	<u>22,793.3</u>
Special Funds	2,914.7	2,963.7	2,410.4	2,659.9	2,634.1	2,688.2	16,271.0
Federal Funds	814.8	739.4	576.1	482.5	445.1	401.0	3,458.9
Other Funds	155.9	183.7	119.5	129.6	137.3	137.0	863.0
Reimbursable Funds	-	-	-	-	-	-	-

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

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

^C - County and Municipality transfer fund from the Federal government are not included in FY 2011 - 2014

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

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

^F - Debt Service for County Bonds is not included in FY 2011 - 2014

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

SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2009-FY 2014 CTP/STP:

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013 - 14</u>	
Surface Transportation Program (STP)	135.3	49.8	56.6	69.1	162.8	473.6
National Highway System (NHS)	80.7	118.4	163.7	133.1	264.9	760.8
Interstate Maintenance (IM)	62.2	23.1	24.9	35.3	52.0	197.5
Bridge (BR)	83.3	80.0	75.3	89.3	173.2	501.1
Congestion Mitigation / Air Quality (CMAQ)	42.2	46.8	57.8	55.1	102.4	304.3
Safety (HSIP & SRTS)	4.9	6.8	7.6	6.5	9.5	35.3
Enhancements	10.0	10.0	10.0	10.0	20.0	60.0
Appalachia Development (APD)	0.8	0.8	0.8	0.8	1.6	4.8
Recreation Trails	1.1	1.2	1.2	-	-	3.5
Statewide Planning & Research (SPR)	14.9	17.2	17.2	17.2	34.3	100.8
Special Federal Appropriations	59.9	56.3	5.2	-	-	121.4
Equity Bonus	44.0	40.5	5.5	13.1	15.0	118.1
Urbanized Area Formula	36.5	36.5	36.5	36.5	72.7	218.7
New Starts, Fixed Guideway, Modernization & Bus	48.4	41.7	41.7	41.7	83.5	257.0
Elderly and Persons with Disabilities	2.2	2.2	2.2	2.2	4.3	13.1
Rural Area Formula	1.5	1.5	1.5	1.5	3.0	9.0
Preventative Maintenance	35.7	35.7	35.7	35.7	71.3	214.1
JARC	1.4	1.4	1.4	1.4	2.8	8.4
New Freedom	1.1	1.1	1.1	1.1	2.2	6.6
TOTALS	666.1	571.0	545.9	549.6	1,075.5	3,408.1

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

<u>Systems Preservation Categories</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013 - 14</u>	<u>Total</u>
<u>Agency Wide Improvements</u>						
Urbanized Area Formula	10.2	5.8	7.2	4.9	11.4	39.5
<u>Bus System Improvements</u>						
Bus & Bus Facilities	0.9	0.3	0.3	1.1	3.4	6.0
Urbanized Area Formula	0.4	1.4	1.7	0.4	-	3.9
<u>Metrorail Improvements</u>						
Fixed Guideway	3.3	3.2	4.6	3.3	5.8	20.2
Urbanized Area Formula	-	2.7	1.3	-	-	4.0
<u>Central Corridor Light Rail Improvements</u>						
Fixed Guideway	2.6	1.6	2.7	-	2.0	8.9
Urbanized Area Formula	0.5	-	-	-	-	0.5
<u>Marc System Improvements</u>						
Fixed Guideway	-	-	1.6	1.0	0.7	3.3
Urbanized Area Formula	0.5	0.7	1.3	0.7	1.2	4.4
TOTAL	18.4	15.7	20.7	11.4	24.5	90.7

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

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

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2009 - FY 2014 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2009	2010	2011	2012	2013 - 14	
<u>Environmental Projects</u>						
National Highway System	8.2	7.4	0.2	-	-	15.8
Surface Transportation Program	11.2	10.7	10.3	6.6	12.4	51.2
Enhancement	8.6	8.6	8.4	8.4	17.1	51.1
National Recreation Trails	1.1	1.2	1.2	-	-	3.5
<u>Safety and Spot Improvements</u>						
National Highway System	13.5	4.4	3.8	3.7	7.4	32.8
Surface Transportation Program	40.3	34.2	34.3	32.7	57.2	198.7
Interstate Maintenance	10.1	6.9	6.3	7.4	13.5	44.2
Highway Safety (HSIP & SRTS)	12.5	3.6	9.1	6.5	9.5	41.2
<u>Resurfacing and Rehabilitation</u>						
National Highway System	12.2	10.4	9.3	11.0	18.8	61.7
Surface Transportation Program	44.8	38.3	34.2	40.3	68.9	226.5
Interstate Maintenance	24.5	20.9	18.6	22.0	37.6	123.6
<u>Bridge Replacement and Rehabilitation</u>						
Bridge Replacement and Rehabilitation	43.2	48.2	42.3	39.9	78.0	251.6
Surface Transportation Program	1.4	1.5	1.4	1.3	2.5	8.1
Interstate Maintenance	0.5	0.5	0.5	0.4	0.8	2.7
National Highway System	0.9	1.0	0.9	0.8	1.7	5.3
Special Obligation Authority for Bridges	8.0	15.3	-	-	-	23.3
Local Bridge	12.5	12.5	12.5	12.5	25.0	75.0
<u>Urban Reconstr./Revitalization/APD Local Access</u>						
National Highway System	0.3	0.3	0.2	0.2	0.3	1.3
Surface Transportation Program	6.4	6.3	3.8	3.2	6.4	26.1
Appalachia Development (APD)	0.8	0.8	0.8	0.8	1.6	4.8
<u>Congestion Management</u>						
National Highway System	5.3	5.8	5.8	4.1	7.4	28.4
Surface Transportation Program	0.4	0.4	0.4	0.3	0.6	2.1
Congestion Mitigation / Air Quality	5.3	5.8	5.8	4.1	7.4	28.4
TOTALS	272.0	245.0	210.1	206.2	374.1	1,307.4

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

The following listing estimates system preservation program levels for FY 2009 through FY 2014. Anticipated projects for FY 2009 and FY 2010 within these totals are listed in the project detail section of this document.

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2011	2012	2013	2014	
	<u>2009</u>	<u>2010</u>					
<u>The Secretary's Office</u>							
Agency Wide	1.0	-	-	-	-	-	1.0
Minor Projects	<u>42.6</u>	<u>30.7</u>	<u>19.4</u>	<u>11.4</u>	<u>5.7</u>	<u>5.8</u>	<u>115.6</u>
TOTAL	43.6	30.7	19.4	11.4	5.7	5.8	116.6
<u>Motor Vehicle Administration</u>							
Building Improvements	21.8	24.7	17.8	13.2	14.9	15.4	107.6
Information Technology Projects	<u>2.5</u>	<u>1.7</u>	<u>0.7</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>5.0</u>
TOTAL	24.3	26.3	18.6	13.2	14.9	15.4	112.6
<u>Maryland Aviation Administration</u>							
Airport Technology	2.6	0.8	1.6	0.6	0.6	0.6	6.7
Airside Development	6.1	8.0	0.4	4.8	19.4	41.8	80.5
Annual	0.7	0.1	-	-	-	-	0.7
Baltimore/Washington	5.8	5.1	22.9	22.4	22.5	22.7	101.4
Consolidated Rental Car Facility	0.5	1.5	-	-	-	-	2.1
Environmental Compliance	1.3	2.3	0.1	-	-	-	3.7
Equipment	0.7	-	-	-	-	-	0.7
Information Technology CTIPP	2.2	7.1	11.9	14.0	10.1	-	45.3
Landside Development	1.9	-	1.3	3.9	3.9	-	11.0
Martin State	0.4	-	2.1	-	-	-	2.4

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR					
	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	
<u>Maryland Aviation Administration</u>							
Regional Aviation	2.3	2.1	2.1	2.1	2.1	2.1	12.8
Security	2.2	3.5	1.1	-	-	-	6.8
Terminal Development	<u>13.7</u>	<u>10.0</u>	<u>2.4</u>	<u>0.5</u>	-	-	<u>26.6</u>
TOTAL	40.3	40.6	45.7	48.4	58.6	67.1	300.8
<u>Maryland Port Administration</u>							
All Terminals	2.3	10.3	10.1	9.1	11.9	10.9	54.6
Dredging - General	0.5	1.4	1.4	0.4	0.4	0.4	4.2
Dredging Placement Options	0.3	0.5	1.5	-	-	-	2.2
Dundalk Marine Terminal	3.3	11.0	2.8	2.7	1.7	1.8	23.2
Environmental	5.6	7.2	1.2	0.8	0.8	0.9	16.5
Facilities and Equipment	1.6	1.4	1.5	1.2	1.1	1.1	8.0
Masonville Auto Terminal	-	-	1.1	1.1	1.1	1.1	4.3
North Locust Point	0.3	-	2.2	2.2	1.2	1.2	7.2
Open-Ended Consulting	5.0	7.7	5.6	4.0	4.0	4.1	30.4
Port-Wide	1.1	0.8	0.6	0.6	0.6	0.6	4.2
Seagirt Marine Terminal	1.8	1.9	0.1	1.1	1.1	1.1	7.0
South Locust Point	0.6	0.1	3.7	1.2	1.2	1.2	7.9
World Trade Center	<u>4.3</u>	<u>1.0</u>	-	<u>0.8</u>	<u>1.0</u>	<u>1.0</u>	<u>8.2</u>
TOTAL	26.7	43.2	31.6	25.0	25.9	25.4	177.8
<u>Maryland Transit Administration</u>							
Agency Wide	31.8	38.5	19.0	15.1	9.7	11.1	125.3
Bus	4.9	15.4	3.9	13.1	6.0	2.3	45.6
Freight	1.6	2.8	0.6	1.2	0.2	0.1	6.5
Light Rail	7.0	10.1	8.4	7.1	9.1	1.9	43.5
MARC	6.2	9.7	7.4	3.7	3.2	3.2	33.2

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				SIX-YEAR
	YEAR	YEAR	2011	2012	2013	2014	TOTAL
	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>							
Metro	6.8	21.9	17.2	26.8	11.0	8.0	91.6
Mobility	1.0	0.9	0.1	0.1	-	-	2.1
Program 8	<u>1.0</u>	<u>1.3</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2.2</u>
TOTAL	60.3	100.6	56.6	67.1	39.1	26.6	350.2
<u>State Highway Administration</u>							
Safety, Congestion Relief, Highway and Bridge	410.9	365.6	336.9	490.3	487.7	392.2	2,483.6
Noise Barriers	12.4	11.1	1.0	0.3	0.5	0.5	25.8
Community Safety and Enhancements	34.2	16.2	13.1	17.1	16.9	17.5	115.0
Enhancements Program	10.3	10.2	10.1	10.1	10.3	10.8	61.8
Facilities	22.6	12.0	10.9	10.3	11.7	12.2	79.7
Communications	1.1	15.1	13.1	7.5	6.5	0.1	43.4
Equipment	11.2	11.5	11.6	11.7	11.8	12.2	70.0
Environmental Compliance	6.2	5.7	5.7	6.0	6.1	7.3	37.0
Truck Weight	<u>3.5</u>	<u>2.5</u>	<u>3.0</u>	<u>2.0</u>	<u>2.0</u>	<u>2.0</u>	<u>15.0</u>
TOTAL	512.4	449.9	405.4	555.3	553.5	454.8	2,931.3
CTP SYSTEM							
PRESERVATION PROJECTS	707.6	691.2	577.3	720.4	697.7	595.0	3,989.2

MAJOR BRIDGE PROJECTS

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

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Allegheny County</u>		
<u>Construction Program</u>		
1.	US 220, McMullen Highway -- Primary	Replace Bridge 1060 over the Potomac River
2.	MD 35, Ellerslie Road -- Secondary	Replace Bridge over Branch of Wills Creek
3.	MD 36, Lower Georges Creek Road -- Secondary	Replace Bridge 1014 over George's Creek
<u>Anne Arundel County</u>		
<u>Construction Program</u>		
2.	MD 450, Defense Highway -- Secondary	Replace Bridge over Bacon Ridge Branch
3.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad
<u>Baltimore County</u>		
<u>Construction Program</u>		
1.	I-695, Baltimore Beltway -- Interstate	Replace Bridge on MD 139 over I-695
3.	US 1, Belair Road -- Secondary	Replace Bridge over Little Gunpowder Falls
<u>Caroline County</u>		
<u>Construction Program</u>		
1.	MD 313, Greensboro Road -- Secondary	Replace Bridge over Long Marsh Ditch
<u>Development and Evaluation Program</u>		
4.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
<u>Dorchester County</u>		
<u>Construction Program</u>		
1.	MD 335, Hooper Island Road -- Secondary	Replace Bridge over Wallace Creek

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Frederick County</u>		
<u>Construction Program</u>		
2.	I-270, Eisenhower Memorial Highway -- Interstate	Replace Bridge over Doctor Perry Road
3.	MD 28, Tuscarora Road -- Secondary	Replace Bridge over Washington Run
5.	MD 180, Jefferson Pike -- Secondary	Replace Bridge over tributary of Potomac River
<u>Harford County</u>		
<u>Construction Program</u>		
3.	MD 159, Philadelphia Road -- Secondary	Replace Bridge over Cranberry Run
<u>Howard County</u>		
<u>Construction Program</u>		
4.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad
<u>Prince George's County</u>		
<u>Construction Program</u>		
1.	I-95/I-495 Woodrow Wilson Bridge Improvement -- Interstate	Joint project with VDOT, DCDPW and FHWA to develop a replacement facility
6.	MD 201, Kenilworth Avenue -- Primary	Replace Bridges over Amtrak, MD 965, and Bever Dam Branch
<u>Queen Anne's County</u>		
<u>Construction Program</u>		
1.	MD 313, Greensboro Road -- Secondary	Replace Bridge over Long Marsh Ditch
<u>Somerset County</u>		
<u>Construction Program</u>		
1.	MD 362, Mt. Vernon Road -- Secondary	Replace Bridge over Monie Creek

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
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Talbot County

Construction Program

1.	MD 303, Lewistown Road -- Secondary	Replace Bridge over Tuckahoe Creek
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Development and Evaluation Program

3.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
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Washington County

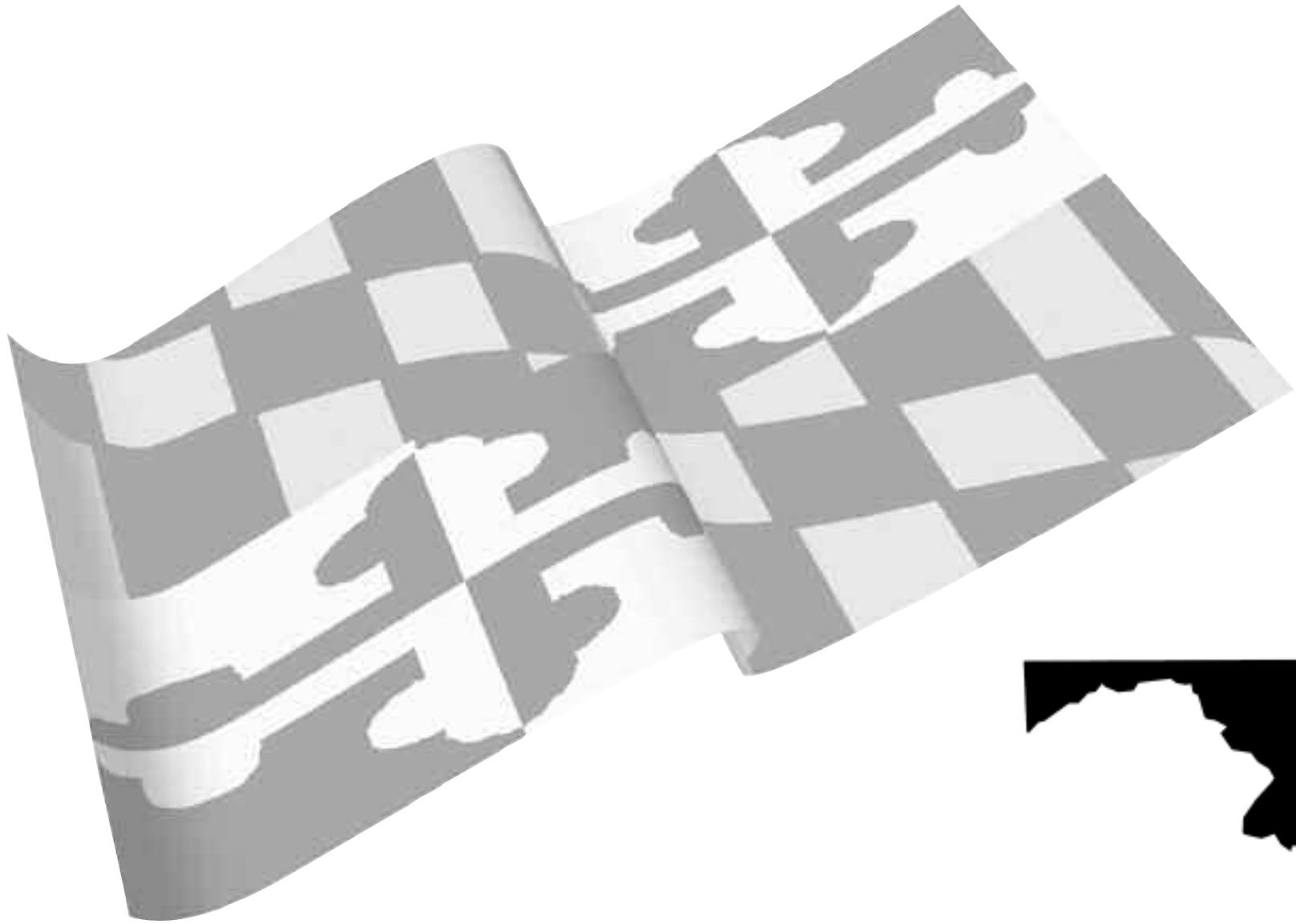
Construction Program

1.	I-70, Eisenhower Memorial Highway -- Interstate	Replace Bridges over Black Rock Road
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Worcester County

Development and Evaluation Program

3.	US 50, Ocean Gateway -- Primary	Bridge over Sinepuxent Bay
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BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

STATE HIGHWAY ADMINISTRATION

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

Retrofit Sidewalk Program

Allegany County

MD 36 - American Legion Entrance to American Legion Entrance 100,000

Anne Arundel County

MD 2 - Marley Station Road to American Circle 86,000

MD 70 - Taylor Ave. to Melvin Ave. 200,000

MD 174 - Westphalia Drive to Parke West Drive 87,000

MD 174 - MD 170 to Entrance of Severna Danza Park 63,000

MD 648 - MD 2 to Glen Burnie Town Center 15,000

MD 648 - Eastern Street to Cromwell Shopping Center Entrance 76,000

Baltimore County

MD 26 - Live Oak Road to Deer Park Road 50,000

MD 26EB - Marriottsville Road to Sheraton Road 182,000

MD 140 - Chartley Drive to MD 30 24,000

Calvert County

MD 2 - Solomon's Museum ramp 46,000

Cecil County

MD 274 - Cherry Street to Dairy Street 150,000

Frederick County

US 40 Alt - US 15 to McCain Drive 240,000

MD 464 - MD 17 to Maple 150,000

Garrett County

MD 560 - Alley #4 to First Ave. 100,000

Harford County

US 40 - at Bata Boulevard 40,000

MD 924 - Holly Wreath Drive to Holly Wreath Court 35,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Retrofit Sidewalk Program (Cont.)

Howard County

US 1 - Troy Hill North to Loudon Ave.	86,000
MD 216 - Reservoir High School and Fulton Elementary School	89,000

Montgomery County

MD 97 - Longwood Park Entrance to Market Street	487,000
MD 547 - at Kensington Park Library	20,000

Prince George's County

MD 201 - Sarvis Avenue to Good Luck Road	60,000
MD 212 - Roby Avenue to Odell Road	267,000
MD 564 - Amtrak bridge to Chapel Avenue	6,000
MD 564 - Maple Ave. to Chapel Ave.	300,000

Washington County

MD 58 - Broadfording Road to Woodpoint Avenue	150,000
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Wicomico County

US 50 - Davis Street to East Main Street	120,000
US 50 - East Main Street to Naylor Street	80,000

Worcester County

MD 376 - Branch Street to Bay Street	271,000
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TOTAL **3,580,000**

Community Safety and Enhancements Program

Allegany County

US 40 ALT - MD 658 to Braddock Street	7,150,000
US 220 - Lee Street to MD 636	4,603,000

Anne Arundel County

MD 170 - 10th Street to MD 648	5,023,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements Program (Cont.)

Baltimore County

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

Calvert County

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

Carroll County

MD 30 - CSX Railroad to Northwoods Trail	700,000
MD 140 - in Taneytown	14,341,000

Charles County

MD 5 Bus. - in Waldorf	2,000,000
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Dorchester County

MD 16 - Church Creek Streetscape	836,000
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Frederick County

MD 144 FB - New Market	4,919,000
MD 180 - US 340 to Old Holter Road	500,000

Garrett County

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

Harford County

MD 755 - MD 24 to Willoughby Beach Road	3,961,000
MD 924 - MD 22 to Gordon Street	8,580,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements Program (Cont.)

Montgomery County

MD 97 - MD 108 to Queen Elizabeth/Prince Phillip Dr.	551,000
MD 650/193 - Langley Park/Takoma Park	6,000,000

Prince George's County

US 1 - Talbot Ave. to Howard Co. line in Laurel	2,244,000
MD 650/193 - Langley Park/Takoma Park	6,000,000

St. Mary's County

MD 5 BUS - in Leonardtown	4,058,000
MD 246 - Saratoga Drive to MD 235	4,207,000

Talbot County

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

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

US 113 Bus. - Coulbourne Drive to Morris Street	200,000
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TOTAL	110,838,000
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Streetscapes and Minor Reconstruction

Anne Arundel County

Bladen Street - College Creek Park to College Ave.	486,000
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TOTAL	486,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program

<u>Anne Arundel County</u>	
Jonas Green Trail	500,000
<u>Baltimore City</u>	
Key Highway Bike Path	554,000
Herring Run Greenway bicycle and pedestrian facilities	1,980,000
<u>Calvert County</u>	
Chesapeake Beach Railroad Trail	1,630,000
<u>Caroline County</u>	
Adkins Arboretum pedestrian and bicycle facilities	779,000
<u>Frederick County</u>	
Ballenger Creek Trail Phase 1	857,000
Carroll Creek Park Trail Phase II	3,000,000
<u>Howard County</u>	
Broken Land Parkway Pathway	386,000
<u>Montgomery County</u>	
Shady Grove Metro Access Road Bikepath	1,255,000
Rock Creek Hiker-Biker Trail Bridge	3,957,000
<u>Prince George's County</u>	
Melrose Park Access Trail	53,000
North Gate Park at Paint Branch	830,000
<u>St. Mary's County</u>	
Three Notch Trail Phase 5	771,000
<u>Talbot County</u>	
St. Michael's Nature Trail	538,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

<u>Washington County</u>		
Western Maryland Rail Trail Phase IV		2,450,000
 <u>Wicomico County</u>		
Northeast Collector Road Bikepath Phase II		225,000
	TOTAL	19,765,000

Retrofit Bicycle Program

TOTAL **0**

Primary/Secondary Program

<u>Allegany County</u>		
US 220 - Bridge over Potomac River		
sidewalks	1.0 miles	137,280
shoulders	1.0 miles	150,000
 MD 35 - Bridge over Willis Creek		
shoulders	0.1 miles	15,000
 MD 36 - Bridges over George's Creek		
shoulders	0.1 miles	15,000
 <u>Anne Arundel County</u>		
MD 450 - Bridge over Bacon Ridge Branch		
shoulders	0.1 miles	15,000
 MD 732 - Bridge over CSX railroad		
sidewalks	0.5 miles	68,640
shoulders	0.5 miles	75,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Baltimore County

MD 45 - Cavan Rd. to Ridgley Rd.

wide curb lanes	1.1 miles	165,000
sidewalks	1.1 miles	151,008

US 1- Bridge over Little Gunpowder Falls

shoulders	0.1 miles	15,000
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Calvert County

MD 2/4 - at MD 231

wide curb lanes	0.5 miles	75,000
sidewalks	0.5 miles	68,640

Caroline County

MD 313 - Bridge over Long Marsh Ditch

shoulders	0.1 miles	15,000
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Carroll County

MD 30 Relocated, Hampstead Bypass

shoulders	5.8 miles	876,000
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Dorchester County

MD 335 - Bridge over Wallace Creek

shoulders	0.1 miles	15,000
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Frederick County

I-70/MD 475/MD 85

wide curb lanes	0.5 miles	75,000
sidewalks	0.5 miles	68,640

MD 28 - Bridges over Washington Run

shoulders	0.1 miles	15,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

MD 80 and MD 355 east of I 270 and south of Urbana		
shoulders	2.5 miles	375,000
sidewalks	2.5 miles	343,200
wide curb lanes	2.5 miles	375,000
 <u>Howard County</u>		
MD 732 - bridge over CSX railroad		
sidewalks	0.5 miles	68,640
shoulders	0.5 miles	75,000
 <u>Montgomery County</u>		
MD 97 - Randolph Rd.		
wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280
 MD 124 - Airpark Road to Fieldcrest Road		
wide curb lanes	1.1 miles	165,000
sidewalks	1.1 miles	151,008
 MD 355 - Randolph Rd./Montrose Parkway		
wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280
parallel trail	1.0 miles	115,000
 <u>Prince George's County</u>		
I-95/I-495/Woodrow Wilson Bridge		
parallel pedestrian bridge		56,000,000
 I-95/495 - Branch Ave. Metro (Phase 1)		
parallel trail	0.5 miles	57,500
sidewalks	0.5 miles	68,640
 I-295/I-495/MD 414 interchange		
sidewalks	0.2 miles	30,000
wide curb lanes	0.2 miles	27,456

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

MD 5 - MD 373 to US 301		
wide curb lanes	1.1 miles	165,000
sidewalks	1.1 miles	151,008
 MD 212 - US 1 to I-95		
wide curb lanes	2.0 miles	300,000
sidewalks	2.0 miles	274,560
 MD 450 - CSX bridge over MD 450		
wide curb lanes	0.1 miles	15,000
sidewalks	0.1 miles	13,728
 <u>Queen Anne's County</u>		
MD 313 - Bridge over Long Marsh Ditch		
shoulders	0.1 miles	15,000
 <u>St. Mary's County</u>		
MD 237 - Pegg Road to MD 235		
wide curb lanes	2.8 miles	420,000
sidewalks	2.8 miles	384,384
 <u>Somerset County</u>		
MD 362 - Bridge over Monie Creek		
shoulders	0.1 miles	15,000
 <u>Talbot County</u>		
MD 303 - Bridge over Tuchahoe Creek		
shoulders	0.1 miles	15,000
 <u>Washington County</u>		
US 40 - Edgewood Drive Intersection		
wide curb lanes	0.5 miles	75,000
sidewalks	0.5 miles	68,640

BICYCLE AND PEDESTRIAN RELATED PROJECTS

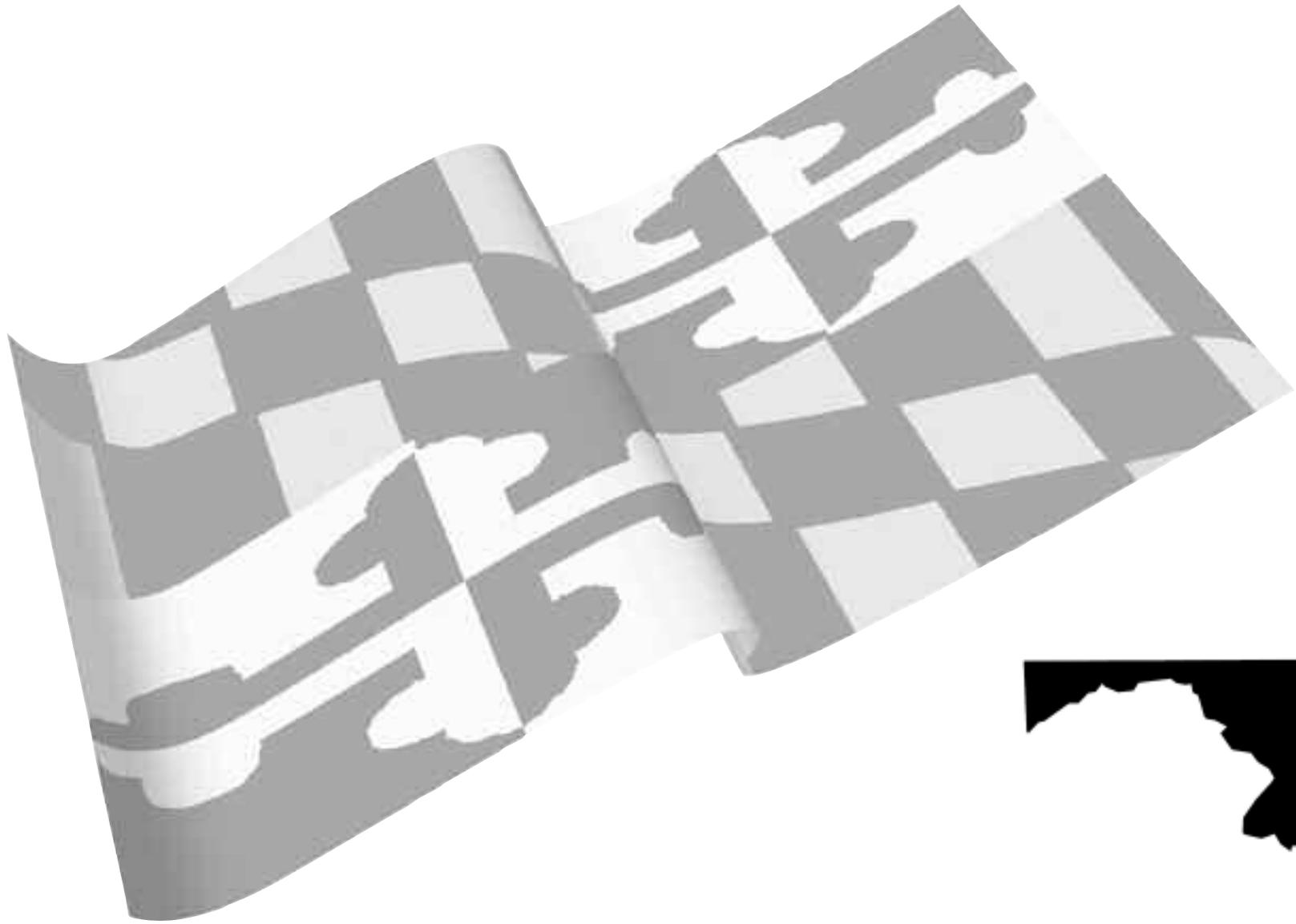
Primary/Secondary Program (Cont.)

Worcester County

US 113 - Hayes Landing Road to Goody Hill Road (Phase 2A)			
shoulders	2.5 miles		375,000
US 113 - Goody Hill Road to Massey Branch (Phase 2B)			
shoulders	1.8 miles		270,000
wide curb lanes	14.4 miles	sub-total	2,160,000
shoulders	15.1 miles	sub-total	2,271,000
sidewalks	16.4 miles	sub-total	2,251,392
parallel trails	1.5 miles	sub-total	172,500
WWB		sub-total	56,000,000
TOTAL			62,854,892

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

retrofit sidewalk program	3,580,000
community enhancement and safety	110,838,000
streetscapes and minor reconstruction	486,000
transportation enhancements program	19,765,000
retrofit bicycle program	0
primary/secondary program	62,854,892
TOTAL	197,523,892



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2009

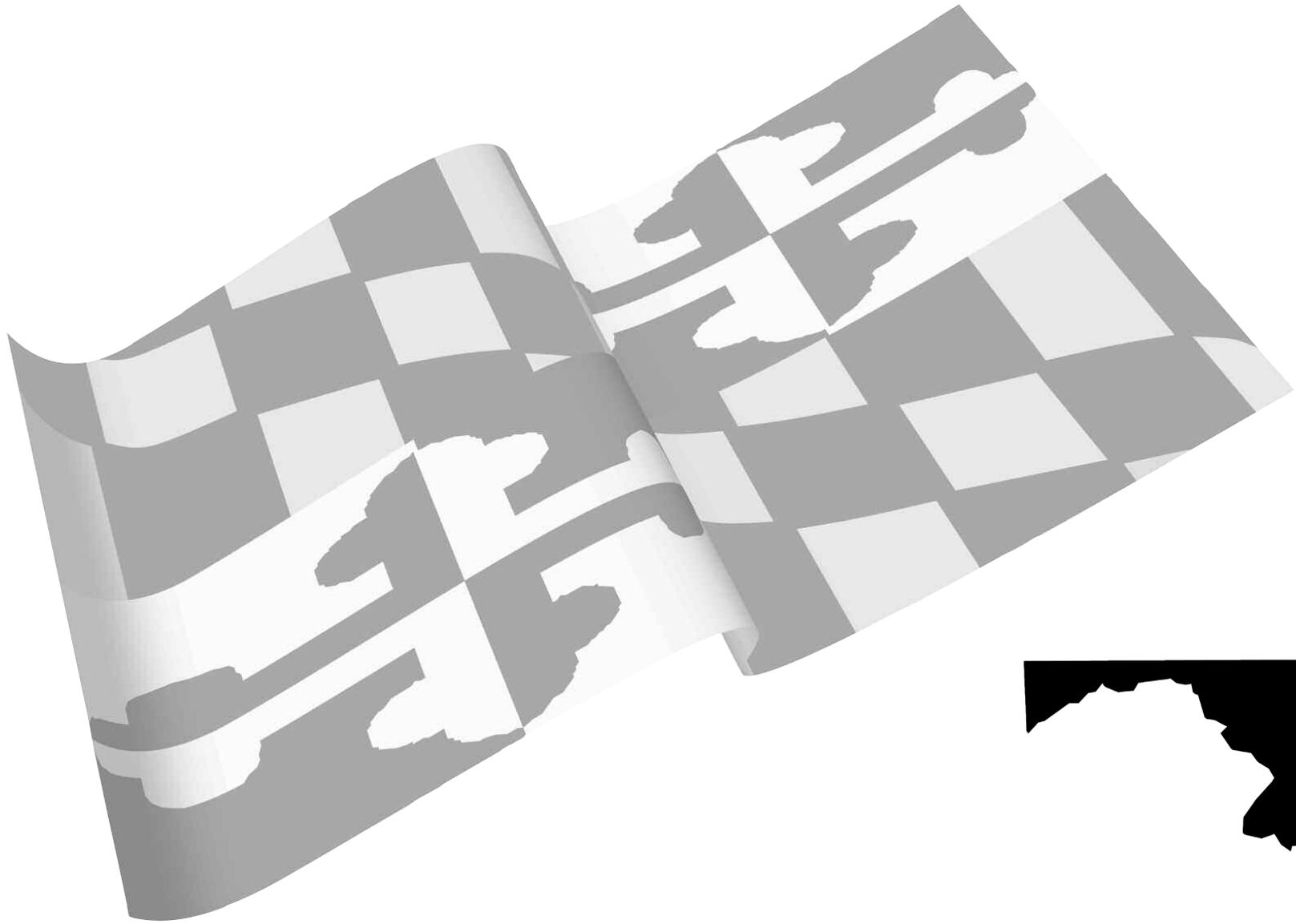
The following is a list of General Aviation Grants in the Consolidated Transportation Program. Additional information can be found under the respective Maryland Aviation Administration section.

MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (000's)			Total
		Federal	State	Local/Owner	
Allegany County	Greater Cumberland Regional	161	39	39	239
Allegany County	Mexico Farms Airprot	0	7	1	8
Anne Arudel County	Tipton Airport	1,028	72	72	1,172
Baltimore County	Martin State Airport	600	15	16	631
Caroline County	Ridgely Airpark	156	4	5	165
Carroll County	Carroll County Regional Airport	439	42	42	523
Dorchester County	Cambridge-Dorchester Airport	870	23	1,215	2,108
Frederick County	Frederick Municipal Airport	661	17	17	695
Harford County	Harford County Airport	0	72	51	123
Montgomery County	Montgomery County Airpark	272	7	46	325
Prince George's County	Washington Executive/Hyde Field	0	228	25	253

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2009

Prince George's County	College Park Airport	0	500	2,300	2,800
Queen Anne's County	Bay Bridge Airport	837	22	22	881
Somerset County	Crisfield-Somerset County Airport	363	9	10	382
St. Mary's County	St. Mary's County Regional Airport	411	48	49	508
Talbot County	Easton Airport	294	201	202	697
Washington County	Hagerstown Regional Airport	5,961	407	409	6,777
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	2,594	68	68	2,730
Worcester County	Ocean City Municipal Airport	0	50	50	100



BRAC ACTIVITIES

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

Base Realignment and Closure (BRAC) encompasses the arrival of new residents, jobs, and national defense and security activities into Maryland by September, 2011. As a result of the Federally-established 2005 BRAC Commission's decision to relocate several thousand jobs from outside the State to five Maryland military installations, BRAC will bring a myriad of benefits and challenges to the State, including the provision of additional transportation infrastructure to support the growth Maryland will experience due to impending BRAC movements, to preserve Marylanders' quality of life.

Maryland is one of the few states benefiting from BRAC by gaining 26,000 direct positions, with Aberdeen Proving Ground and Fort George G. Meade bearing the most growth. Somewhat unique to Maryland is that nearly all of the 26,000 jobs are to be filled by civilian employees who are not authorized to live on the bases. When indirect and tertiary positions are factored into the equation, Maryland stands to gain between 45,000 and 60,000 new jobs – the greatest economic growth the State will have experienced since World War II. It is important to note that this represents both BRAC and other federal and Department of Defense (DoD) decisions. According to the Maryland Department of Business and Economic Development, the five Maryland military installations expected to have significant increases in personnel resulting from BRAC and non-BRAC related growth are:

- **Fort George G. Meade** in Anne Arundel County is expected to add 5,700 jobs due directly to BRAC, over 4,000 jobs due to ongoing National Security Agency and other Army and DoD growth, and over 10,000 jobs from Enhanced Use Lease (EUL) related growth through time (beyond the BRAC window of 2011);
- **Aberdeen Proving Ground** in Harford County is expected to add approximately 8,200 direct BRAC jobs on base, as well as 6,000 indirect and induced jobs, and 3,000 to 5,000 new jobs from EUL related growth through time (beyond the BRAC window of 2011);
- **National Naval Medical Center at Bethesda** in Montgomery County is expected to add approximately 2,500 new personnel due to BRAC, including 1,750 from the Walter Reed Army Medical Center, in addition to a doubling of patient load;
- **Fort Detrick** in Frederick County is expected to add approximately 2,000 jobs total, 220 of which will be due directly to BRAC; and
- **Andrews Air Force Base** in Prince George's County is expected to add approximately 3,000 jobs total, 600 of which will be due directly to BRAC.

How is Maryland Preparing for BRAC?

Outreach efforts also continue with communities and stakeholder groups throughout the State. MDOT's work is also done in concert with the State of Maryland's Subcabinet on BRAC, chaired by the Lt. Governor, which was established by the Governor and the General Assembly to "coordinate State activities and work with the federal and local governments to prepare for and accommodate incoming households and jobs while sustaining and enhancing the quality of life throughout the State". MDOT prepared a section of the State of Maryland's *BRAC Action Plan* for the Subcabinet, outlining policies, projects and legislation needed for Maryland to respond to BRAC. The

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

State of Maryland's *BRAC Action Plan* outlines specific investments to meet the transportation needs of BRAC in Maryland. Transportation action items listed in the *BRAC Action Plan* are included in the table below, with references to specific project information forms (PIFs).

The *BRAC Action Plan* also proposed legislation – passed by the General Assembly in 2008 – to allow for the designation of “BRAC Revitalization and Incentive Zones” (BRAC Zones) as a mechanism for local governments to provide State financing support for public infrastructure in areas targeted for BRAC growth. On December 15, 2008, Lt. Governor Brown announced the designation of BRAC Zones in Baltimore City, Anne Arundel County, the City of Frederick, the City of Laurel, and Prince George's County. In addition, the same legislation empowered local governments to negotiate for transportation improvements with developers of Enhanced Use Lease projects, which are otherwise exempt from local mitigation requirements.

The State's *BRAC Action Plan* may be accessed at <http://www.gov.state.md.us/brac/index.asp>, or by contacting the BRAC Subcabinet at (410) 260-6116 (phone) or (410) 974-5615 (fax).

MDOT's Approach to BRAC

MDOT's mission for BRAC is “*to facilitate the safe and efficient movement of people and goods to support Maryland's military installations while sustaining and enhancing the quality of transportation and Maryland's communities throughout the State.*” This mission is achieved through the collaborative work of MDOT's modal agencies: the Maryland Transit Administration (MTA), State Highway Administration (SHA), Motor Vehicle Administration (MVA), Maryland Port Administration (MPA), Maryland Aviation Administration (MAA), and Maryland Transportation Authority (MdTA).

MDOT has taken a proactive approach in planning for – and now implementing – a coordinated response to the projected increase in demand on the transportation system as a result of BRAC. MDOT's coordinated effort is reflected through the transportation planning process, involving consultation and collaboration with local governments, as well as regional, State and federal partners, including the BRAC-impacted military installations. BRAC is a challenge for transportation in terms of both time and funding; major transportation projects may take 8-14 years to plan, design, fund and construct, while the BRAC moves will be implemented by mid-2011. To address the challenges of time and funding, MDOT relies on a “*high/low*” investment strategy to fund and deliver BRAC-related transportation projects.

Under the “*high/low*” strategy, lower-cost improvements that can be implemented quickly (low strategy) have been targeted for potential completion prior to 2011, while higher-cost, major higher-capacity projects will be implemented over time. Many of the long-term projects

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

identified in the FY 2009-2014 CTP as BRAC-related are major projects that pre-date the 2005 BRAC decisions. These projects were already needed for overall regional growth, but are also needed to support access to Maryland's BRAC-impacted military installations.

Short-term BRAC projects include intersection improvements (see pp. SHA-SW-5 to SHA-SW-7), the evaluation of direct transit services, operating and maintenance needs, and system preservation projects. Under the BRAC Intersection Improvement Program, SHA analyzed projected near-term traffic impacts at 107 heavily impacted intersections near Aberdeen Proving Ground, Fort George G. Meade and Bethesda National Naval Medical Center. Intersections were then prioritized for improvement based on level of service, relative cost, environmental and socio-economic impacts and proximity to the installations. With federal funding assistance, 16 intersections are now in design for improvements, such as additional turn lanes and other minor improvements to maintain an acceptable level of service. In the FY 09-14 CTP, \$98 million has been programmed for these intersection improvements, a decrease of approximately \$49 million from the FY 08-13 CTP. The BRAC Intersection Improvement Program is structured to allow for flexibility; available funding allows for priority intersections to continue advancing through the project development process, to the point where construction could begin once additional funding is identified. Continued federal assistance and additional local and private partnerships may allow for projects to advance to construction in the BRAC timeframe.

Long-term BRAC projects include several major highway projects such as the MD 175 and MD 198 Project Planning Studies at Fort George G. Meade. In addition, the MARC commuter rail system is also part of MDOT's "high" strategy. MARC serves an important role in Maryland's response to BRAC, serving both Fort George G. Meade and Aberdeen Proving Ground. At Governor O'Malley's direction, the MTA produced the "MARC Growth and Investment Plan" last year, an ambitious plan to triple MARC ridership by the year 2035. This Plan includes near-term and long-term projects in support of BRAC and regional mobility to be implemented over the next 25 years, which require the cooperation of both AMTRAK and CSX who own and operate the lines and will ultimately require significant money - \$3.9 billion in federal, State and private funding.

MDOT's BRAC strategy is in keeping with its commitment to Transit-Oriented Development (TOD) and Smart Growth. MDOT will aggressively promote TOD projects around the State's transit stations to accommodate growth in a more efficient and sustainable way by marketing property surrounding MARC, Metro, Light Rail, and other transit stations for development.

New funding approved by the General Assembly at the request of the Governor in 2007 allowed for additional investments in a balanced transportation system to be more responsive to the specific transportation needs around the BRAC-impacted Maryland military installations. Though requested projects continue to outstrip resources, requiring careful prioritization and staging of projects, the FY09-14 CTP reveals MDOT's ongoing commitment to Maryland's BRAC-impacted communities.

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

STATEWIDE - TRANSPORTATION		
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
I. Promote Transportation Alternatives - Transit, Carpool, And Vanpool		
1) Implement the MARC Growth and Investment Plan, improving service for existing customers and providing for capacity and service.	MTA	MTA-7
2) Promote seamless transit connections and customer convenience to and on military installations.	MTA	Ongoing
a. Develop MOUs to address security issues of direct service		
b. Work with APG and Ft. Meade on internal mobility for transit riders.		
3) Complete Smart Card implementation to provide seamless connections between MTA transit services, WMATA, and LOTS.	MTA	Ongoing
4) Provide continual ride-share coordination, promoting transit options, cost-effective carpooling and van pooling.	MTA	Ongoing
a. Add temporary coordinators for one-on-one support during BRAC influx.		
b. Explore "Flex-car" service options		
5) Access feasibility in BRAC corridors for revitalizing communities through transportation improvements with emphasis on mass transit	MDP, DHCD, DBED, MDOT	Ongoing
II. Encourage Smart Growth with Transportation Policies and Projects		
1) Revive the Community Safety and Enhancement Program	MDOT	SHA-SW-2
2) Expand pedestrian and bicycle access	MDOT	Ongoing
a. Emphasize inclusion of sidewalks and bicycle lanes in SHA projects.		
b. Target potential BRAC transportation enhancement program funding for bicycle and pedestrian improvements		
3) Promote Transit-Oriented Development (TOD) projects along MARC and WMATA system, targeting mixed-use and walkable, vibrant communities.	MDOT, MDP	Ongoing
4) Promote growth in targeted municipalities and growth areas through marketing and investments such as evaluation of additional MARC stations.	MTA	Ongoing

**MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES**

STATEWIDE - TRANSPORTATION (continued)		
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
III. Provide Customer Service		
1) Assess feasibility of new air service options at BWI Thurgood Marshall Airport to serve BRAC employees, contractors and families	MAA	Ongoing
2) Deploy MVA Mobile Vehicle for vehicle registration, licensing, and other services for relocating employees at BRAC installations	MVA	Anticipated in 2010- 2011
3) Participate in relocation fairs to promote transportation services for workers and families.	MTA	Ongoing

**MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES**

ABERDEEN PROVING GROUND - TRANSPORTATION		
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
I. Promote Transit Alternatives - Transit, Carpool, and Vanpool		
1) Evaluate additional direct transit service to APG through the Local Bus (LOTS) Harford and Cecil transit development plans	MTA	Ongoing
II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
2) Implement bridge replacement construction for MD 7 structure over Cranberry Run	SHA	SHA-H-3
III. Implement CTP Transit Project Pipeline (FY 2009-2014 CTP)		
1) Implement ADA improvements and build station at Edgewood MARC Station	MTA	MTA-6
2) Planning and Engineering for assessment of transit needs for BRAC: APG-related studies	MTA	MTA-30
a. Aberdeen MARC Station parking expansion		
b. Aberdeen MARC Station Relocation Study		
c. BRAC Commuter Bus Study		
3) Support LOTS for Cecil and Harford Counties	MTA	MTA-25
4) New MARC Layover and Maintenance Facility at Aberdeen Proving Ground	MTA	MTA-2
IV. Implement CTP Highway Project Pipeline (FY 2009-2014 CTP)		
1) Concept Development for Perryman Access Study to provide improved access to MD 159/US 40	SHA	SHA-H-4
2) Implement key intersection improvements	SHA	SHA-SW-7, SHA-H-7
3) Interchange improvements and Express Toll Lanes for I-95 Section 100, from North of the I-895 Split to North of MD 43	MdTA	MdTA-1
4) Study for I-95 Section 200, from North of MD 43 to north of MD 22.	MdTA	MdTA-15
5) I-95/MD 24 Interchange Improvements at MD 24/MD 924/Tollgate Road	MdTA	MdTA-2, SHA-H-1

**MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES**

ABERDEEN PROVING GROUND - TRANSPORTATION (continued)		
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
6) JFK (I-95) Park & Ride Facilities, New Lots at MD 152 and MD 24 (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-15
7) JFK (I-95) Toll Plaza Planning Study.	MdTA	MdTA-17
8) Expand and Improve the MD 152 Park & Ride Lot (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-15
9) US 40 Hatem Bridge Deck Replacement, including the US 40 at MD 222 Intersection Break-Out Project.	MdTA	MdTA-14
10) Construction of MD 132 Resurfacing, MD 462 to Beards Hill Road.	SHA	SHA-H-9
11) Construction of MD 755 Community Safety and Enhancement, MD 24 to Willoughby Beach Road (Phase I)	SHA	SHA-H-9
12) MD 152 Resurfacing, West of I-95 to APG Gate.	SHA	Complete

**MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES**

FORT MEADE - TRANSPORTATION		
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
I. Promote Transit Options		
1) Evaluate additional direct transit service to Ft. Meade through the Local Bus (LOTS) Anne Arundel and Howard transit development plans.	MTA	Ongoing
II. Implement Strategic Roadway Investments for near-term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
III. Implement CTP Transit Project Pipeline (FY 2009-2014 CTP)		
1) Planning for Baltimore Washington Investment Corridor Study, to include MARC Market and Capacity Analyses (Greenbelt to BWI).	MTA	MTA-41
2) Central Maryland Transit Maintenance Facility, Ft. Meade	MTA	MTA-32
3) Support LOTS for Anne Arundel and Howard counties	MTA	MTA-25
4) Planning and Engineering for assessment of transit needs for BRAC: Ft. Meade-related studies	MTA	MTA-30
a. BRAC Commuter Bus Study		
IV. Implement CTP Highway Project Pipeline (FY 2009-2014 CTP)		
1) Planning Study for MD 175 from MD 170 to MD 295	SHA	SHA-AA-7
2) Planning Study for MD 198, from MD 295 to MD 32	SHA	SHA-AA-8
3) Implement key intersection improvements	SHA	SHA-SW-5

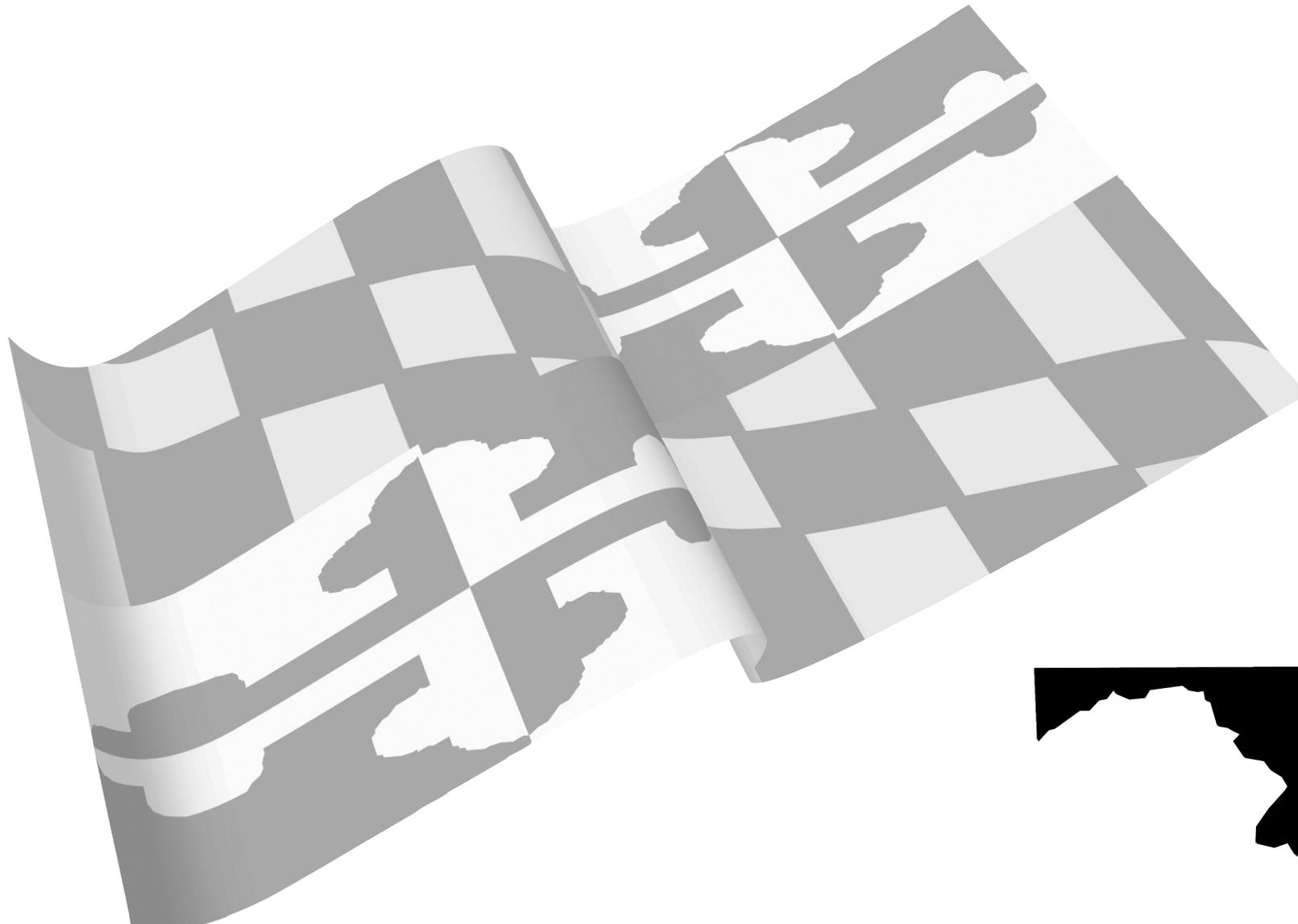
**MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES**

NATIONAL NAVAL MEDICAL CENTER (BETHESDA) - TRANSPORTATION		
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
I. Promote Transit Options		
1) Conduct feasibility study for new Medical Center Metrorail Station entrance	WMATA	WMATA-3
2) Emphasize transit improvements, given a heavily urbanized setting.	WMATA, MTA	
a. Evaluate potential WMATA bus service adjustments and improvements.		WMATA-3
b. Support local evaluation of direct shuttle service on base.		Ongoing
II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
III. Implement CTP Transit Project Pipeline (FY 2009-2014 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-30
2) Support LOTS for Montgomery County and Montgomery County's Local Bus Program	MTA	MTA-27
IV. Implement CTP Highway Project Pipeline (FY 2009-2014 CTP)		
1) Implement key intersection improvements	SHA	SHA-SW-6
2) Review locally-proposed Capital Beltway access improvements, including feasibility and operational issues	SHA	Complete

**MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES**

FORT DETRICK - TRANSPORTATION		
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
I. Implement Strategic Roadway Investments for near-term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Ongoing
2) Review signal system along US 40 from US 15 to Waverly Drive	SHA	Complete
II. Implement CTP Transit Project Pipeline (FY 2009-2014 CTP)		
1) Support LOTS for Frederick County (FY '09)	MTA	MTA-25
III. Implement CTP Highway Project Pipeline (FY 2009-2014 CTP)		
1) Planning and Engineering for US 15 – New interchange at Monocacy Boulevard/Christopher Crossing.	SHA	SHA-F-10

ANDREWS AIR FORCE BASE - TRANSPORTATION		
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
I. Implement Strategic Roadway Investments for near-term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Ongoing (includes SHA-PG-17)
II. Implement CTP Transit Project Pipeline (FY 2009-2014 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-30
2) Planning for Southern Maryland Mass Transportation Analysis	MTA	MTA-33
3) Support LOTS for Prince George's County and Prince George's County Local Bus Program (FY '08)	MTA	MTA-28
III. Implement CTP Highway Project Pipeline (FY 2009-2014 CTP)		
1) Construct a new interchange at MD 4 and Suitland Parkway	SHA	SHA-PG-16



IMPACTS DUE TO REVENUE ADJUSTMENTS

Impacts Due to Revenue Adjustments - September 2008

All figures shown are reductions in State funds (in thousands of dollars)

County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
MTA Projects									
MARC - Miscellaneous									
	Track Improvements on the Penn Line - Four Main Tracks	PP	-	-	1,000	-	-	-	1,000
	from West Baltimore to BWI *	PE	-	-	2,350	1,850	-	-	4,200
		RW	-	-	-	10,000	10,000	10,000	30,000
		CO	-	150	-	8,000	20,275	21,000	49,425
	Capital Program Support Fund	PE	1,500	2,500	2,500	2,500	500	500	10,000
	MARC Coach Purchase - All Lines *	CO	-	500	13,500	-	3,443	19,380	36,823
	Over the Road Coaches	CO	-	-	10,000	10,000	-	-	20,000
	Service Extension to Elkton (D&E) *	PP	-	-	-	500	500	-	1,000
	On-Board Passenger Wireless Local Area Network (D&E) *	PP	50	-	-	-	-	-	50
	Coach Cleaning Facilities Enhancements (D&E) *	PE	-	100	-	-	-	-	100
	Union Station - Catenary Improve. - Tracks 7,8,9 *	PE	100	-	-	-	-	-	100
		CO	-	1,000	2,500	-	-	-	3,500
	Procure Riverside Maintenance Facility from CSX (D&E) *	RW	23	8,258	-	-	-	-	8,281
	Brunswick Maintenance Facility (D&E)	PP	-	500	-	-	-	-	500
	Edgewood Maintenance Facility (D&E)	PP	50	-	-	-	-	-	50
		PE	-	100	-	-	-	-	100
	MARC Miscellaneous Subtotal		1,723	13,108	31,850	32,850	34,718	50,880	165,129
MARC Station Improvements									
	New West Baltimore Station (D&E)	PP	-	250	250	-	-	-	500
	Martin State Airport Station Bldg. & Parking Expan. (D&E)	PP	-	250	-	-	-	-	250
	Metropolitan Grove Station (D&E)	PP	200	-	-	-	-	-	200
		RW	-	100	-	-	-	-	100

* Part of larger MARC Growth and Investment Plan

Impacts Due to Revenue Adjustments - September 2008

All figures shown are reductions in State funds (in thousands of dollars)

County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
	Savage Station Access and TOD (D&E)	PP	-	1,000	-	-	-	-	1,000
	Muirkirk Station Access and Parking (D&E)	PP	-	-	1,000	-	-	-	1,000
	Odenton Station Southbound Platform Canopy *	PE	247	-	-	-	-	-	247
		CO	-	1,500	-	-	-	-	1,500
	Immediate Station Improvements - Aesthetics	CO	-	3,000	2,000	2,000	-	-	7,000
	Aberdeen Station Relocation Feasibility Study	PP	29	(10)	-	-	-	-	19
		CO	-	-	1,900	-	-	-	1,900
	Perryville Station Parking Expansion (D&E) *	PP	-	-	300	-	-	-	300
	Odenton Station Parking Garage (D&E)	PP	1	113	-	-	-	-	114
	MARC Station Improvements Subtotal		477	6,203	5,450	2,000	-	-	14,130
	Freight Rail Improvements								
	Freight Grade Crossing Rehabilitation Fund	CO	-	1,020	300	300	300	300	2,220
	Freight Bridge Rehabilitation Fund	CO	-	606	864	1,896	-	600	3,966
	Freight Rail Capital Improvements Program	CO	-	4,053	2,100	1,600	2,100	600	10,453
	Freight Subtotal		-	5,679	3,264	3,796	2,400	1,500	16,639
	Bus								
	New Main Shop	CO	-	-	-	-	-	13,400	13,400
	Bus Yard Wireless Local Area Network	CO	-	1,716	1,850	2,342	-	-	5,908
	Bus Stop Enhancements	CO	-	-	1,000	1,000	-	-	2,000
	On-Board Electronic Systems Integration	CO	-	-	-	-	-	9,117	9,117
	Parking Lot and Loop Lighting	PE	-	600	-	-	-	-	600
	Shuttle Bus Procurement	CO	-	1,000	2,000	-	-	-	3,000
	QuickBus Stop Enhancements	CO	-	448	1,000	-	-	-	1,448
	Bus Subtotal		-	3,764	5,850	3,342	-	22,517	35,473

Impacts Due to Revenue Adjustments - September 2008

All figures shown are reductions in State funds (in thousands of dollars)

County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
Agencywide									
	Rail Station Signage Improvements	CO	-	-	500	500	500	500	2,000
	New Market Park and Ride	PE	39	40	-	-	-	-	79
		CO	-	-	261	503	-	-	764
	Centralized Operations Control Center	PP	-	-	200	100	-	-	300
	Purple Line (D&E)	PE	(290)	(473)	7,046	18,027	2,346	(1,463)	25,193
	Baltimore Red Line Corridor Transit Study	RW	372	(200)	(1,200)	(7,900)	41,570	(15,000)	17,642
	Corridor Cities Transitway - CCT (D&E)	PE	(207)	1,805	10,000	12,936	9,000	9,000	42,534
	Baltimore Green Line Corridor Transit Study (D&E)	PP	-	-	380	320	940	3,372	5,012
	Environmental Compliance	CO	639	5,000	5,398	6,000	6,242	4,199	27,478
	Assessment of Transit Needs for Maryland BRAC (D&E)	PP	-	-	1,000	1,000	1,000	1,400	4,400
	Southern Maryland Mass Transportation Analysis (D&E)	PP	-	-	1,200	1,200	-	-	2,400
	Elevator & Escalator Systems Preservation Fund	CO	-	-	-	-	-	2,000	2,000
	Security 7 Surveillance Systems Pres. Fund	CO	-	-	-	-	-	8,000	8,000
	Fare Collection Equipment Preservation Fund	CO	-	-	-	-	50	3,500	3,550
	Agencywide Subtotal		553	6,172	24,785	32,686	61,648	15,508	141,352
Light Rail									
	CCTV Wireless Infrastructure	CO	-	1,500	2,500	2,000	-	-	6,000
	Texas Station	CO	-	420	-	-	-	4,800	5,220
	Passenger Shelter Replacement - Selected Stations	CO	50	450	750	750	-	-	2,000
	Maintenance of Way Equipment Storage Facility	CO	-	400	500	-	-	-	900
	Grounds Maint. & Fare Collection Equip. Storage Facility	CO	-	500	-	-	-	10,000	10,500
	Light Rail Subtotal		50	3,270	3,750	2,750	-	14,800	24,620

Impacts Due to Revenue Adjustments - September 2008

All figures shown are reductions in State funds (in thousands of dollars)

County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
	Metro								
	Owings Mills Station Rehabilitation	CO	-	-	-	2,000	2,500	-	4,500
	Operations Control Center Modernization	CO	-	-	400	450	1,100	2,200	4,150
	Metro Subtotal		-	-	400	2,450	3,600	2,200	8,650
	Mobility								
	Data Backup and Com. Systems (Redundant Dispatch Facility)	CO	-	550	450	-	-	-	1,000
	New Centralized Mobility Facility	PP	-	500	-	-	-	-	500
		PE	-	-	2,913	-	-	-	2,913
	Mobility Subtotal		-	1,050	450	-	-	-	1,500
	LOTS								
	Facilities	CO	-	7,000	1,250	2,000	-	-	10,250
	Vehicles and Equipment	CO	-	6,000	500	-	-	-	6,500
	BRAC Vehicles and Services	CO	-	2,720	1,360	1,360	1,360	-	6,800
	Montgomery County Local Bus Program	CO	5,000	-	-	-	-	-	5,000
	Prince George's County Local Bus Program	CO	1,200	-	-	-	-	-	1,200
	LOTS Subtotal		6,200	15,720	3,110	3,360	1,360	-	29,750
	MTA Total		9,003	54,966	78,909	83,234	103,726	107,405	437,243

Impacts Due to Revenue Adjustments - September 2008

All figures shown are reductions in State funds (in thousands of dollars)

County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
SHA Projects									
AW	Change Orders - Major projects		185	799	2,923	6,554	4,716	1,336	16,513
AW	Change Orders - Minor projects		413	1,521	3,456	1,954	1,403	-	8,747
AW	BRAC Intersections - Fort Meade	Various	-	5,589	5,589	5,588	-	-	16,766
AW	BRAC Intersections - Aberdeen Proving Grounds	Various	5,389	5,388	5,388	-	-	-	16,165
AW	BRAC Intersections - Bethesda	Various	5,285	5,285	5,285	-	-	-	15,855
AA	MD 648, Dorsey Road to MD 10	CO	-	300	3,200	3,750	250	-	7,500
BA	Broening Highway - Port Access Study	PP	-	725	311	-	-	-	1,036
BA	US 40, Median Landscaping (Pulaski Highway)	CO	-	-	922	5,158	2,428	-	8,508
BA	MD 140, Garrison View to RR tracks	RW	6,090	900	-	-	-	-	6,990
BC	Broening Hwy. - (Reduced from original \$10 M) TSO Grant	CO	-	5,000	-	-	-	-	5,000
CA	MD 2/4, Steeple Chase Road to Commerce Lane	PE	-	1,000	702	-	-	-	1,702
CA	MD 2/4 Access Controls-Calvert	RW	170	170	170	170	170	170	1,020
CL	MD 26, Liberty Reservoir to MD 32	PE	-	1,236	2,434	-	-	-	3,670
CO/TA	MD 331, Dover Road (Dover Bridge)	RW	-	21	146	21	-	-	188
		CO	-	-	1,162	3,407	2,969	1,227	8,765
CO/TA/QA	MD 404 - Phase 1A	CO	-	931	2,558	973	-	-	4,462
CO	MD 404, MD 309 to Cemetery Road - Phase 1B	PE	200	800	500	1,000	-	-	2,500
CO	MD 404 Access Controls-Caroline	RW	268	268	268	268	268	268	1,608
CH/PG	US 301 protective RW	RW	3,500	5,760	5,760	5,760	5,760	5,760	32,300
DO	US 50 Access Controls-Dorchester	RW	-	288	288	288	288	288	1,440
F	US 15 @ Monocacy Boulevard	PE	-	467	1,216	-	-	-	1,683
F	US 40 Middletown Bypass	PP	-	220	330	330	228	-	1,108
F	I-70, MD 144 to MD 355 (Phase 2D)	CO	-	5,058	22,317	26,185	-	-	53,560
F	I-70 @ Meadow Road	PP	25	201	125	75	-	-	426
GA	US 219 Oakland Bypass	RW	1,967	-	-	-	-	-	1,967
		CO	-	1,873	1,198	1,692	1,475	-	6,238
GA	US 219 North Protective RW	RW	-	296	296	-	-	-	592

Impacts Due to Revenue Adjustments - September 2008

All figures shown are reductions in State funds (in thousands of dollars)

County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
HO	US 29, Seneca Drive to MD 175 (Phase 1)	RW	1,000	1,094	-	-	-	-	2,094
		CO	-	887	16,902	22,005	-	-	39,794
HO	US 29, Middle Patuxent to Seneca Drive	RW	-	2,473	-	-	-	-	2,473
HO	MD 32 @ Linden Church Roads	RW	104	1,500	-	-	-	-	1,604
		CO	-	-	-	9,651	2,211	-	11,862
HO	MD 32 @ Nixon Farm Road	RW	1,141	-	-	-	-	-	1,141
		CO	81	160	-	-	-	-	241
HO	MD 32, Wellworth Way access controls	RW	646	-	-	-	-	-	646
		CO	437	1,542	2,020	124	-	-	4,123
HO	MD 32 Protective RW	RW	1,679	1,778	1,778	1,778	1,778	1,778	10,569
MO	MD 97 @ Randolph Road	CO	-	-	2,558	10,162	15,194	(15,324)	12,590
MO	MD 117, Seneca Creek to I-270 (Phase 2 & 3)	PE	-	935	567	-	-	-	1,502
MO	MD 124, MidCounty Highway to Airpark Road (Phase 2)	RW	416	-	-	-	-	-	416
MO	MD 97, 16th Street to Capital Beltway	PP	100	750	1,150	850	150	-	3,000
MO	I-270 @ Watkins Mill Road	PE	-	-	-	1,000	1,000	4,575	6,575
PG	MD 4 @ Suitland Parkway	RW	1,556	855	-	-	-	-	2,411
		CO	-	-	2,077	11,526	10,544	-	24,147
PG	US 1, College Avenue to Sunnyside Avenue	PE	1,000	1,000	1,000	4,100	-	-	7,100
PG	MD 5 Branch Ave Metro - Phase 2	RW	798	334	-	-	-	-	1,132
		CO	-	1,504	17,790	20,181	19,796	-	59,271
PG	MD 210 @ Kerby Hill Road	PE	-	220	845	-	-	-	1,065
PG	I-95 @ Contee Road	PE	54	59	65	514	-	-	692
PG	I-95 @ Greenbelt Metro	CO	-	8,000	-	-	-	-	8,000
PG	MD 500, East/West Highway to Hamilton Street	CO	-	500	-	400	3,700	3,100	7,700
PG	MD 295 @ National Harbor	CO	-	4,100	5,100	5,100	-	-	14,300
QA	US 301 @ MD 304	PE	950	3,850	-	-	-	-	4,800
SO	MD 822 at MD 675 and Sidewalks	RW	30	370	-	-	-	-	400
		CO	-	1,617	2,006	-	-	-	3,623
TA	US 50 Access Controls-Talbot	RW	288	287	287	288	288	288	1,726
WI	MD 349, US50 to Rockwalkin Rd.	PP	100	650	1,000	800	450	-	3,000
WI	US 50 Access Controls-Wicomico	RW	288	288	288	288	288	288	1,728

Impacts Due to Revenue Adjustments - September 2008

All figures shown are reductions in State funds (in thousands of dollars)

County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
WO	US 113, Five Mile Branch to Public Landing (Phase 4)	RW	233	220	54	-	-	-	507
WO	US 113 Access Controls - Worcester	RW	120	119	119	119	119	119	715
	State Funds from Fed. Reduction - System Pres. Prgm.		24,700	15,600	(1,200)	(26,000)	1,700	17,700	32,500
AW	Congested Intersections		-	3,000	3,000	3,000	3,000	3,000	15,000
AW	Statewide Planning		-	3,000	3,000	3,000	3,000	3,000	15,000
SHA Total			59,213	100,788	126,950	132,059	83,173	27,573	529,756
<u>MAA Projects</u>									
	Consolidated Dispatch Center (Defer Construction 1 year)	CO	537	1,321	25	(1,683)	-	-	200
	Substation Emergency Generator	CO	400	650	-	-	-	-	1,050
	Airside Taxiway Rehabilitation Phase 2	CO	-	3,000	3,000	-	-	-	6,000
	Airside Pavement Safety Improvements	CO	-	-	-	-	-	13,526	13,526
MAA Total			937	4,971	3,025	(1,683)	-	13,526	20,776
<u>MPA Projects</u>									
	Masonville Dredge Placement Facility	CO	-	-	-	-	-	11,430	11,430
MPA Total			-	-	-	-	-	11,430	11,430
<u>TSO Projects</u>									
	Consultant Services		-	-	-	2,000	2,000	-	4,000
TSO Total			-	-	-	2,000	2,000	-	4,000

Impacts Due to Revenue Adjustments - September 2008

All figures shown are reductions in State funds (in thousands of dollars)

County	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
<u>WMATA Projects</u>									
	Rail Cars and Buses		-	-	-	-	-	10,000	10,000
	WMATA Total		-	-	-	-	-	10,000	10,000
<u>MVA Projects</u>									
	Document Imaging and Workflow System 2		1,000	6,000	5,000	-	-	-	12,000
	Automated Compulsory Insurance System 2		750	4,000	4,000	-	-	-	8,750
	Title and Registration Information System 2 (TARIS 2)		-	3,000	100	1,000	-	-	4,100
	MVA Total		1,750	13,000	9,100	1,000	-	-	24,850
	Reductions in state funds due to reprogrammed federal aid		81,217	10,223	(32,680)	(16,798)	39,362	17,521	98,845
SEPTEMBER 2008 GRAND TOTAL - ALL MODES COMBINED			152,120	183,948	185,304	199,812	228,261	187,455	1,136,900

Impacts Due to Revenue Adjustments - January 2009
 All figures shown are reductions in State funds (in thousands of dollars)

County/No.	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
<u>State Highway Administration - Major Projects</u>									
A	US 220 - I-68 to WV Line	PP	85	175	175	38	-	-	473
AA	MD 175 - MD 295 to MD 170	RW	-	-	435	435	435	-	1,305
AA	BRAC at Ft. Meade	RW	-	1,000	10,000	-	-	-	11,000
	<i>(Convert to Federal Aid)</i>	RW	-	(220)	(2,200)	-	-	-	(2,420)
AA	BRAC at Ft. Meade	CO	-	-	7,912	6,412	-	-	14,324
	<i>(Convert to Federal Aid)</i>	CO	-	-	(1,741)	(1,411)	-	-	(3,152)
B	US 40 Median Landscaping	PE	215	1,666	-	-	-	-	1,881
B	I-795 at Dolfield Rd	PE	-	-	6,913	7,445	7,445	5,318	27,121
C	MD 2/4 - Steeple Chase Rd to Commerce La	PE	245	639	-	-	-	-	884
F	I-70 Phase 2D	RW	100	2,000	1,963	-	-	-	4,063
	<i>(Convert to Federal Aid)</i>	RW	(10)	(200)	(196)	-	-	-	(406)
H	BRAC at APG	RW	-	5,000	-	-	-	-	5,000
	<i>(Convert to Federal Aid)</i>	RW	-	(550)	(550)	-	-	-	(1,100)
H	BRAC at APG	CO	-	10,450	5,932	-	-	-	16,382
	<i>(Convert to Federal Aid)</i>	CO	-	-	(2,300)	(1,305)	-	-	(3,605)
HO	MD 32 at Linden Church Rd	PE	-	500	1,483	-	-	-	1,983
HO	I-70 - MD 32 to US 29	PP	858	1,287	-	-	-	-	2,145
M	US 29 at Tech Road	PE	-	222	-	-	-	-	222
M	US 29 at Stewart Lane	PE	-	100	-	-	-	-	100
M	US 29 at Musgrove/Brahms	PE	-	150	339	-	-	-	489
M	US 29 at Greencastle Road	PE	-	105	-	-	-	-	105
M	MD 97 at Randolph Road (Advance Utilities)	UT	2,506	3,979	-	-	-	-	6,485
	<i>(Convert to Federal Aid)</i>	UT	(551)	(875)	-	-	-	-	(1,426)
M	MD 97 at MD 28	PE	-	374	-	-	-	-	374
M	MD 124 - Fieldcrest Rd. to Warfield Rd. (Phase 3)	PE	15	100	500	-	-	-	615
M/PG	I-95: I-495 Capital Beltway	PP	207	210	210	150	120	-	897
M	BRAC at Bethesda	RW	-	15,000	2,215	-	-	-	17,215
	<i>(Convert to Federal Aid)</i>	RW	-	(1,894)	(1,894)	-	-	-	(3,788)
M	BRAC at Bethesda	CO	-	5,715	2,235	-	-	-	7,950
	<i>(Convert to Federal Aid)</i>	CO	-	-	(1,257)	(492)	-	-	(1,749)

Impacts Due to Revenue Adjustments - January 2009
 All figures shown are reductions in State funds (in thousands of dollars)

County/No.	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
PG	I-95 at Greenbelt METRO	PE	4	5	237	-	-	-	246
PG	I-95 - UM Access Study	PP	482	-	-	-	-	-	482
PG	MD 201 Extended, I-95 to MD 198	PP	109	94	-	-	-	-	203
PG	MD 202 at Brightseat Road	PE	60	1,150	-	-	-	-	1,210
PG	MD 223 - Steed Road to MD 5	PP	830	1,222	250	-	-	-	2,302
Q	US 50 at Carmichael Road (Phase 1)	RW	-	198	-	-	-	-	198
Q	US 50 - US 301 to MD 404	PE	-	25	418	-	-	-	443
SM	MD 4 - MD 2 to MD 235	PP	1,300	1,500	1,500	517	-	-	4,817
	<i>(Convert to Federal Aid)</i>	PP	(286)	(330)	(330)	(114)	-	-	(1,060)
SM	MD 5 - Ranger Station to Camp Brown Road	PE	7	15	15	-	-	-	37
T	MD 404 - US 50 to MD 404	PE	35	53	-	-	-	-	88
W	US 40 at Edgewood Drive	CO	726	896	-	-	-	-	1,622
	<i>(Delay to FY11)</i>	CO	-	(726)	(896)	-	-	-	(1,622)
	<i>(New Ad Date Flow)</i>	CO	(8)	(395)	348	-	-	-	(55)
WO	US 113 - Massey Br to Five Mile (Phase 3)	RW	-	220	236	220	-	-	676
SHA Major Project Subtotal			6,929	48,860	31,952	11,895	8,000	5,318	112,954

State Highway Administration - System Preservation Projects

AW	Adjust state-federal split for SPP line	ALL	24,200	54,800	78,200	41,756	13,089	(751)	211,294
AW	Environmental Preservation (Fund 24)	ALL	-	-	350	1,034	1,338	1,462	4,184
AW	Rest Areas (Fund 27)	ALL	600	(600)	-	-	304	305	609
AW	Crash Prevention (Fund 30)	ALL	-	-	250	730	1,459	1,644	4,083
AW	Guardrail (Fund 32)	ALL	-	-	-	851	1,824	2,010	4,685
AW	ADA Retrofit (Fund 33)	ALL	(100)	-	250	243	1,155	1,644	3,192
AW	Drainage (Fund 74)	ALL	1,600	1,400	1,150	2,067	2,432	2,923	11,572
AW	Safety and Spot Improvements (Fund 76)	ALL	3,000	-	-	4,256	6,202	7,978	21,436
AW	Resurfacing (Fund 77)	ALL	9,000	11,300	13,350	27,542	33,683	39,768	134,643
AW	Sidewalks (Fund 79)	ALL	-	500	550	669	730	974	3,423
AW	Bridge (Fund 80)	ALL	-	-	5,000	(2,432)	(1,824)	(1,827)	(1,083)

Impacts Due to Revenue Adjustments - January 2009
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County/No.	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
AW	Park-n-Ride (Fund 81)	ALL	950	700	700	1,034	1,277	1,401	6,062
AW	Urban Reconstruction (Fund 83)	ALL	-	1,650	1,850	2,614	2,614	2,740	11,468
AW	Traffic Management (Fund 85)	ALL	100	200	1,000	4,013	7,418	9,013	21,744
AW	CHART (Fund 86)	ALL	750	-	(750)	-	-	-	-
AW	Intersection Capacity (Fund 87)	ALL	4,000	(1,650)	(1,500)	2,797	3,891	4,385	11,923
AW	Bicycle Retrofit (Fund 88)	ALL	100	200	200	426	608	731	2,265
AW	Truck Weight (Fund 23)	ALL	2,500	3,400	3,200	3,100	2,900	3,100	18,200
AW	Sound Barriers (Fund 26)	ALL	-	-	-	-	1,200	1,300	2,500
AW	SPR (Fund 46)	PP	-	3,000	3,000	3,000	3,000	3,000	15,000
AW	Neighborhood Conservation (Fund 84)	ALL	-	-	-	1,103	3,376	6,500	10,979
C	MD 231 at MD 765 (Fund 84)	CO	-	925	925	-	-	-	1,850
F	MD 144 - New Market Streetscape (Fund 84)	CO	-	995	2,108	1,192	624	-	4,919
SM	MD 246 - Lexington Park Streetscape (Fund 84)	CO	-	1,343	1,182	-	-	-	2,525
	<i>(Delay to FY11)</i>	CO	-	-	(1,343)	(1,182)	-	-	(2,525)
T	MD 333 - Oxford (Fund 84)	ALL	-	-	2,600	1,387	-	-	3,987
AW	Major IT - Program 8	ALL	2,589	2,071	148	(752)	-	-	4,056
SHA System Preservation Project Subtotal			49,289	80,234	112,420	95,448	87,300	88,300	512,991
ALL	Change Orders	ALL	5,500	1,800	(600)	(900)	(100)	-	5,700
SHA Total			61,718	130,894	143,772	106,443	95,200	93,618	631,645

Impacts Due to Revenue Adjustments - January 2009
 All figures shown are reductions in State funds (in thousands of dollars)

County/No.	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
<u>Maryland Transit Administration</u>									
Agencywide									
AGY 0862	AGY Red Line	PE, RW, CO	-	-	5,000	11,000	16,000	5,000	37,000
AGY 1042	AGY Purple Line	PE	-	-	5,000	-	-	-	5,000
AGY 1108	AGY Corridor Cities Transitway (CCT)	PE	-	-	2,500	-	-	-	2,500
AGY 1141	AGY Green Line	PP	-	1,925	-	-	-	-	1,925
AGY 0001	AGY Operating to Capital	CO	11	(500)	-	-	-	-	(489)
AGY 0177	AGY Parking Lot Repaving	CO	-	-	329	1,816	9	7	2,161
AGY 0266	AGY ADA Compliance	CO	-	49	139	120	480	210	998
AGY 0300	AGY Roof Rehabilitation	CO	-	9	-	200	200	200	609
AGY 0447	AGY Mondawmin Transit Center	PE, RW, CO	-	160	201	-	-	-	361
AGY 0843	AGY Station Signage Improvements	PE, CO	-	1,800	500	100	100	100	2,600
AGY 1090	AGY CCTV	CO	-	760	2,036	-	-	-	2,796
AGY 1103	AGY New IT Equipment	CO	-	-	400	400	(320)	(320)	160
AGY 1149	AGY Environmental Compliance	CO	366	-	-	-	-	-	366
AGY 1168	AGY Maximo	CO	-	1,076	643	-	-	-	1,719
AGY 1190	AGY BRAC	PP	-	-	800	400	400	400	2,000
AGY 1207	AGY Howard Street Revitalization	CO	-	-	-	-	200	240	440
AGY 1214	AGY Print Shop Equipment	CO	-	500	500	-	-	-	1,000
AGY 1239	AGY Capital Program Support Fund	CO	-	912	1,951	1,705	209	330	5,107
AGY 1247	AGY Washington Blvd Electrical System Rehabilitation	CO	-	2,990	(2,990)	-	-	-	-
AGY 1248	AGY Washington Blvd Window Replacements	PP, PE, CO	7	67	200	-	-	680	954
AGY 1326	AGY Elevators and Escalators Fund	PE, CO	-	500	1,500	300	300	300	2,900
AGY 1329	AGY Fare Collection Equipment Preservation Fund	PE, CO	(92)	404	-	421	90	53	876
AGY 0510	AGY Miscellaneous Planning Studies D&E	-	-	(9)	-	-	-	-	(9)
AGY 0608	AGY Bridge & Subway Insp Svcs D&E	-	-	-	-	-	(11)	-	(11)
AGY 0752	AGY Corrosion Control Services Program	-	-	-	(1)	-	(1)	-	(2)
AGY 0812	AGY Trunked Radio Site & Network Expansion	-	-	2,267	-	-	-	-	2,267
Agencywide Subtotal			292	12,910	18,708	16,462	17,656	7,200	73,228

Impacts Due to Revenue Adjustments - January 2009
 All figures shown are reductions in State funds (in thousands of dollars)

County/No.	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
Bus									
BUS 0518	BUS New Replacement Contract Year 2009	-	-	834	-	-	-	-	834
BUS 1172	BUS New Replacement Year 5	CO	-	-	12,368	(12,000)	-	-	368
BUS 1173	BUS Bus Replacement Year 6	CO	-	-	-	11,363	(14,500)	-	(3,137)
BUS 1199	BUS Bus Replacement Year 7	CO	-	-	-	-	22,538	(2,645)	19,893
BUS 0554	BUS Maintenance Improvement Fund	CO	-	550	50	366	650	650	2,266
BUS 0705	BUS Kirk Division Bus Modernization	PP,PE,CO	(278)	2,000	3,000	2,791	13,000	13,000	33,513
BUS 0845	BUS Bush Street Shop Demolition/Rehabilitation	CO	-	-	592	-	-	-	592
BUS 1074	BUS Bus Stop Sign Replacement	PE	-	479	-	-	-	-	479
BUS 1076	BUS Facilities Rehab	CO	-	-	1,071	60	1,143	200	2,474
BUS 1078	BUS Maintenance Equipment - Electrical/Mechanical	CO	-	-	500	110	100	74	784
BUS 1092	Bus Eastern Division Replacement	PP	-	-	1,000	-	-	-	1,000
BUS 1148	BUS Code Enforcement Repairs	PE, CO	-	299	(1,100)	(800)	-	-	(1,601)
BUS 1181	BUS Northwest Bus Division Heating and Ventilation	CO	-	3,739	(3,739)	-	-	-	-
BUS 1196	BUS New Main Shop	PE	-	-	800	793	-	-	1,593
BUS 1228	BUS Boiler Replacement	CO	-	-	-	2,000	3,550	3,250	8,800
BUS 1250	BUS Shuttle Bus Procurement	CO	-	-	1,000	-	-	-	1,000
BUS 1252	BUS Northwest Bus Division Rehab	PE	-	-	500	-	-	-	500
BUS 1275	BUS Bus Stop Enhancements	CO	-	-	-	-	1,000	1,000	2,000
BUS 1276	BUS Special Equipment and Services	CO	(230)	230	1,160	50	-	-	1,210
BUS 1277	BUS Electrical Power Distribution Upgrades	PE,CO	-	200	1,000	2,000	400	-	3,600
BUS 1278	BUS Rollup Door Replacement	PE, CO	-	-	-	-	700	-	700
BUS 1332	BUS Data Fusion	PE	-	-	-	-	-	1,387	1,387
BUS 0193	BUS Systemwide Improvements/Rehabilitation Fund	-	(2)	-	-	-	-	-	(2)
BUS 0547	BUS Refrigerant Reclaim Unit Fund	-	-	-	-	-	-	96	96
BUS 1096	BUS Lifts	-	-	-	-	-	280	280	560
Bus Subtotal			(510)	8,331	18,202	6,733	28,861	17,292	78,909

Impacts Due to Revenue Adjustments - January 2009
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County/No.	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
Light Rail									
LTR 0005	LTR MOW Misc Improvements Fund	PE	-	-	35	300	60	60	455
LTR 0451	LTR Conversion Of Yard Switches	CO	(100)	-	-	-	-	-	(100)
LTR 0489	LTR Howard Street Safety Improvements	CO	(1)	-	30	30	150	30	239
LTR 0797	LTR Rail Installation	CO	-	-	-	80	400	80	560
LTR 0871	LTR Falls Road Parking Expansion	CO	(110)	2,027	-	-	-	-	1,917
LTR 1048	LTR Grade Crossing	CO	27	(500)	1,150	1,490	1,520	400	4,087
LTR 1153	LTR LTV Mid-Life Overhaul	PE,CO	(100)	(1,150)	10,200	2,866	737	6,313	18,866
LTR 1187	LTR Electrical Box Replacement All LTR Stations	CO	(300)	-	-	-	-	-	(300)
LTR 1243	LTR Convention Center Station Renovation	CO	-	-	1,000	-	-	-	1,000
LTR 1253	LTR Maintenance Crossover Near Warren Road	CO	-	1,000	2,850	-	-	-	3,850
LTR 1294	LTR PA/LED Signs Replacement	PE, CO	-	2	2,440	-	-	-	2,442
LTR 1346	LTR LRV On-Going Overhaul Program	PE,CO	(330)	(4,003)	-	-	-	-	(4,333)
LTR 0248	LTR Bridge Rehab & Preservation Fund	-	-	-	-	-	73	-	73
Light Rail Subtotal			(914)	(2,624)	17,705	4,766	2,940	6,883	28,756
MARC									
MARC 0183	MARC AMTRAK Operating Agreement	CO	-	5,548	(259)	-	-	-	5,289
MARC 0687	MARC Operating Agreement With CSX Transportation	-	637	186	-	471	58	-	1,352
MARC 0254	MARC Silver Spring	CO	(936)	(13,345)	4,329	-	-	-	(9,952)
MARC 0262	MARC Silver Spring - Adjustment Line	CO	936	7,589	-	-	-	-	8,525
MARC 0420	MARC Passenger Warning Sys. @ 7 CSX Stations	CO	-	1,443	88	-	-	-	1,531
MARC 0430	MARC PA/LED Signs Replacement	CO	(15)	(580)	592	-	-	-	(3)
MARC 1006	MARC Parking Improvements	PE	(10)	39	-	592	-	-	621
MARC 1052	MARC Rolling Stock Maintenance Tracking & Record Keeping	CO	56	-	-	-	-	-	56
MARC 1089	MARC West Baltimore Parking Improvements D&E	PE	-	-	400	-	-	-	400
MARC 1209	MARC BWI Station D&E	PE	(70)	-	716	-	-	-	646
MARC 1263	MARC MARC G&IP Coaches	CO	-	-	-	-	-	14,313	14,313
MARC 1264	MARC Penn Line - 4th Track	PP,PE	37	637	496	-	2,604	-	3,774
MARC 1265	MARC Camden Line - 3rd Track	PP,PE	-	-	160	2,358	-	-	2,518
MARC 1267	MARC Project Management Consultant	PE	-	-	2,500	2,500	-	-	5,000

Impacts Due to Revenue Adjustments - January 2009
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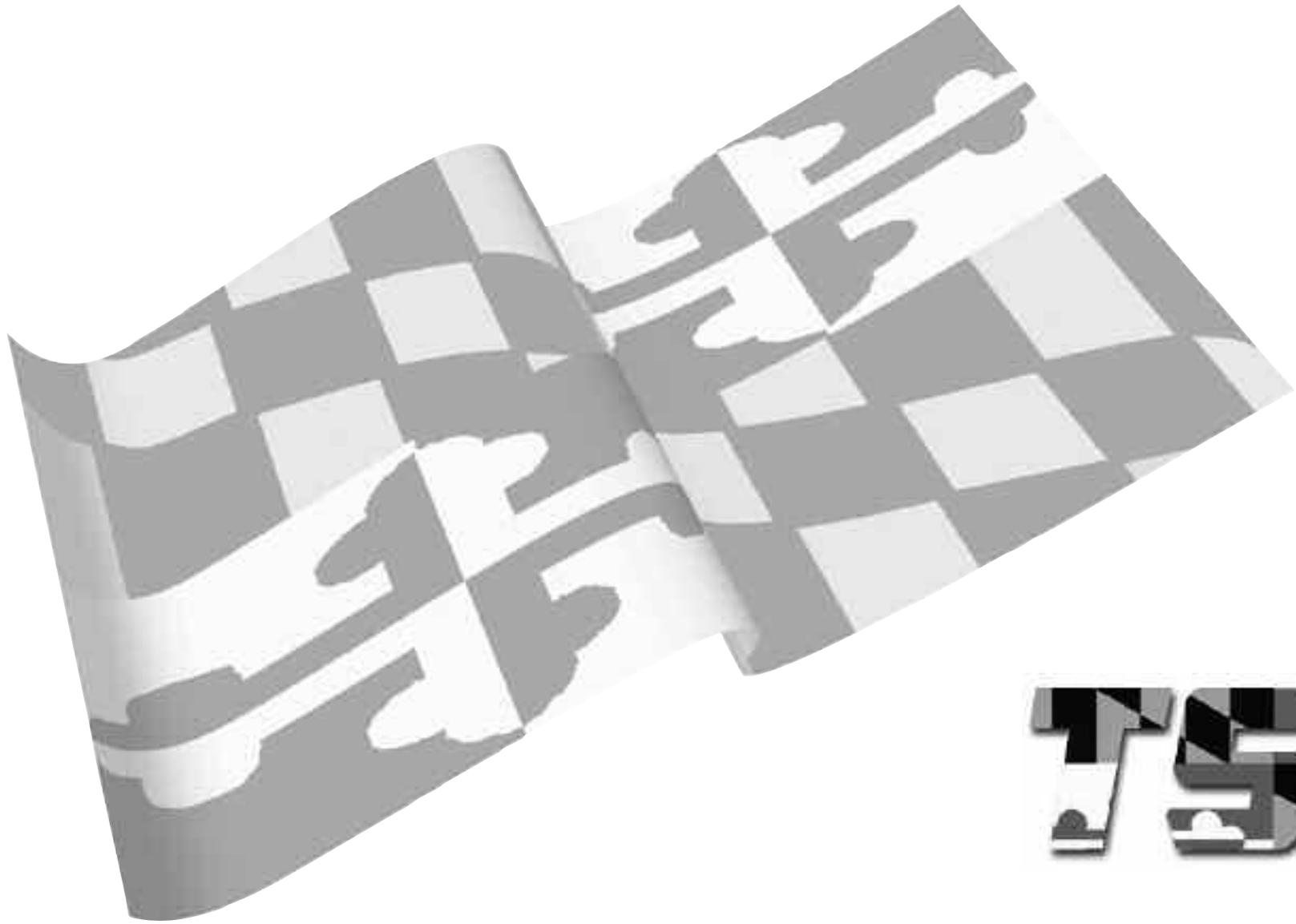
County/No.	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
MARC 1290	MARC West Baltimore New Station D&E	PP	-	250	250	-	-	-	500
MARC 1292	MARC New Bayview Station D&E	PP	-	500	-	-	-	-	500
MARC 1297	MARC Odenton Southbound Platform Canopy D&E	CO	(24)	-	-	-	-	-	(24)
MARC 1304	MARC Marc III Coaches (50) Overhaul	PE,CO	-	-	500	8,100	9,188	12,378	30,166
MARC 1310	MARC Brunswick Maintenance Facility D&E	PP	-	500	-	-	-	-	500
MARC 1313	MARC Camden Station D&E	PP	-	-	1,000	-	-	-	1,000
MARC 1352	MARC Muirkirk Retaining Wall	CO	(150)	-	-	-	-	-	(150)
MARC 0181	MARC IIB Overhaul	-	(1,269)	(480)	-	-	-	-	(1,749)
MARC 0199	MARC Misc Facility Improvement Fund	-	-	(3)	-	-	-	-	(3)
MARC 0208	MARC Washington Mid-Day Storage	-	-	-	-	(40)	-	-	(40)
MARC 0348	MARC Locomotive Purchase - 6 New Electric	-	(37)	-	-	-	-	-	(37)
MARC 0435	MARC Halethorpe Station	-	-	(2,138)	3,795	-	-	-	1,657
MARC 1098	MARC Laurel Station Platform Replacement	-	-	685	-	-	-	-	685
MARC 1161	MARC IIA Vehicles Overhaul (26)	-	-	-	-	(12)	-	-	(12)
MARC 1203	MARC HHP - Five Year Electric Locomotive Overhaul	-	-	(1,440)	-	-	-	-	(1,440)
MARC 1245	MARC Diesel Locomotive Procurement (26)	-	-	2,445	-	-	-	-	2,445
MARC 1298	MARC Aberdeen Station Parking Expansion	-	(1)	-	-	-	-	-	(1)
MARC Subtotal			(846)	1,836	14,567	13,969	11,850	26,691	68,067
Metro									
METRO 0179	METRO Misc Improvements Fund	CO	-	100	-	-	327	400	827
METRO 0239	METRO Bridge & Elevated Structures Rehab. Fund	CO	-	400	302	(689)	488	500	1,001
METRO 0368	METRO Twin Block Ties	CO	(140)	-	-	-	-	-	(140)
METRO 0529	METRO Tunnel Deterioration Structural Repairs	CO	-	200	41	901	806	805	2,753
METRO 0868	METRO Rail Installation Program	CO	-	-	50	50	50	50	200
METRO 1186	METRO Yearly Testing And Repair Or Fire Protection Service	CO	(50)	176	-	-	-	-	126
METRO 1223	METRO Interlocking Renewal SC, RA, OC And MM	PE	85	-	-	367	-	-	452
METRO 1256	METRO Stations Restoration	CO	-	-	-	-	400	920	1,320
METRO 1281	METRO Railcar Overhaul (Additional Overhaul Items)	CO	-	5,577	-	100	(18)	-	5,659
METRO 1289	METRO Train Control System Upgrade	CO	-	1,180	6,101	-	(2,525)	(4,275)	481
METRO 1317	METRO Locomotive Rebuild	PE, CO	-	350	-	-	-	-	350

Impacts Due to Revenue Adjustments - January 2009
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County/No.	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
METRO 1320	METRO Third Rail Heater Remote Control	CO	-	500	-	-	(500)	-	-
METRO 1321	METRO Facilities Maintenance	CO	-	780	195	195	195	39	1,404
METRO 1323	METRO MOW & Facilities Maintenance Equipment	CO	-	400	300	700	140	120	1,660
METRO 0194	METRO Rail Inspection Program	-	(1)	-	-	-	-	-	(1)
METRO 0457	METRO Station Fire Management Systems	-	892	-	400	-	-	-	1,292
METRO 0474	METRO Electrical Substation Improvements	-	(1)	-	-	-	-	-	(1)
METRO 0838	METRO Rail Shop Equipment Overhaul/Replacement	-	58	-	-	-	-	-	58
METRO 1178	METRO Replacement Of Street Gratings	-	(3)	-	-	-	-	-	(3)
METRO 1244	METRO Communications Control Console Replacement	-	49	-	-	-	-	-	49
METRO 1295	METRO PA/LED Signs Replacement	-	-	-	2,264	-	-	-	2,264
Metro Subtotal			889	9,663	9,653	1,624	(637)	(1,441)	19,751
LOTS									
LOTS 0892	LOTS Montgomery County Buses	CO	-	740	740	740	740	740	3,700
LOTS 0893	LOTS Prince Georges County Buses	CO	-	120	120	120	120	120	600
LOTS 1260	LOTS Facilities	CO	-	2,550	1,250	3,000	-	-	6,800
LOTS 1261	LOTS Vehicles and Equipment	CO	-	2,000	2,000	-	-	-	4,000
LOTS 0210	LOTS Elderly/HDCP Non-Profit Svcs - 5310	-	-	(31)	-	-	-	-	(31)
LOTS 1143	LOTS Commuter Choice Marketing	-	-	5	-	-	-	-	5
LOTS Subtotal			-	5,384	4,110	3,860	860	860	15,074
Freight Rail Improvements									
FRT 0212	FRT Grade Crossing Rehabilitation	CO	-	-	350	510	112	-	972
FRT 0213	FRT Bridge Rehabilitation Fund	PE,CO	-	-	718	176	176	207	1,277
FRT 0483	FRT Mag Lev	PP	89	-	-	-	-	-	89
FRT 0590	FRT Rail Capital Improvements	CO	-	500	1,390	(890)	500	500	2,000
FRT 1191	FRT Dorchester County Airport Expansion	PE	-	-	100	100	-	-	200
Freight Subtotal			89	500	2,558	(104)	788	707	4,538

Impacts Due to Revenue Adjustments - January 2009
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County/No.	Description	Phase	2009	2010	2011	2012	2013	2014	6 Year
Mobility									
MOL 0541	MOL Mobility Buses	CO	-	4,000	(250)	(2,569)	496	-	1,677
	Mobility Subtotal		-	4,000	(250)	(2,569)	496	-	1,677
	MTA Total		(1,000)	40,000	85,253	44,741	62,814	58,192	290,000
<u>Maryland Aviation Administration</u>									
	Pavement/Taxiway Preservation	PP/CO	2,144	8,176	(2,050)	1,380	13,448	15,593	38,691
	MAA Total		2,144	8,176	(2,050)	1,380	13,448	15,593	38,691
<u>Washington Metropolitan Area Transit Authority</u>									
	Project Development	CO		1,100	1,100	1,100	1,100	1,100	5,500
	Rail Car Advance Financing	CO	5,129						5,129
	Rail Cars and Buses	CO	4,871	8,900	28,900	8,900	13,900	(11,100)	54,371
	WMATA Total		10,000	10,000	30,000	10,000	15,000	(10,000)	65,000
<u>Information Technology Projects</u>									
	Information Techonology Projects		868	4,598	8,729	7,540	8,836	6,105	36,676
	IT Total		868	4,598	8,729	7,540	8,836	6,105	36,676
JANUARY 2009 GRAND TOTAL - ALL MODES COMBINED			73,730	193,668	265,704	170,104	195,298	163,508	1,062,012



TSD



THE SECRETARY'S OFFICE

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

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	6.0	3.7	3.6	3.7	3.9	3.8	24.7
System Preservation Minor Projects	43.6	30.7	19.4	11.4	5.7	5.8	116.6
<u>Development & Evaluation Program</u>							
	-	-	-	-	-	-	-
SUBTOTAL	49.6	34.4	23.0	15.1	9.6	9.6	141.3
<u>Capital Salaries, Wages & Other Costs</u>							
	1.9	1.8	2.1	2.2	2.2	2.2	12.4
TOTAL	51.5	36.2	25.1	17.3	11.8	11.8	153.7
Special Funds	49.7	36.2	25.1	17.2	11.8	11.8	151.8
Federal Funds	1.8	-	-	-	-	-	1.8



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

PROJECT: Transportation Enhancement Program

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

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

SMART GROWTH STATUS:

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

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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
TOTAL											
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	206,176	144,376	10,300	10,200	10,100	10,100	10,300	10,800	61,800	0	
Total	206,176	144,376	10,300	10,200	10,100	10,100	10,300	10,800	61,800	0	
Federal-Aid	164,778	113,678	8,600	8,600	8,400	8,400	8,400	8,700	51,100	0	

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



STATUS: Underway

PROJECT: Transportation Emission Reduction Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Total overall cost increased \$8.4 million due to cost adjustments for some projects and the addition of FY 2014 funding.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2011....	....2012....	....2013....	....2014....		
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	48,826	25,323	4,786	3,742	3,587	3,662	3,912	3,814	23,503	0	
Total	48,826	25,323	4,786	3,742	3,587	3,662	3,912	3,814	23,503	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

0054,0055, 0057, 0062, 0065, 0066, 0068, 0115

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 3

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>The Secretary's Office</u>		
	<u>FY 2009 and Prior</u>		
3	Shepherds Mill Road Grant (0039)	160	Underway
4	MEDCO - New MDOT Building (0070)	1,697	Underway
5	La Plata Improvements (0079)	63	Underway
6	MDOT Headquarters Building (0081)	328	Underway
7	Anacostia River Trail (0084)	1,194	Underway
8	Consultant Contract Services (0087)	5,558	Underway
9	Center Plaza (0088)	400	Underway
10	Time Entry System (0095)	403	Underway
11	MBE Database Design (0097)	100	Underway
12	Baltimore Rail Study (State Share) (0121)	450	Underway
13	Ridgley Trail Project (0122)	183	Underway
14	Dorchester County Grant for Flood Damage (0129)	677	Underway
14	Southern Maryland Grant (0132)	64	Underway
15	Charles Street Trolley Grant (0135)	400	Underway
17	CMAQ Reserve - BMC (0140)	1,000	Underway
18	TOD Implementation (Revenue Increase Project) (0143)	1,061	Underway
19	MBE 2009 Disparity Study (0146)	1,000	Underway
20	MD Department of Planning Grant (Capital Portion) (0154)	92	Underway
21	Real Estate Services (0005)	820	Ongoing
22	Program Management (0019)	165	Ongoing
23	Network Hardware/Software Replacements Costs (0020)	3,450	Ongoing
24	Rail Safety Oversight (0032)	110	Ongoing
25	Airport Citizens Committee (0078)	374	Ongoing
26	Security/Emergency Management (0082)	447	Ongoing
27	Capital Program Management System Maintenance (0086)	283	Ongoing
28	TSO OA Replacements OBJ 10 (0099)	164	Ongoing
29	TSO OA Enhancement/OBJ 11 (0100)	67	Ongoing
30	Data Center Shared Services (0101)	549	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

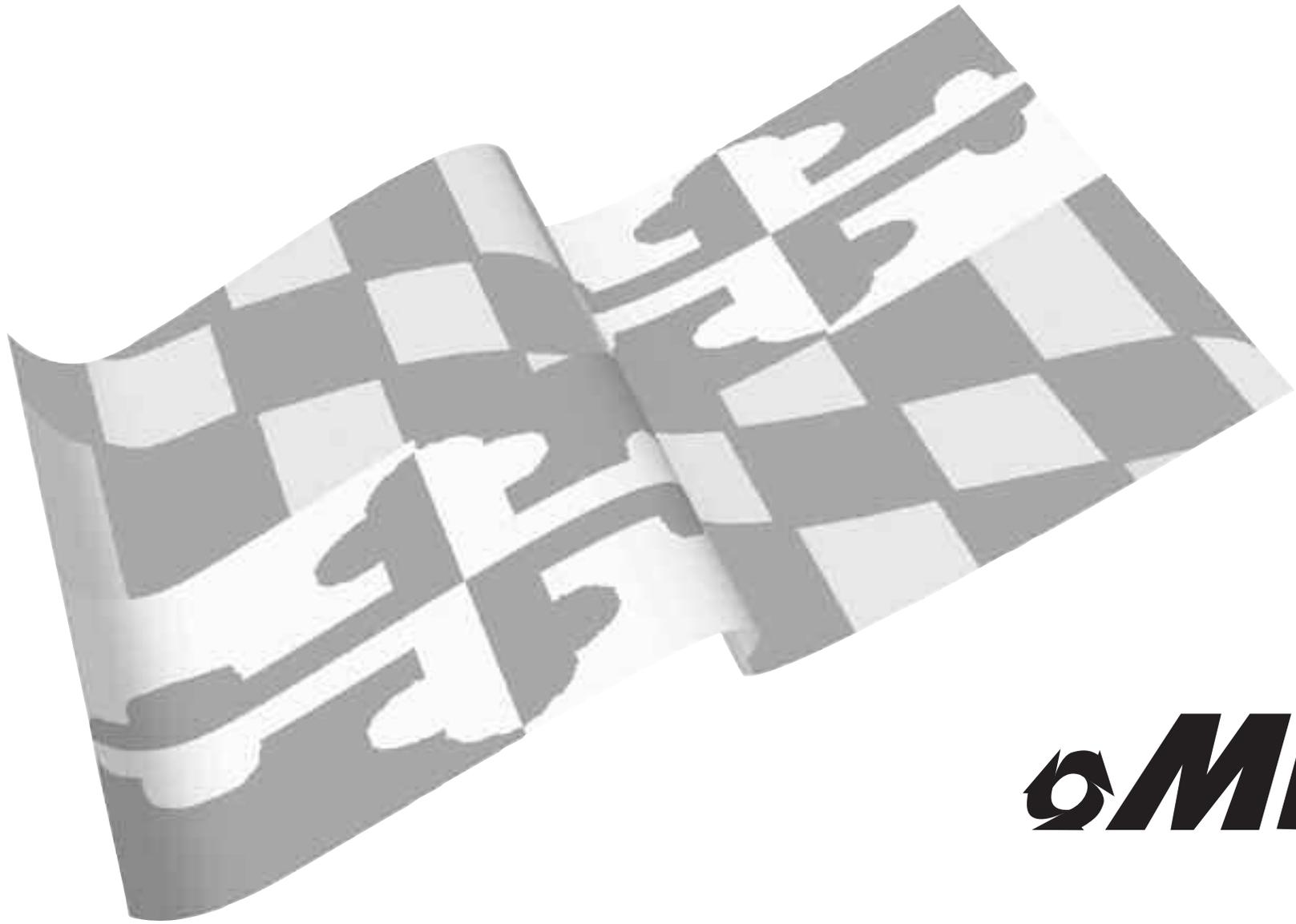
THE SECRETARY'S OFFICE - LINE 3 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>The Secretary's Office (cont'd)</u>			
<u>FY 2009 and Prior (cont'd)</u>			
31	Environmental Compliance Oversight (0126)	415	Ongoing
32	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	6,360	Ongoing
33	Special Real Estate Counsel Contract (0133)	275	Ongoing
34	Transfer to MdTA (0138)	6,000	Ongoing
35	Sondheim Memorial (Foundation) Grant (0143)	200	FY 2009
36	Ft. McHenry Transportation Improvements Grant (0145)	1,300	FY 2009
37	University of Maryland - NCSG Agreement (0148)	150	FY 2009
38	Towson Circle Grant (0149)	2,000	FY 2009
39	Baltimore City MVA Office (0151)	4,929	FY 2009
40	OPCP-09 Consultant Contract (0153)	2,000	Winter, 2009
<u>FY 2010</u>			
41	Time Entry System (0095)	403	Underway
42	Baltimore Rail Study (State Share) (0121)	300	Underway
43	TOD Implementation (Revenue Increase Project) (0143)	1,500	Underway
43	MBE 2009 Disparity Study (0146)	2,000	Underway
45	Real Estate Services (0005)	295	Ongoing
46	Program Management (0019)	150	Ongoing
47	Network Hardware/Software Replacement Costs (0020)	3,525	Ongoing
48	Rail Safety Oversight (0032)	90	Ongoing
49	Airport Citizens Committee (0078)	300	Ongoing
49	Security/Emergency Management (0082)	150	Ongoing
50	Capital Program Management System Maintenance (0086)	80	Ongoing
51	TSO OA Replacements OBJ 10 (0099)	134	Ongoing
52	TSO OA Replacements/OBJ 11 (0100)	68	Ongoing
53	Data Center Shared Services (0101)	562	Ongoing
54	Environmental Compliance Oversight (0126)	250	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>The Secretary's Office (cont'd)</u>			
<u>FY 2010 (cont'd)</u>			
55	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	5,500	Ongoing
56	Special Real Estate Counsel Contract (0133)	225	Ongoing
57	Transfer to MdTA (0138)	6,000	Ongoing
58	OPCP-09 Consultant Contract (0153)	3,000	Winter, 2009
58	University of Maryland (NCSG Agreement) (0148)	150	FY 2009
59	Mainframe Upgrade 2 (0144)	6,000	FY 2010



 **MVA**



MOTOR VEHICLE ADMINISTRATION

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

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	3.8	2.0	5.1	5.2	6.3	6.4	28.8
System Preservation Minor Projects	24.3	26.3	18.6	13.2	14.9	15.4	112.7
<u>Development & Evaluation Program</u>	<u>2.7</u>	<u>1.9</u>	<u>1.3</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>5.9</u>
SUBTOTAL	30.8	30.2	25.0	18.4	21.2	21.8	147.4
<u>Capital Salaries, Wages & Other Costs</u>	<u>1.2</u>	<u>1.4</u>	<u>1.4</u>	<u>1.4</u>	<u>1.5</u>	<u>1.5</u>	<u>8.4</u>
TOTAL	32.0	31.6	26.4	19.8	22.7	23.3	155.8
Special Funds	32.0	31.6	26.4	19.8	22.7	23.3	155.8
Federal Funds	-	-	-	-	-	-	-



STATUS: Project Planning Underway.

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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: System development delayed due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	1,372	897	475	0	0	0	0	0	475	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,400	1,165	0	0	3,000	3,100	4,100	4,100	14,300	18,935
Total	35,772	2,062	475	0	3,000	3,100	4,100	4,100	14,775	18,935
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

STATUS: Ongoing.

PROJECT: e-MVA Service Delivery Systems

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

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

SMART GROWTH STATUS:

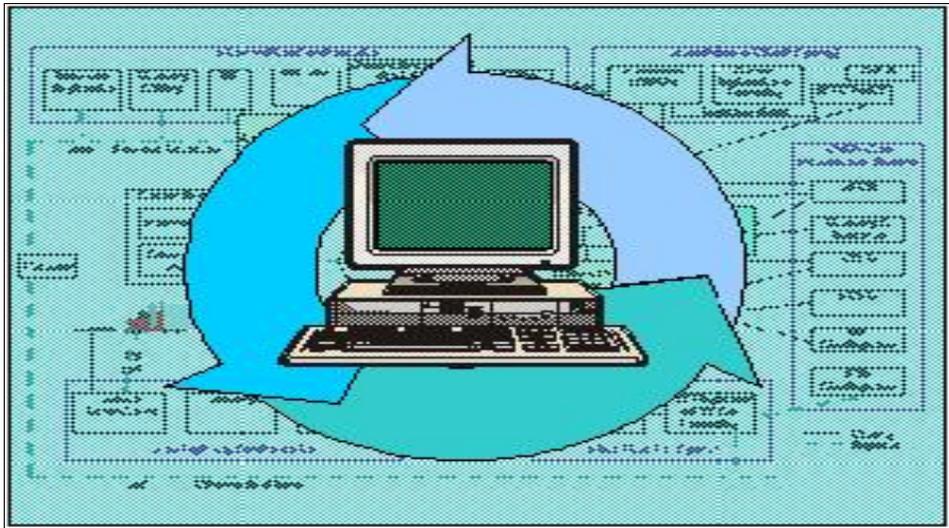
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increase of \$1.6 million due to the addition of planned spending in FY 2014. Actual costs in FY 2008 decreased by \$0.7 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2008			2009	20102011.....2012.....		2013.....	.....2014.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,834	1,234	100	100	100	100	100	100	600	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	21,129	8,876	2,040	1,907	1,967	2,040	2,115	2,184	12,253	0	
Total	22,963	10,110	2,140	2,007	2,067	2,140	2,215	2,284	12,853	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



STATUS: System development underway.

PROJECT: Accounts Receivable System and Flag Fee Processing

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cash flow for system development moved from FY 2008 to FY 2009 due to project acceptance.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,618	448	1,135	35	0	0	0	0	1,170	0	
Total	1,618	448	1,135	35	0	0	0	0	1,170	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



STATUS: Definition of operating requirements is underway.

PROJECT: Real ID Act

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increase of \$5.2 million to meet system support needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,609	930	679	0	0	0	0	0	679	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	5,193	0	2,043	1,900	1,250	0	0	0	5,193	0	
Total	6,802	930	2,722	1,900	1,250	0	0	0	5,872	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

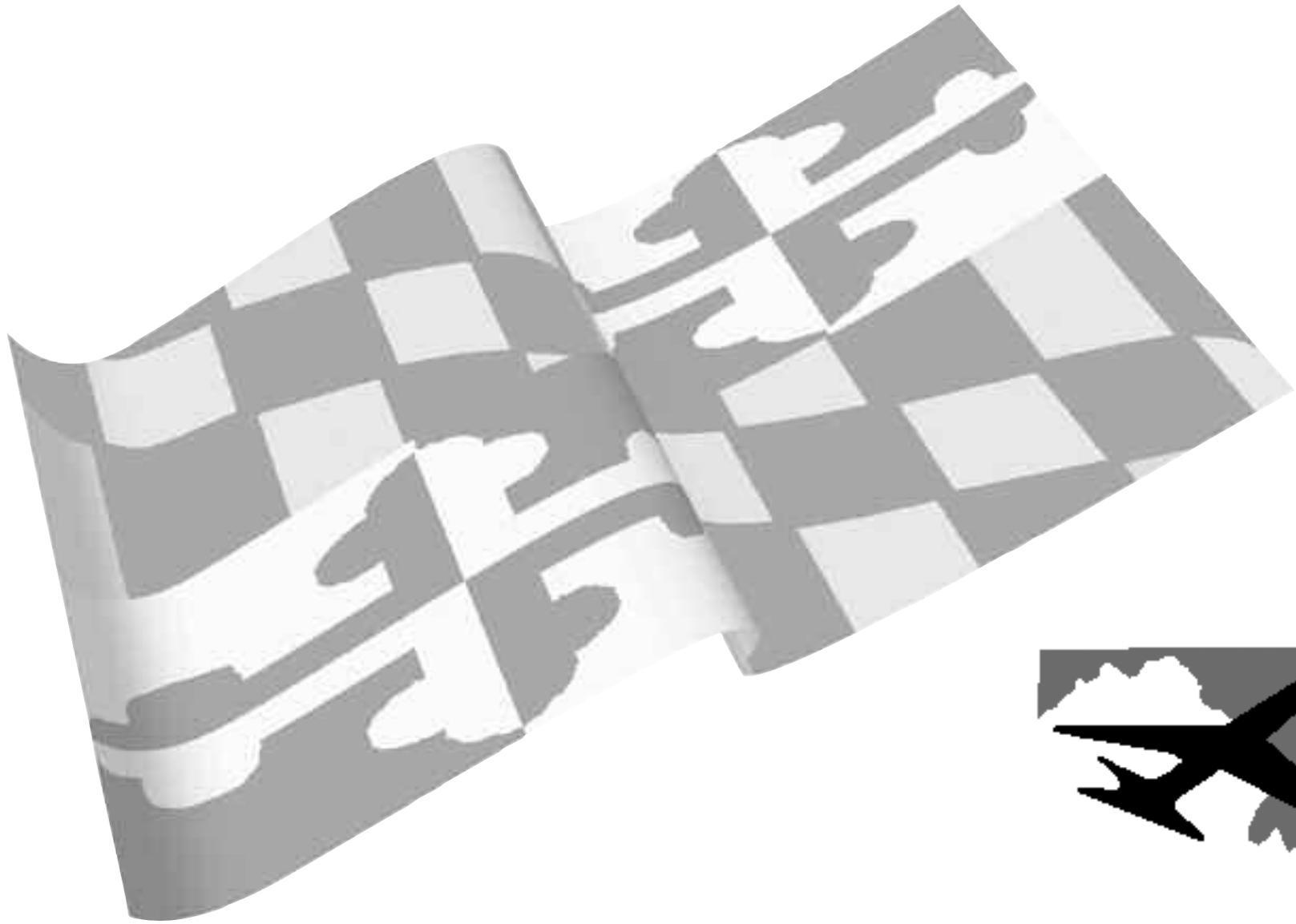
MOTOR VEHICLE ADMINISTRATION - LINE 5

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior</u>			
<u>Building Improvements</u>			
1	Maximo (0658)	418	Complete
2	Info MVA System (0627)	1,278	Underway
3	Gaithersburg VEIP Relocation (0663)	110	Underway
4	Limited English Proficiency Compliance (0662)	502	Underway
5	Mobile Office Replacement (0549)	1,212	Underway
6	OIR Office Renovation (0535)	16,138	Underway
7	Glen Burnie Facility Master Plan (0665)	195	Underway
8	DIWS Ignition Interlock Improvements (0678)	500	Underway
9	DLS/POS Migration (0681)	5,260	Underway
10	Gaithersburg Office Interior Modification and Site Work (0648)	2,576	Underway
11	Building and Interior Modification (0598)	1,243	Ongoing
12	Central Document Processing System Preservation (0651)	317	Ongoing
13	Computer Equipment System Preservation (0645)	3,200	Ongoing
14	Environmental Management System Improvements (0668)	688	Ongoing
15	Glen Burnie Office Systems Preservation (0512)	2,325	Ongoing
16	Network Switch System Preservation (0649)	75	Ongoing
17	Security System Preservation & Improvement (0518)	1,672	Ongoing
18	System Preservation (0597)	868	Ongoing
19	Telecommunication System Preservation & Improvement (0545)	550	Ongoing
20	Roof Replacement for Southern Branches (0680)	1,743	Spring, 2009
21	Roof Replacement for Western Branches (0679)	1,470	Spring, 2009
<u>Information Technology Project (Appr 8)</u>			
22	Kiosk and Internet Services (MITDP) (0657)	4,635	Underway
23	Central Scheduling System (MITDP) (0656)	1,663	Underway
24	Customer Traffic Management System 2 (MITDP) (0626)	2,298	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 5 (cont'd)

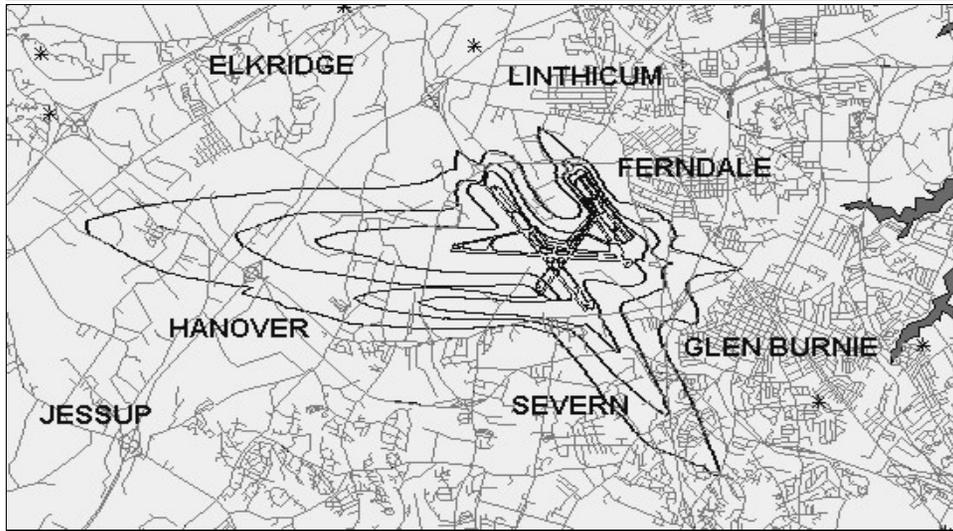
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2010</u>		
	<u>Building Improvements</u>		
25	Building and Interior Modification (0598)	1,002	Ongoing
26	Central Document Processing System Preservation (0651)	377	Ongoing
27	Comprehensive Planning Services (0536)	300	Ongoing
28	Computer Equipment System Preservation (0645)	2,640	Ongoing
29	Environmental Management System Improvements (0668)	600	Ongoing
30	Glen Burnie Office Systems Preservation (0512)	2,675	Ongoing
31	Network Switch System Preservation (0649)	80	Ongoing
32	Security System Preservation & Improvement (0518)	1,677	Ongoing
33	System Preservation (0597)	725	Ongoing
34	Telecommunication System Preservation & Improvement (0545)	581	Ongoing
35	Baltimore City Office Relocation (0602)	3,032	Summer, 2009
36	Bel Air Office Interior Modifications and Site Work (0654)	3,344	Summer, 2009
37	Columbia Express Office Relocation (0674)	200	Summer, 2009
38	Glenmont Relocation (0676)	200	Summer, 2009
39	VEIP 2009 Activation (0664)	6,000	Summer, 2009
40	Essex Branch Office Relocation (0675)	200	Fall, 2009



MARYLAND AVIATION ADMINISTRATION

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

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	37.0	40.6	18.2	21.3	20.4	20.4	157.9
System Preservation Minor Projects	40.3	40.6	45.7	48.4	58.6	67.1	300.7
<u>Development & Evaluation Program</u>	<u>3.7</u>	<u>4.3</u>	<u>9.4</u>	<u>5.9</u>	<u>4.7</u>	<u>-</u>	<u>28.0</u>
SUBTOTAL	81.0	85.5	73.3	75.6	83.7	87.5	486.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>36.6</u>
TOTAL	87.1	91.6	79.4	81.7	89.8	93.6	523.2
Special Funds	33.6	26.9	43.8	40.7	42.6	47.2	234.8
Federal Funds	2.6	1.1	11.9	5.2	4.3	4.3	29.4
Other Funding *	50.9	63.6	23.7	35.8	42.9	42.1	259.0
<u>Other Funding Breakdown*</u>							
TSA	3.7	12.7	1.4	1.4	-	-	19.2
RAA	6.0	6.0	4.0	2.0	1.0	1.0	20.0
PFC	39.3	43.4	18.3	32.4	41.9	41.1	216.4
MEDCO	(0.2)	-	-	-	-	-	(0.2)
MdTA	1.6	-	-	-	-	-	1.6
COPS	-	-	-	-	-	-	-
CFC	0.5	1.5	-	-	-	-	2.0
	<u>50.9</u>	<u>63.6</u>	<u>23.7</u>	<u>35.8</u>	<u>42.9</u>	<u>42.1</u>	<u>259.0</u>



PROJECT: Noise Zone Land Acquisition Program

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

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

STATUS: MAA has acquired 250 properties through FY 2008.

SMART GROWTH STATUS:

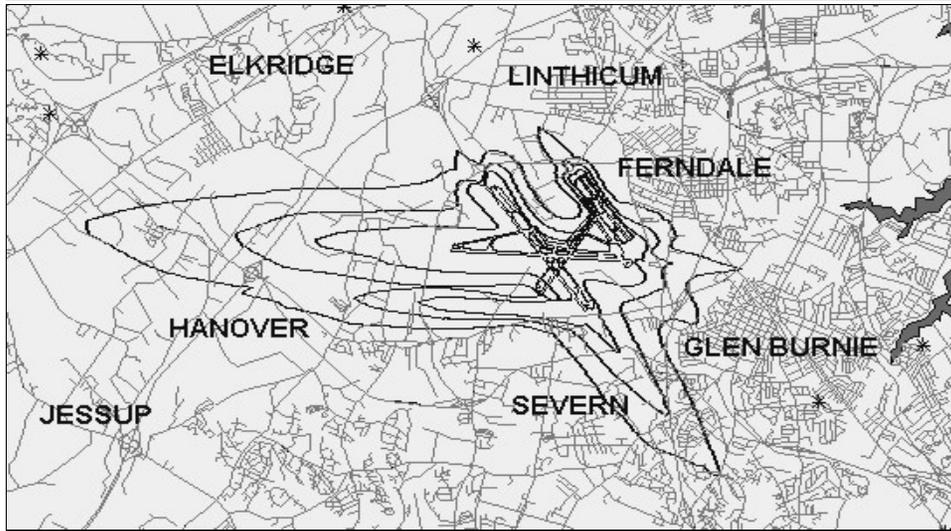
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Homeowner Assistance Program -- Line 2

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	49	49	0	0	0	0	0	0	0	0	
Right-of-way	33,814	33,814	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	33,863	33,863	0	0	0	0	0	0	0	0	
Federal-Aid	23,687	23,687	0	0	0	0	0	0	0	0	



PROJECT: Homeowner Assistance Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Noise Zone Land Acquisition Program -- Line 1

STATUS: MAA has participated in the soundproofing of 670 properties and sales assistance for 113 homes through FY 2008.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increase of \$0.5 million due to revised cost estimates.

PHASE	TOTAL		POTENTIAL FUNDING SOURCE:							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY	.....2011.....	.....2012.....	.....2013.....	.....2014.....	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	455	429	3	5	5	5	5	3	26	0	
Right-of-way	27,080	22,336	500	500	936	936	936	936	4,744	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	27,535	22,765	503	505	941	941	941	939	4,770	0	
Federal-Aid	14,492	11,372	0	0	780	780	780	780	3,120	0	

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2010	AIP	780
RW	2011	AIP	780
RW	2012	AIP	780
RW	2013	AIP	780



STATUS: On hold.

PROJECT: Protective Land Acquisition Program

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

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

SMART GROWTH STATUS:

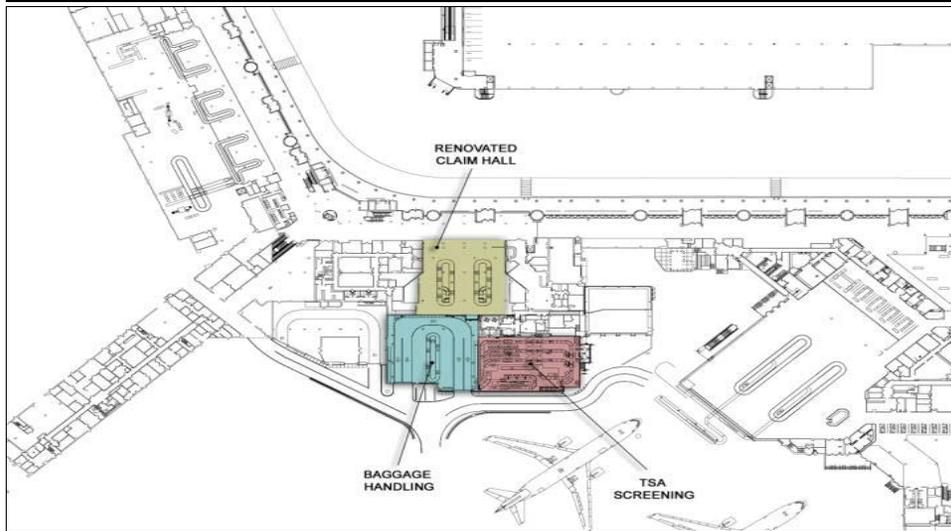
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost reduction of \$10.5 million due to \$1.0 million FY 2009 legislative reduction, and \$9.5 million as part of cost containment.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
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	13,228	12,211	17	0	1,000	0	0	0	1,017	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,228	12,211	17	0	1,000	0	0	0	1,017	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction underway.

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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The \$2.3 million increase reflects actual bids for project.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,240	2,146	2,094	0	0	0	0	0	2,094	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,763	73	14,553	20,137	0	0	0	0	34,690	0
Total	39,003	2,219	16,647	20,137	0	0	0	0	36,784	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected annual passenger growth.

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

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



STATUS: Airfield taxiway paving and Concourse D/E ramp reconstruction complete September 2008. C/D ramp reconstruction design complete. Construction scheduled to begin in FY 2012

PROJECT: Airfield Pavement Improvement Program at BWI Marshall Airport

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increase of \$1.8 million due to actual construction costs. Schedule reflects need to defer C/D ramp reconstruction based on PFC Paygo revenue availability.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,879	3,947	172	0	760	0	0	0	932	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	109,483	47,140	7,286	0	0	18,352	18,352	18,353	62,343	0	
Total	114,362	51,087	7,458	0	760	18,352	18,352	18,353	63,275	0	
Federal-Aid	19,979	19,857	122	0	0	0	0	0	122	0	

USAGE: Accommodate projected annual passenger growth.

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

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



STATUS: Design complete.

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

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

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

SMART GROWTH STATUS:

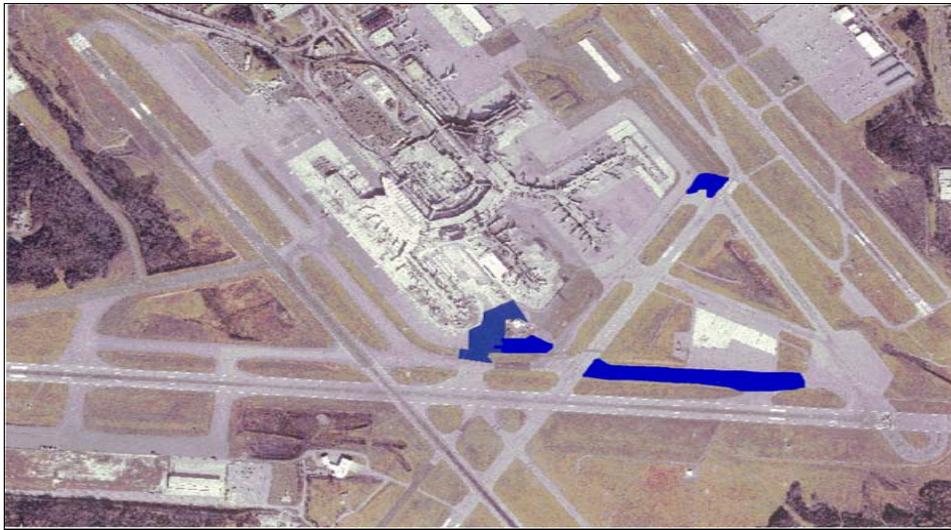
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Project delayed one year due to design revision.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	316	278	38	0	0	0	0	0	38	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,502	11	550	2,941	0	0	0	0	3,491	0
Total	3,818	289	588	2,941	0	0	0	0	3,529	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Concourse B/C ramp reconstruction and connected taxiway design complete. Taxiway U design is underway.

PROJECT: Airfield Pavement Improvement Program Phase II at BWI Marshall Airport

DESCRIPTION: This project includes the reconstruction and overlay of multiple taxiways and the reconstruction of a portion of the ramp between Concourses B and C. The work includes pavement removal and reconstruction, additional underdrains and installation of centerline lighting on taxiways. The work will be accomplished in multiple phases to minimize impacts to airfield operations and maintain appropriate access for terminal gate usage.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Project added to the Construction Program from System Preservation.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	900	0	663	237	0	0	0	0	900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,036	0	95	10,544	11,397	0	0	0	22,036	0
Total	22,936	0	758	10,781	11,397	0	0	0	22,936	0
Federal-Aid	6,233	0	0	0	6,233	0	0	0	6,233	0

Other funding sources is Passenger Facility Charge (PFC) revenue.
1710, 9316

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	AIP	6,233

USAGE: Accommodate projected annual passenger growth.

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



STATUS: Construction completed December 2007. Cash flow reflects continued payment commitment through FY 2014.

PROJECT: Hagerstown Airport Expansion

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

JUSTIFICATION: The Runway 09-27 improvement I corrected numerous non standard conditions, most importantly, the lack of adequate Runway Safety Area (RSA) beyond the ends of the pavement. Also, the previous runway length limited the Airport in accommodating larger aircraft necessary to meet the growth in the region. The extension better facilitates larger aircraft, as well as, avoiding reduction of runway length as an alternative resolution of RSA issues.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,194	38,434	6,314	6,202	4,060	2,062	1,062	1,060	20,760	0
Total	59,194	38,434	6,314	6,202	4,060	2,062	1,062	1,060	20,760	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Approximately 15,000 annual passengers.

The cost shown includes federal AIP funds which go directly to the County and are being shown as Other funds. Cost shown does not include Washington County contribution. MDOT contributing \$10.7 million to the project.



STATUS: Underway.

PROJECT: Master Plan at BWI Marshall Airport

DESCRIPTION: Study to identify long-term (2030) projection, location and extent of BWI Marshall facility improvements, as required to meet future aviation demand. Study will require in-depth evaluations of many factors, including future air service, runway and terminal capacities, environmental and community impact considerations. Study also collaborates with Anne Arundel County regarding lane use compatibility in the airport vicinity.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

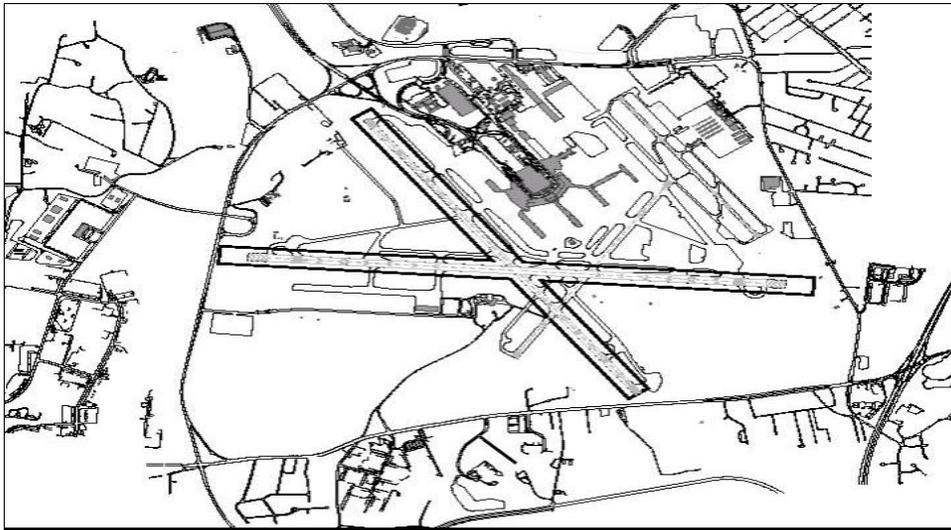
None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost decrease of \$5.6 million reflects rephasing of the project to accomplish with existing federal grant.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	6,876	5,284	1,592	0	0	0	0	0	1,592	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	6,876	5,284	1,592	0	0	0	0	0	1,592	0	
Federal-Aid	4,200	3,129	1,071	0	0	0	0	0	1,071	0	

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

1013, 1119, 1122, 1413



STATUS: Underway.

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

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

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

SMART GROWTH STATUS:

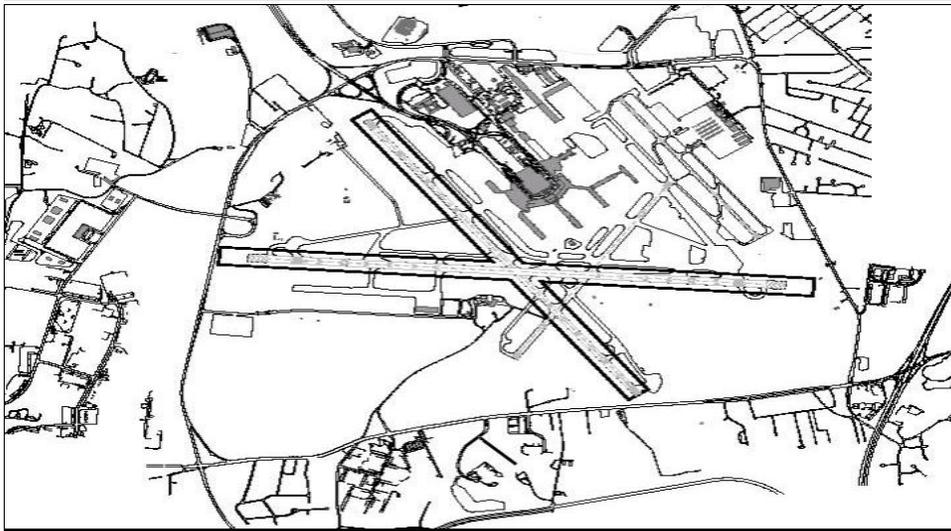
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Airfield Pavement Improvements Design at BWI Marshall Airport -- Line 11

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost reduction of \$2.0 million reflects a revision in the scope of the project and an accepted bid for work. Federal planning grant received.

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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	810	7	803	0	0	0	0	0	803	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	810	7	803	0	0	0	0	0	803	0	
Federal-Aid	607	0	607	0	0	0	0	0	607	0	



STATUS: ALP design support underway.

PROJECT: Airfield Pavement Area Improvements Design at BWI Marshall Airport

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

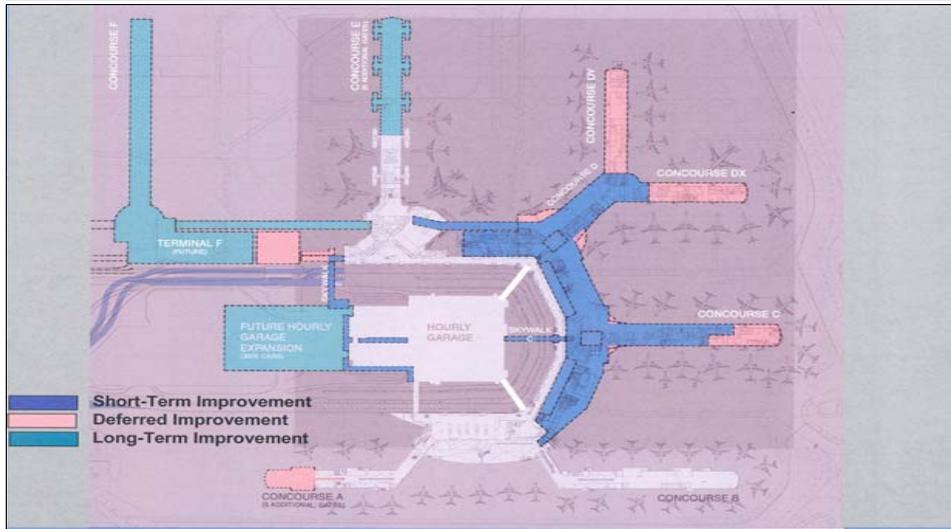
Interim Airport Layout Plan Environmental Assessment at BWI Marshall Airport -- Line 10

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increase of \$0.9 million reflects addition of federal planning grant for ALP design support.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,853	0	486	367	2,049	2,074	1,877	0	6,853	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,853	0	486	367	2,049	2,074	1,877	0	6,853	0
Federal-Aid	515	0	294	221	0	0	0	0	515	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PE	2009	AIP	515

Other funding source is Passenger Facility Charge (PFC) Revenue.
1617



STATUS: Terminal Modernization Plan Part 1 concept design underway.

PROJECT: Terminal Modernization Program at BWI Marshall Airport

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increase of \$14.8 million reflects addition of planning and design for Concourse D/E Part 1.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	2,768	985	777	1,006	0	0	0	0	1,783	0
Engineering	9,000	0	0	2,946	5,051	501	502	0	9,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,000	0	0	0	2,315	2,343	2,342	0	7,000	0
Total	18,768	985	777	3,952	7,366	2,844	2,844	0	17,783	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding sources is Passenger Facility Charge (PFC) revenue.
8101, 9010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 13

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior</u>			
<u>Airport Technology</u>			
1	MAA Airport Technology Master Plan & Strategic Plan (1330)	834	Complete
2	Security CCTV Upgrades (1246)	1,237	Complete
3	Equipment and Safety Training Systems (7303)	2,303	Complete
4	CADD Based Facility Management Software (7600)	120	Underway
5	IT Equipment (1456)	573	Underway
6	IT Services (1455)	28	Underway
7	Security Division Document System (9203)	50	Underway
<u>Airside Development</u>			
8	B/C Airfield Ramp Regrading (1510)	11,273	Complete
9	B/C Airfield Ramp Regrading, Phase II (1610)	5,704	Complete
10	Fire Training Facility & Fire Pit Improvements (1454)	2,000	Complete
11	Runway 28 Deicing Pad Water Line and Electrical (8002)	450	Complete
12	Underground Airfield Fire Hydrants (5) (1521)	2,235	Complete
13	Artificial Turf Installation on Airfield - Pilot Area A (8200)	555	Complete
14	BWI 15R/133L Pavement Rehab (9007)	3,378	Complete
15	Remote Monitoring 15R Triturator Building (9310)	14	Complete
16	Deicing Fluid Storage Tank #1 and 2 Repair plus General Aviation (9004)	213	Underway
17	BWI Obstruction Removal (1313)	42	Underway
18	Comprehensive Paving 2006 (1467)	390	Underway
19	Comprehensive Paving FY 2008 (8007)	1,387	Underway
20	Taxiway E Reconfiguration (8203)	96	Underway
21	UR - Airfield Lighting Cable Replacement (1351)	10,882	Underway
22	Airfield Pavement Milling Equipment (9320)	110	Spring, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>Annual</u>			
23	Terminal Tenant Modifications (7500)	3	Complete
24	Airfield Structures Inspections (7005)	75	Underway
25	Real Estate Administrative Services (7019)	249	Underway
26	Real Estate Property Services (7018)	191	Underway
27	Retaining Wall Inspection (8001)	100	Underway
28	Terminal Spaceframe Inspection (7000)	124	Underway
29	Airport Obstruction - Survey (7201)	100	Underway
30	Bridge Inspection (SHA Consultant) (1023)	200	Underway
<u>Baltimore/Washington</u>			
31	Comprehensive Planning- AE-01-006/013 (1186)	2,895	Complete
32	Safety Management Program (1273)	231	Complete
33	Comp Construction Mgmt & Inspection Services (1188)	2,988	Underway
34	Comprehensive Design Services - AE01-007-010 (1185)	7,156	Underway
35	A/E Consultants for Building Permits (1390)	339	Underway
36	Wildlife Management Plan (1181)	875	Underway
37	Fire Protection Engineer Services (1173)	125	Underway
38	Comp Environmental Planning AE-05-003-005 (1460)	4,822	Underway
39	Comp. Architectural Engineering Design Services (1324)	5,064	Underway
40	Comprehensive Airport Facilities Planning (1459)	4,636	Underway
41	Comprehensive Aviation Planning Services (1113)	2,105	Underway
42	Comprehensive Intermodal & Terminal Planning Services (1114)	3,093	Underway
43	Comp Business Planning Services (1271)	517	Underway
44	Acoustical Services Contract (1485)	591	Underway
45	Comp Arch Eng Design Services (7015)	2,460	Underway
46	Comp Construction Mgmt & Inspection (7016)	1,827	Underway
47	Comprehensive MBE/DBE Program Monitoring Services (1272)	611	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>Baltimore/Washington (cont'd)</u>			
48	OECM - Engineering & Facilities Emergency Mapping Validation (1723)	1,001	Underway
49	Comp Commercial Facilities & Business Planning Services (1274)	487	Underway
50	Pavement Management BWI/MTN (1389)	1,755	Underway
51	Comp Stormwater Facilities (9006)	200	Underway
52	Comprehensive AIT Services (1291)	400	Underway
<u>Consolidated Rental Car Facility</u>			
53	Consolidated Rental Car Improvements (7311)	1,358	Complete
54	CRCF CSB Courtyard Improvements (8304)	1,895	Underway
<u>Environmental Compliance</u>			
55	East Tenant Parking Lot Erosion Repairs (8104)	1,125	Complete
56	Comp Environmental Compliance Services (1461)	8,850	Underway
57	Terminal Environmental Mitigation (8105)	150	Underway
58	Erosion & Stormwater Management Improvements (8103)	1,896	Underway
<u>Equipment</u>			
59	RI - FRD Self Contained Breathing Apparatus (9206)	666	Complete
<u>Information Technology CTIPP</u>			
60	MUFIDS/BIDS Upgrade, Ph I - Complete (1335)	3,283	Complete
61	IT - Engineering & Facilities Emergency Mapping Systems (1623)	1,294	Underway
62	External IT Infrastructure Upgrades (7401)	2,965	Underway
63	BWI Closed Circuit TV (CCTV) Replacement (7403)	38	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>Landside Development</u>			
64	MdTA Police OT-Movement of Traffic (1378)	697	Complete
65	BWI Airport Gateway Treatment (1591)	440	Complete
66	Hourly Parking Garage Renovation (1464)	3,699	Complete
67	UR - Fire Protection - Hourly Garage Improvements (1474)	3,377	Complete
68	Elkridge Landing Road Retaining Wall Repair (8008)	107	Complete
69	Terminal Complex Roadway Resurfacing (7008)	1,163	Complete
70	Lightning Strike Evaluation and Repair (1458)	162	Underway
71	Bridge/Ramp/Jenne Joint Repairs - Hourly Garage (8004)	1,621	Underway
72	Hourly Garage Tunnel Leakage (9319)	120	Spring, 2009
<u>Martin State</u>			
73	MTN Fuel Farm Renovations (1530)	2,331	Complete
74	MTN Tenant Ramp Extension (1196)	6,454	Complete
75	MTN Hangar Stormwater/Sewer Improvement (9301)	70	Underway
76	MTN Environmental EIS Document (9003)	100	Underway
77	MTN Stormwater Management (1094)	210	Underway
78	MTN Computer & Radio Rooms Fire Suppression (9302)	23	Spring, 2009
<u>Regional Aviation</u>			
79	Easton - Air Traffic Control Tower (9700)	1,512	Complete
80	Statewide - Airport Pavement (1607)	224	Underway
81	Statewide - Airport System Plan (ASP) Update/Revision (1608)	516	Underway
82	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Underway
83	Regional Aviation Program (1107)	350	Underway
84	Statewide Aviation Grants (AIP-5%) (1105)	750	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>Security</u>			
85	ARFF Training Room Conversion to an EOC (7209)	406	Complete
86	BWI Perimeter Gates & Fencing Improvements (1245)	1,006	Complete
87	Checkpoint J Modifications - Now #9207 (7007)	18	Complete
88	Electronic Fingerprinting Machines - Replacement (3) (9202)	120	Complete
89	Security Initiatives (1298)	3,907	Underway
90	SIDA Access Improvements (9208)	283	Underway
91	RI - Baggage Security Cages (9205)	2,167	Spring, 2009
<u>Terminal Development</u>			
92	800 Mhz Emergency Digital Trunked Radio System (1334)	8,120	Complete
93	Heating & Ventilation, Water Heaters, and Controls Replacement at BWI (1302)	1,837	Complete
94	Tenant and Safety Modifications (1457)	445	Complete
95	Painting Terminal Exterior - Airside (7301)	1,067	Complete
96	Concourse D Floor Carpet Replacement (9308)	851	Complete
97	Pier E HVAC Expansion Joint Replacement (9305)	654	Complete
98	Sanitary Sewer Main Rehab Phase II (1453)	4,125	Complete
99	USO Lounge Renovation (7501)	80	Complete
100	Baggage Handling System (BHS) Upgrades (7001)	4,252	Underway
101	Terminal Building Interior / Exterior Modifications (7014)	2,955	Underway
102	BWI Water System Improvements (8306)	369	Underway
103	Tenant Emergency Paging Access (8202)	320	Underway
104	Terminal Improvement Project (7017)	11,203	Underway
105	Utilities Connection (7020)	75	Underway
106	County Sewer and Water Capital Improvements (1028)	1,557	Underway
107	International Pier Concession Relocation (9001)	1	Underway
108	Pier C PBX HVAC Replacement (7406)	789	Underway
109	Loading Bridge Metering (9318)	693	Spring, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

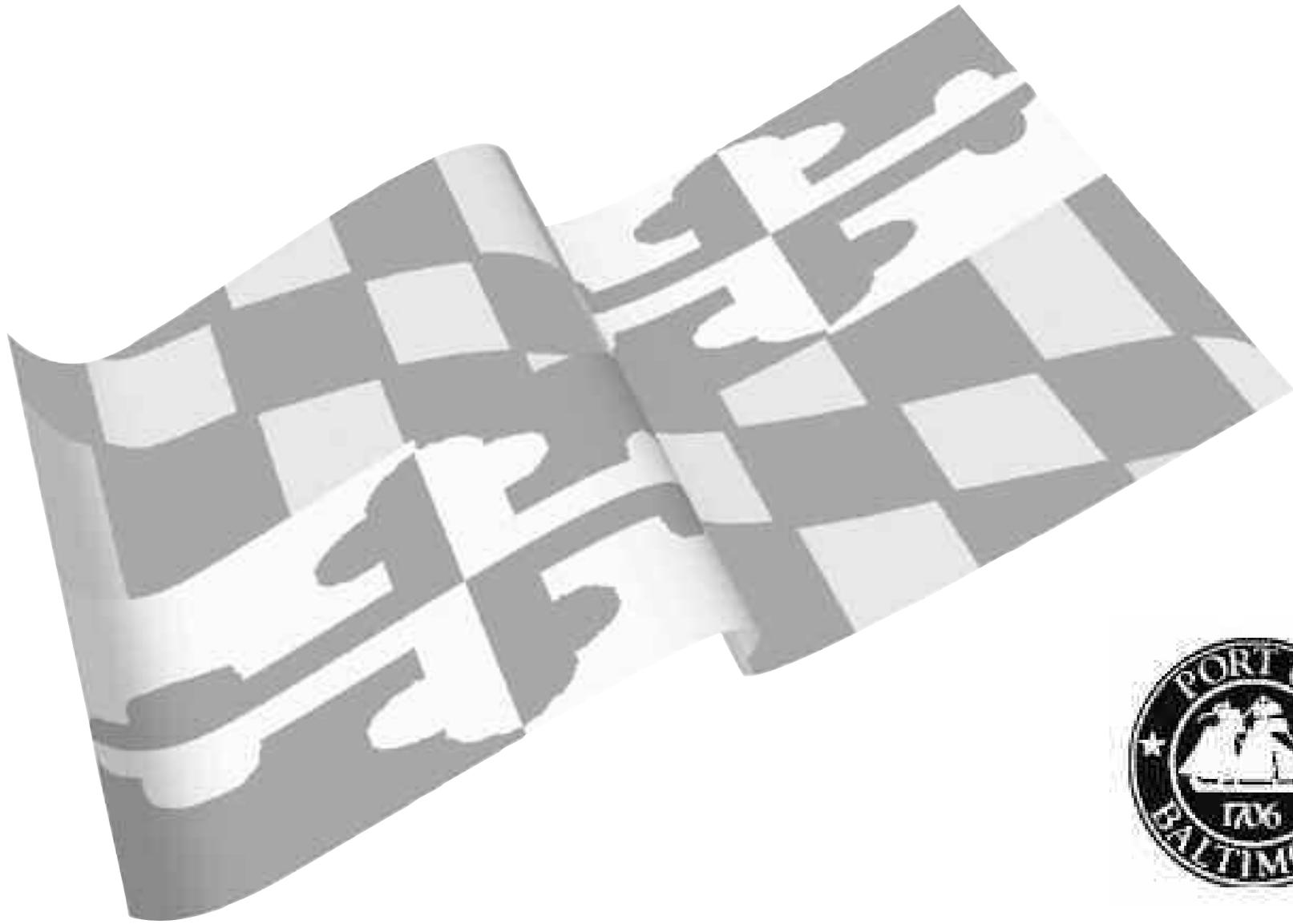
MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>Terminal Development (cont'd)</u>			
110	MAA Terminal Offices (9500)	2,100	Spring, 2009
111	Security Division Office Expansion (9204)	523	Spring, 2009
112	Terminal Interior / Exterior Modifications (8014)	2,500	Spring, 2009
113	TSA International Pier Baggage Screening (9000)	1,001	Spring, 2009
<u>FY 2010</u>			
<u>Airport Technology</u>			
114	IT Equipment (1456)	573	Summer, 2009
115	Permanent Noise Monitoring System Replacement (7405)	1,400	Spring, 2010
<u>Airside Development</u>			
116	Comprehensive Paving FY 2008 (8007)	1,003	Summer, 2009
117	Deicing Fluid Storage Tank #4 (9009)	863	Summer, 2009
<u>Information Technology CTIPP</u>			
118	BWI Closed Circuit TV (CCTV) Replacement (7403)	1,758	Summer, 2009
119	RI - Consolidated Dispatch Center (7200)	5,392	Summer, 2009
120	TSA Area CCTV Replacement (7404)	4,300	Summer, 2009
<u>Martin State</u>			
121	RI - MTN Fire Suppression (9298)	12	Fall, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 (cont'd)</u>			
<u>Regional Aviation</u>			
122	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Summer, 2009
123	Regional Aviation Program (1107)	350	Summer, 2009
124	Statewide Aviation Grants (AIP-5%) (1105)	750	Summer, 2009
<u>Security</u>			
125	Gate G Modifications (9207)	3,000	Summer, 2009
<u>Terminal Development</u>			
126	RI - Emergency Backup Systems (UR) (9312)	2,266	Summer, 2009
127	Pier C Gravity Sewer Main Improvements (8305)	326	Spring, 2010



MARYLAND PORT ADMINISTRATION

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

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	82.5	56.6	49.2	61.8	42.7	46.2	339.0
System Preservation Minor Projects	26.7	43.2	31.6	25.0	25.9	25.4	177.8
<u>Development & Evaluation Program</u>	<u>11.6</u>	<u>10.0</u>	<u>7.0</u>	<u>8.8</u>	<u>8.9</u>	<u>10.2</u>	<u>56.5</u>
SUBTOTAL	120.8	109.8	87.8	95.6	77.5	81.8	573.3
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.8</u>	<u>4.9</u>	<u>5.0</u>	<u>5.2</u>	<u>5.3</u>	<u>5.4</u>	<u>30.6</u>
TOTAL	125.6	114.7	92.8	100.8	82.8	87.2	603.9
Special Funds	124.7	113.9	92.8	100.8	82.7	87.2	602.1
Federal Funds	1.0	0.8	-	-	-	-	1.8
Other Funds	-	-	-	-	-	-	-



PROJECT: Hart-Miller Island Related Projects

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- Dredge Material Placement Monitoring -- Line 2
- Dredge Material Program -- Line 10

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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The program decreased by \$12.2 million to reflect future anticipated cell closure cost.

		POTENTIAL FUNDING SOURCE:									
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
				SPECIAL	FEDERAL	GENERAL	OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2011....	....2012....	....2013....	....2014....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	6,818	4,511	303	389	405	400	400	410	2,307	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	75,441	51,598	4,061	3,523	2,791	2,902	3,178	7,388	23,843	0	
Total	82,259	56,109	4,364	3,912	3,196	3,302	3,578	7,798	26,150	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

5002, 5003, 5013



PROJECT: Dredge Material Placement and Monitoring

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Hart-Miller Island Related Projects -- Line 1
Dredge Material Program -- Line 10

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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Total program increased by \$51.5 million, deferred from other projects, to meet the needs of future placement and monitoring activities.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			FOR PLANNING PURPOSES ONLY					
			2009	2010	....2011....	....2012....	....2013....	....2014....		
Planning	6,500	500	500	1,500	1,500	1,000	1,000	500	6,000	0
Engineering	2,871	2,851	20	0	0	0	0	0	20	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	494,428	210,332	61,225	42,890	43,970	58,527	39,114	38,370	284,096	0
Total	503,799	213,683	61,745	44,390	45,470	59,527	40,114	38,870	290,116	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5105, 5206, 5208, 5211, 5215, 5218, 5221, 5230, 5231, 5232, 5233, 5235, 5236, 5237, 5238, 5241, 5300, 5305, 5307



STATUS: Construction for Phase I was completed in the December 2006. Additional funding is needed for Phase II (Berth 4, \$15.5 million estimated cost).

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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	405	405	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,876	23,876	0	0	0	0	0	0	0	0
Total	24,281	24,281	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Increase in larger, deeper vessel calls.



STATUS: Dundalk and Seagirt Terminal Gates are completed; Remote Video Surveillance and Enhanced Terminal Security are nearing completion. The MPA received \$1.9 million in the 7th round of Port Security Grants for the Dundalk Marine Terminal and Locus Point Visitor Control project.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PROJECT: Terminal Security Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,613	23,621	5,531	1,461	0	0	0	0	6,992	0
Total	30,613	23,621	5,531	1,461	0	0	0	0	6,992	0
Federal-Aid	12,876	11,076	1,039	761	0	0	0	0	1,800	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2009	Federal	1,800

1062, 1093, 1618, 1619, 1780, 1781, 1782, 1783, 1784, 1789, 1797, 1798, 1799



STATUS: Construction is complete for the Northern portion of the Fruit Slip; the Southern portion will be completed at a later date when funding becomes available.

PROJECT: Fruit Slip Fill - South Locust Point Marine Terminal

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
South Locust Point Paper Shed - Line 7

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE	
	ESTIMATED COST (\$000)	EXPEND THRU 2008			YEAR 2009	YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	TO COMPLETE	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	3,002	3,002	0	0	0	0	0	0	0	0	0
Total	3,002	3,002	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: South Locust Point Cruise Terminal

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Project cost has decreased \$2.2 million due to fund reallocation as a result of the economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2011....	....2012....	....2013....	....2014....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,627	2,627	0	0	0	0	0	0	0	0
Construction	13,022	10,122	2,340	560	0	0	0	0	2,900	0
Total	15,649	12,749	2,340	560	0	0	0	0	2,900	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: South Locust Point Paper Shed

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Fruit Slip Fill - South Locust Point Marine Terminal - Line 5

STATUS: This project is complete.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE	
	ESTIMATED COST (\$000)	EXPEND THRU 2008			YEAR 2009	YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	YEAR	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,358	1,358	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	25,201	25,201	0	0	0	0	0	0	0	0	0
Total	26,559	26,559	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

1623, 1624, 1625, 1626, 1627



PROJECT: Canton Warehouse Facility

DESCRIPTION: Cargo growth and more efficient terminal utilization can be achieved at the Seagirt Marine Terminal by relocating empty containers and container support functions to the adjacent Canton Warehouse Facility thereby providing more space closer to the berths for the handling of more economically beneficial cargo laden containers. Under current operations, this relocation would enable Seagirt to accommodate an additional 100,000 containers per year. This additional capability is of sufficient magnitude to attract a new customer and allow current customers to grow.

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

SMART GROWTH STATUS:

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

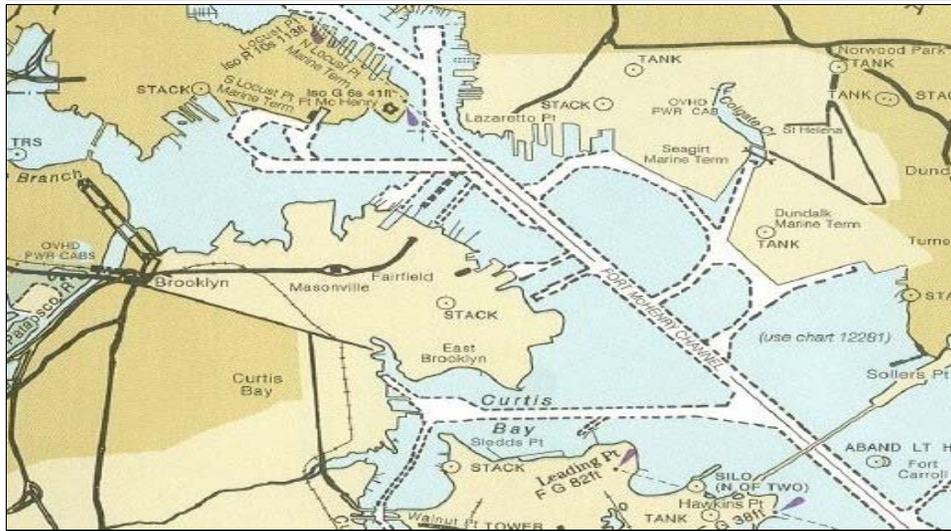
ASSOCIATED IMPROVEMENTS:

STATUS: The MPA is currently negotiating with MdTA to purchase this property in FY 2009.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Recent negotiations surrounding the purchase of the Canton Warehouse property require \$3.0 million in funding be moved into FY 09 from FY 11.

		POTENTIAL FUNDING SOURCE:									
		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						.....2011....	.....2012....	.....2013....	.....2014....		
Planning		0	0	0	0	0	0	0	0	0	0
Engineering		0	0	0	0	0	0	0	0	0	0
Right-of-way		3,000	0	3,000	0	0	0	0	0	3,000	0
Construction		7,590	0	500	6,090	1,000	0	0	0	7,590	0
Total		10,590	0	3,500	6,090	1,000	0	0	0	10,590	0
Federal-Aid		0	0	0	0	0	0	0	0	0	0

2000, 2010



STATUS: Parcels was purchased in FY 08 and 09.

PROJECT: Dundalk Marine Terminal Property Acquisition

DESCRIPTION: Purchase parcel(s) adjacent to or in the vicinity of Dundalk Marine Terminal.

JUSTIFICATION: The desired parcels will allow for greater capacity at Dundalk Marine Terminal and will be used to store autos, RoRo equipment or other space needs. Transferring the cargo to this property will free-up space on the terminal for additional cargo capacity.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: This project increased by \$3.9 million. Funds were deferred from other MPA projects for the FY 09 property purchase.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	8,904	3,204	5,700	0	0	0	0	0	5,700	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,904	3,204	5,700	0	0	0	0	0	5,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Feasibility studies are underway.

PROJECT: Dredge Material Management Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The program was increased by \$14.9 million, deferred from other projects, to continue the development of future dredge placement sites.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			FOR PLANNING PURPOSES ONLY2011....2012....2013....			.....2014....
Planning	72,604	39,070	6,378	4,704	3,889	5,350	5,703	7,510	33,534	0
Engineering	29,922	10,468	5,243	4,781	2,610	2,450	2,150	2,220	19,454	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,997	2,997	0	0	0	0	0	0	0	0
Total	105,523	52,535	11,621	9,485	6,499	7,800	7,853	9,730	52,988	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2009 and Prior</u>		
	<u>All Terminals</u>		
1	Paving Repair IV (1708)	5,318	Complete
2	Hawkins Point Navigation Marker Repair (1770)	241	Complete
3	Environmental Best Practices (1738)	1,490	Underway
4	Concrete Deck Repair II (1788)	750	Underway
5	Diving Services (1790)	200	Underway
6	Environmental Remediation (1400)	798	Underway
7	Paving Repair V (1733)	4,300	Underway
8	Berth Substructure IV (1787)	4,000	Underway
9	Concrete Repair Balance (1820)	2,520	Underway
10	Pricing Contingency Change (1742)	625	Underway
11	Storm Water Pollution Prevention (1410)	200	Underway
12	Comprehensive Facility Inspection Diving (1725)	200	Spring, 2010
13	Concrete Deck Repair III (1821)	1,000	Spring, 2009
14	Paving Repairs IV (1734)	3,636	Spring, 2009
	<u>Dredging - General</u>		
15	Environmental Management/Compliance System (5418)	4,710	Underway
	<u>Dredging Placement Options</u>		
16	Sparrows Point Feasibility Study (5242)	2,223	Spring, 2009
	<u>Dundalk Marine Terminal</u>		
17	PBX Upgrade - DMT (1092)	70	Complete
18	Shed 4&6 Ventilation (1082)	543	Complete
19	Crane Rail Damage - Crane 8 DMT (1117)	33	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>Dundalk Marine Terminal (cont'd)</u>			
20	DMT Lampost repair at the intersection of C and 1st (1086)	25	Complete
21	Building 1300A Damage Repair (1124)	17	Complete
22	Emergency Generator POV Gate - DMT (1118)	95	Complete
23	Shed Sprinkler System Rehabilitation - Phase I - Shed 4 (3125)	2,450	Underway
24	Whirley Crane Relocation (1065)	4	Underway
25	MIT Gate Demolition (1078)	300	Underway
26	Repair of Traffic Signal Pole @ 1st St and North (1122)	25	Underway
27	9th Street Substation Relocation (1109)	2,500	Underway
28	Rail Improvement - Lot 1800 DMT (1114)	470	Underway
29	Crane Rail Rehabilitation Berths 9 through 12 (1110)	1,000	Spring, 2009
30	Demolition of APM Gate - DMT (1111)	275	Spring, 2009
31	Demolition of Shed 5 and Surcharge (1067)	4,000	Spring, 2009
32	DMT Maintenance Building HVAC (1113)	200	Spring, 2009
33	Repair of Berth 4 - DMT (1040)	150	Spring, 2009
34	Shed Sprinkler System Rehabilitation - Phase I - Shed 6 (3126)	2,550	Spring, 2009
<u>Environmental</u>			
35	Storm Drain Repair - DMT (1068)	500	Underway
36	COPR Air Monitoring (1120)	455	Underway
37	Honeywell Administrative Expenses (1106)	240	Underway
38	Chrome Ore Removal (1102)	2,570	Underway
39	Dundalk Marine Terminal O&M (1011)	5,700	Underway
40	Ground Water Treatment (1104)	66	Underway
41	Hawkins Point O&M (1707)	561	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>Facilities and Equipment</u>			
42	Crane Festoons and Elevators (3032)	427	Complete
43	GPS Tracking System (3033)	147	Complete
44	Crane System Preservation (Balance) (3019)	2,495	Underway
45	Trolley Rail Maintenance (3034)	359	Underway
46	Fleet Replacement Dump Trucks (3035)	550	Underway
47	Railroad Crane Inspection and Construction (3106)	153	Underway
48	Sprinkler Repairs (3038)	500	Underway
49	Cable Reel Drive - SMT Cranes (3046)	40	Spring, 2009
50	Crane Elevator Rehabilitation (3036)	300	Spring, 2009
51	High Voltage Cables - Elevators (3037)	300	Spring, 2009
52	Trolley Wheel Bearing Crane #35 (3043)	40	Spring, 2009
<u>Masonville Auto Terminal</u>			
53	Kurt Iron Environmental Phase I - Clean-up (1210)	4,775	Complete
54	Fairfield Marine Terminal Pier 4 Repair (1758)	982	Complete
55	Fairfield - System Preservation (1745)	4,310	Underway
<u>North Locust Point</u>			
56	Fire Doors - NLP (1815)	85	Complete
57	Communication Cable Replacement - NLP (1817)	60	Spring, 2009
58	Grain Pier Demolition - NLP (1812)	250	Spring, 2009
<u>Open-Ended Consulting</u>			
59	Portwide Engineering III - Parsons (1222)	1,117	Complete
60	Portwide Engineering & Design A - Moffat-Nichols (1233)	2,503	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>Open-Ended Consulting (cont'd)</u>			
61	Construction Management Inspection 2007 (1240)	1,800	Complete
62	Misc Engineering Services - Small Procurement I (1231)	200	Underway
63	Claims and Schedule Review (1230)	257	Underway
64	Misc. Engineering Services - Small Procurement II (1232)	200	Underway
65	Portwide Engineering & Design B - WBCM (1234)	2,421	Underway
66	Portwide Engineering & Design C - STV (1235)	1,095	Underway
67	Portwide Engineering & Design D - JMT (1236)	1,042	Underway
68	Portwide Engineering & Design E - RK&K (1237)	1,000	Underway
69	Claims and Schedule Review - 2007 (1245)	250	Underway
70	Miscellaneous Survey III (1239)	200	Underway
71	Portwide Engineering and Design (1252)	2,500	Underway
72	Portwide Engineering & Design FY 08 JMT (1253)	2,000	Underway
73	Portwide Engineering & Design FY 08 WBC&M (1251)	3,000	Underway
74	Portwide Engineering & Design FY 08 WR (1254)	1,500	Underway
<u>Port - Wide</u>			
75	Open Ended Studies - Planning II (3116)	1,200	Underway
76	CTIPP Equipment (3124)	481	Underway
77	Planning Open Ended Studies - Balance (3122)	1,370	Underway
<u>Seagirt Marine Terminal</u>			
78	SMT Canopy Panel Repair (1334)	24	Complete
79	Replace Trolley Rails & Wheels on Crane #34 (3040)	436	Complete
80	RTG Runway Resurfacing (1709)	4,003	Underway
81	Seagirt Marine Terminal HVAC Replacement (1332)	1,208	Underway
82	Berth Substructure Repair Phase II (1335)	2,000	Spring, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>Seagirt Marine Terminal (cont'd)</u>			
83	Replace Trolley Rails & Wheels on Crane No. 35 (3045)	406	Spring, 2009
84	SMT Maintenance Mezzanine (1337)	50	Spring, 2009
<u>South Locust Point</u>			
85	Cruise Terminal Bollards - SLP (1629)	157	Complete
86	Shed 11 Support Column Repair (1631)	26	Underway
87	Cruise Terminal Electrical (1621)	500	Spring, 2009
88	Whirly Crane Revitalization - SLP (1119)	135	Spring, 2009
<u>World Trade Center</u>			
89	Fire/Life Safety Code - Elevator Enhancements (1514)	3,072	Complete
90	WTC Sump Pump Modification (1521)	14	Complete
91	WTC Hurricane Barrier (1516)	500	Underway
92	WTC Renovations - DBED (3108)	4,077	Underway
93	Sondheim Plaza Lighting (1528)	150	Underway
94	Tenant Renovation - Meridian WTC (3107)	1,441	Underway
<u>FY 2010</u>			
<u>All Terminals</u>			
95	Landside Preservation (1715)	1,000	Summer, 2009
96	Comprehensive Facility Inspection III (1824)	400	Fall, 2009
<u>Dundalk Marine Terminal</u>			
97	DMT High Voltage Feeder (1123)	3,000	Summer, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

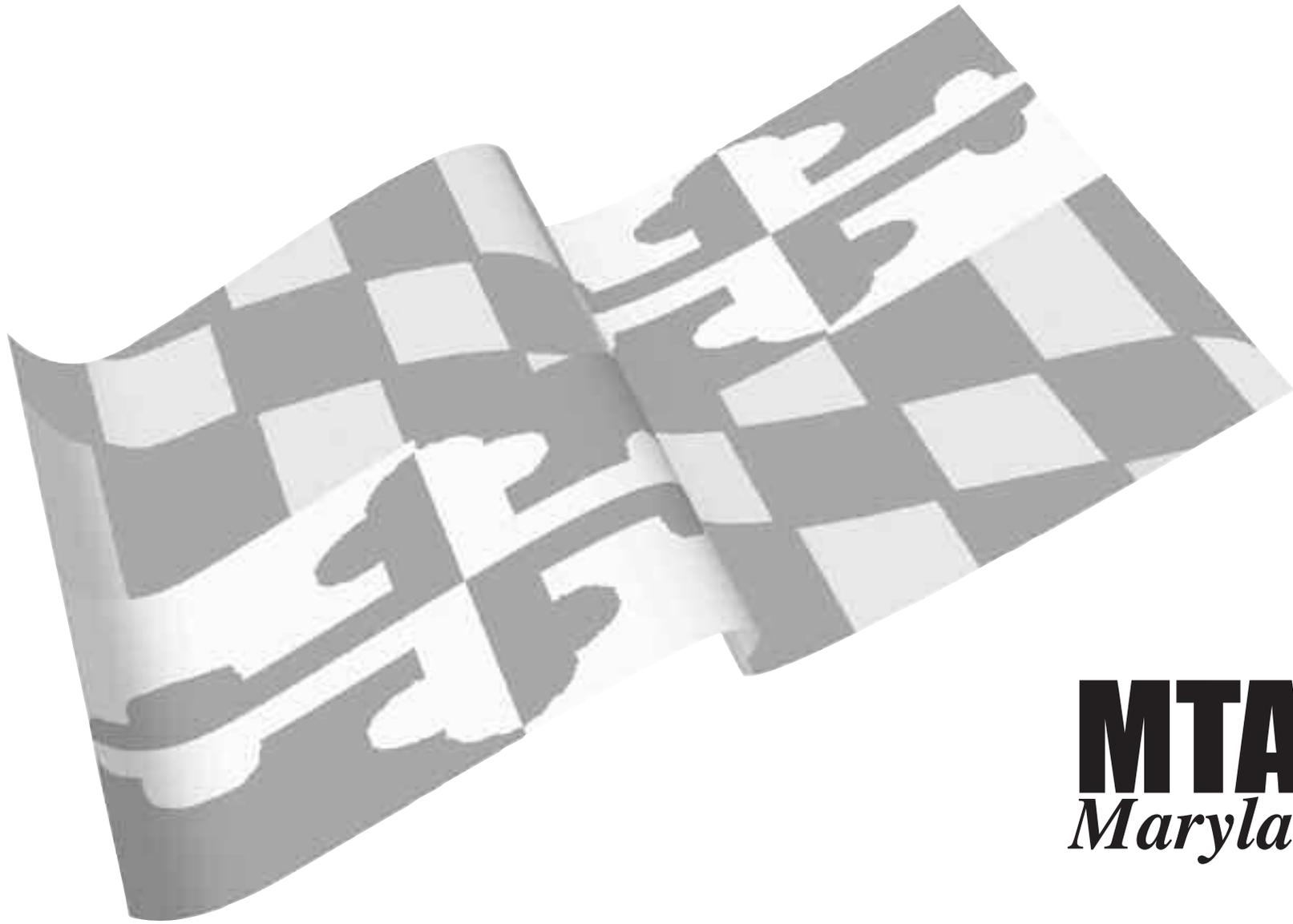
MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 (cont'd)</u>			
<u>Dundalk Marine Terminal (cont'd)</u>			
98	Fuel Island Renovation - DMT (1121)	1,900	Summer, 2009
99	High Mast Lighting - APM area DMT (1112)	1,500	Fall, 2009
<u>Environmental</u>			
100	Chrome Ore Removal (1102)	3,157	Summer, 2009
101	Dundalk Marine Terminal O&M (1011)	3,300	Summer, 2009
102	Hawkins Point O&M (1707)	502	Summer, 2009
<u>Facilities and Equipment</u>			
103	Loader and Bucket Truck (3041)	270	Summer, 2009
104	Railroad Crane Inspection and Construction (3106)	300	Summer, 2009
105	Spreader Center Housing (3042)	525	Summer, 2009
106	Equipment and Infrastructure Preservation (3029)	1,210	Fall, 2009
<u>Open-Ended Consulting</u>			
107	Construction Management Inspection FY 2009 (1249)	2,000	Summer, 2009
108	Engineering Survey Consultants (1241)	200	Summer, 2009
109	Portwide Engineering and Design - Balance (1211)	4,500	Summer, 2009
110	Schedule Claims Review 2008 (1246)	200	Summer, 2009
<u>Port - Wide</u>			
111	CTIPP Equipment (3124)	244	Summer, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2010 (cont'd)</u>		
	<u>Seagirt Marine Terminal</u>		
112	Seagirt Marine Terminal - System Preservation (1320)	3,310	Summer, 2009
	<u>South Locust Point</u>		
113	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,500	Summer, 2009
	<u>World Trade Center</u>		
114	Tenant Renovation - Meridian WTC (3107)	1,045	Summer, 2009



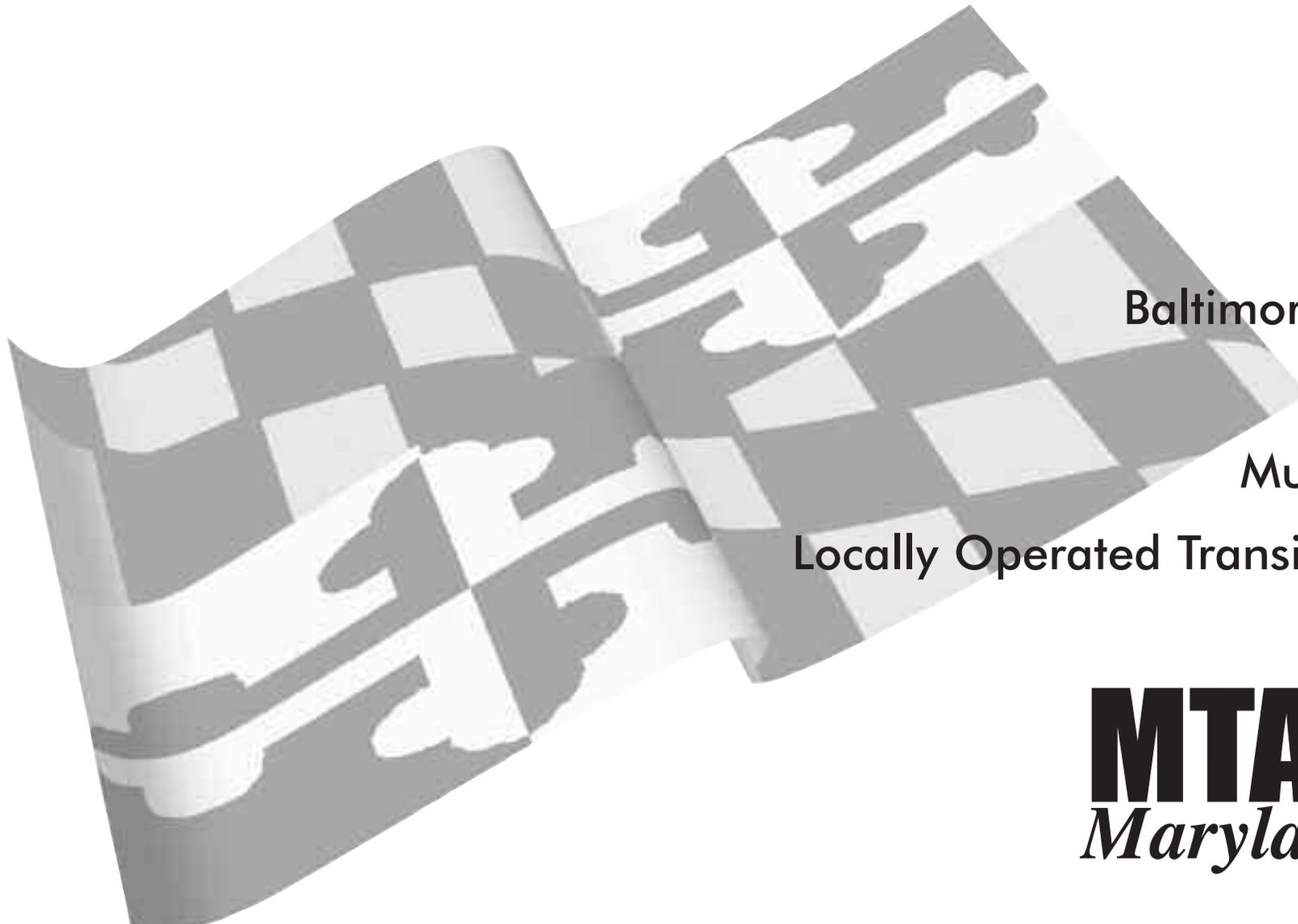
MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	247.0	318.0	156.0	154.0	123.2	158.5	1,156.7
System Preservation Minor Projects	60.3	100.6	56.6	67.1	39.1	26.6	350.3
<u>Development & Evaluation Program</u>	<u>16.7</u>	<u>25.4</u>	<u>26.7</u>	<u>51.6</u>	<u>54.1</u>	<u>54.1</u>	<u>228.6</u>
SUBTOTAL	324.0	444.0	239.3	272.7	216.4	239.2	1,735.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.1</u>	<u>4.5</u>	<u>3.0</u>	<u>3.0</u>	<u>3.0</u>	<u>3.0</u>	<u>20.6</u>
TOTAL	328.1	448.5	242.3	275.7	219.4	242.2	1,756.2
Special Funds *	105.1	213.5	90.7	149.8	96.3	110.8	766.2
Federal Funds	210.5	213.5	146.9	125.1	121.9	129.6	947.5
Other Funding **	12.5	21.5	4.7	0.8	1.2	1.8	42.5

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

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



MARC

Freight

Light Rail

Baltimore METRO

Bus

Multi-Modal

Locally Operated Transit Systems



MTA CONSTRUCTION PROGRAM



PROJECT: MARC Frederick Extension

DESCRIPTION: Service extension from Point of Rocks to City of Frederick, includes downtown Frederick and suburban stations which connect to the Brunswick Line and provide access to Washington, D.C.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MARC Point of Rocks Station Parking Expansion -- Line 10

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

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

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2011....	....2012....	....2013....	....2014....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,340	3,340	0	0	0	0	0	0	0	0
Right-of-way	6,097	6,097	0	0	0	0	0	0	0	0
Construction	46,841	44,025	255	2,561	0	0	0	0	2,816	0
Total	56,954	54,138	255	2,561	0	0	0	0	2,816	0
Federal-Aid	45,296	42,992	255	2,049	0	0	0	0	2,304	0

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



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

PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Funding for planning, environmental documentation, design and property acquisition of maintenance, layover and storage facilities. Funding includes construction for the Washington Mid-Day Storage Yard as well as planning and environmental documentation for a new MARC Layover and Maintenance Facility in Harford County.

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

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 2008 - 13 CTP: Funding decreased due to economic downturn.

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



STATUS: Improvements are ongoing.

PROJECT: MARC Improvements on Camden, Brunswick and Penn Lines

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

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

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

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



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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: MTA was able to shift funds to accomplish: overhaul of MARC IIA coaches - increase of \$7.8 million; replacement of gallery coaches - increase of \$25.0 million and overhaul of MARC III coaches - increase of \$42.8 million..

PROJECT: MARC Coaches - Overhauls and Replacement

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

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

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.

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

0181, 1161, 1302, 1304



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

PROJECT: MARC Locomotives - Overhauls and Replacements

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

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

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

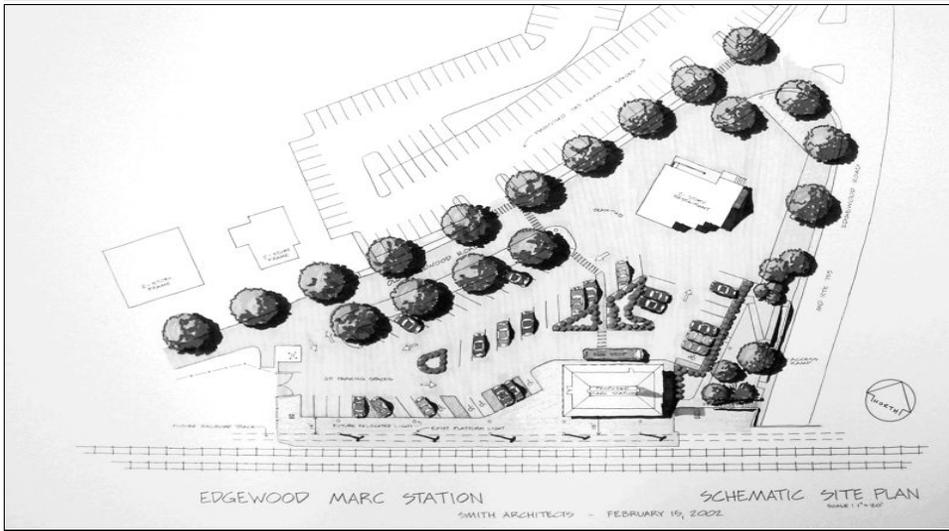
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	762	244	218	300	0	0	0	0	518	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	116,171	35,008	46,290	28,873	3,000	3,000	0	0	81,163	0
Total	116,933	35,252	46,508	29,173	3,000	3,000	0	0	81,681	0
Federal-Aid	91,898	28,025	37,175	21,898	2,400	2,400	0	0	63,873	0

1095, 1162, 1203, 1245



STATUS: Phase I parking expansion and ADA platform improvements are complete. Engineering is underway for Phase II station building and ADA access improvements. Construction expected to begin during budget year.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Total estimated cost was adjusted to reflect the inclusion of Phase II Project No. 1296 previously funded under the MARC Growth and Investment Plan.

PROJECT: MARC Edgewood Station

DESCRIPTION: Phase I of the project includes expanded parking and ADA platform improvements. Phase II improvements are to include replacement of the existing station trailer with a permanent building and site enhancements to enhance customer service and provide improved ADA access.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	773	201	572	0	0	0	0	0	572	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	6,280	1,979	1	4,300	0	0	0	0	4,301	0	
Total	7,053	2,180	573	4,300	0	0	0	0	4,873	0	
Federal-Aid	3,904	435	459	3,010	0	0	0	0	3,469	0	

USAGE: Approximately 319 boardings per day occurred during CY 2008.

Other funding includes \$180,000 contribution from Harford County and a \$1.5 million federal earmark to Harford County. 1059, 1296



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

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.

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

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

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



STATUS: The project is being managed by Montgomery County. Construction began in Fall 2008.

PROJECT: Paul S. Sarbanes Transit Center

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Purple Line -- Line 35

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Phase I platform relocation complete and \$7.8 million in funds removed from total. Phase II increased due to revised estimates.

<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	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	825	825	0	0	0	0	0	0	0	0
Engineering	11,561	7,739	3,137	685	0	0	0	0	3,822	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	73,020	3,712	11,489	52,334	5,485	0	0	0	69,308	0
Total	85,406	12,276	14,626	53,019	5,485	0	0	0	73,130	0
Federal-Aid	54,883	9,820	11,701	33,362	0	0	0	0	45,063	0

USAGE: An average of 667 MARC boardings per day occurred during CY 2008.

Project total reflects \$10.2 million in local contribution from Montgomery County. In addition, Montgomery County is to reimburse MDOT \$6 million from Montgomery County's share of future WMATA Transportation Infrastructure Investment Fund (TIIF).

0254



STATUS: Construction of Phase I surface parking is complete. Engineering for Phase II is nearly complete. Construction to begin in budget fiscal year.

PROJECT: MARC Halethorpe Station Improvements

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	2,472	1,786	586	100	0	0	0	0	686	0
Right-of-way	1,690	1,605	85	0	0	0	0	0	85	0
Construction	19,489	3,543	29	6,737	7,084	2,096	0	0	15,946	0
Total	23,953	7,236	700	6,837	7,084	2,096	0	0	16,717	0
Federal-Aid	13,744	4,707	560	2,829	5,648	0	0	0	9,037	0

USAGE: An average of MARC 1,111 boardings per day occurred during CY 2008.



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

PROJECT: MARC Point of Rocks Station Parking Expansion

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MARC Frederick Extension -- Line 1

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	721	721	0	0	0	0	0	0	0	0
Engineering	702	701	1	0	0	0	0	0	0	1
Right-of-way	829	829	0	0	0	0	0	0	0	0
Construction	5,176	5,152	24	0	0	0	0	0	24	0
Total	7,428	7,403	25	0	0	0	0	0	25	0
Federal-Aid	5,048	5,030	18	0	0	0	0	0	18	0

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



STATUS: Freight bridge and culvert inspections are complete. Repairs to Eastern Shore bridges to begin during current fiscal year, and will include improvements to structures on the Massey/Centreville and Seaford/Cambridge freight lines and the High Bridge Road bridge.

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

PROJECT: Freight Bridge Rehabilitation

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL								<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE					
					....2011....	....2012....	....2013....	....2014....			
Planning	0	0	0	0	0	0	0	0	0	0					
Engineering	3,011	1,556	507	125	133	230	230	230	1,455	0					
Right-of-way	0	0	0	0	0	0	0	0	0	0					
Construction	11,975	6,260	957	2,081	867	770	770	270	5,715	0					
Total	14,986	7,816	1,464	2,206	1,000	1,000	1,000	500	7,170	0					
Federal-Aid	0	0	0	0	0	0	0	0	0	0					



STATUS: Current year crossing rehabilitations include: Massey Rd (MD 299), Chesterville Rd (MD 290), Lynch Rd (MD 561) and Worton Rd (MD 297) all located in Kent County and Price Station Rd (MD 405) located in Queen Anne's County.

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Construction funding decreased due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	556	394	1	51	50	60	0	0	162	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,185	1,735	28	1,615	650	490	888	779	4,450	0
Total	6,741	2,129	29	1,666	700	550	888	779	4,612	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Specification development underway.

PROJECT: Light Rail Vehicle Mid-Life Overhaul

DESCRIPTION: Design and implementation of a mid-life overhaul of the Light Rail fleet. A 15-year inspection and overhaul of the major and sub-assemblies of the original Light Rail fleet, of 35 vehicles, will be performed. The effort will also involve identifying and remedying obsolete parts issues.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Construction and engineering costs increased due to 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 ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,349	300	546	503	0	0	0	0	1,049	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	68,846	1,941	2,105	4,800	5,000	15,000	20,000	20,000	66,905	0
Total	70,195	2,241	2,651	5,303	5,000	15,000	20,000	20,000	67,954	0
Federal-Aid	47,638	521	2,121	0	996	12,000	16,000	16,000	47,117	0



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

PROJECT: Owings Mills Joint Development

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased due to revised total construction estimates.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input checked="" type="checkbox"/>	OTHER
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
TOTAL											
Planning	271	271	0	0	0	0	0	0	0	0	
Engineering	439	439	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	30,985	15,399	1,486	14,100	0	0	0	0	15,586	0	
Total	31,695	16,109	1,486	14,100	0	0	0	0	15,586	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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



STATUS: Project is complete. Final closeout expected to occur in current fiscal year.

PROJECT: Metro Escalator Rehabilitation

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning		0	0	0	0	0	0	0	0	0	0
Engineering		1,235	1,235	0	0	0	0	0	0	0	0
Right-of-way		0	0	0	0	0	0	0	0	0	0
Construction		56,682	56,553	129	0	0	0	0	0	129	0
Total		57,917	57,788	129	0	0	0	0	0	129	0
Federal-Aid		34,823	34,720	103	0	0	0	0	0	103	0



STATUS: Mid-life overhaul project is complete. Five and ten-year overhauls will be ongoing.

PROJECT: Metro Railcar Overhauls

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

JUSTIFICATION: The Metro railcars are over 25 years old. Rehabilitation of major railcar systems and components during the mid-life overhaul was required to enable railcars to reach their useful life cycle of 30 years. Numerous components were seriously deteriorated and some technology and parts were obsolete. Timely, scheduled periodic overhauls of the Metro railcars on a five and ten-year basis will ensure safe operation, reduce ongoing maintenance costs and increase reliability.

SMART GROWTH STATUS:

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

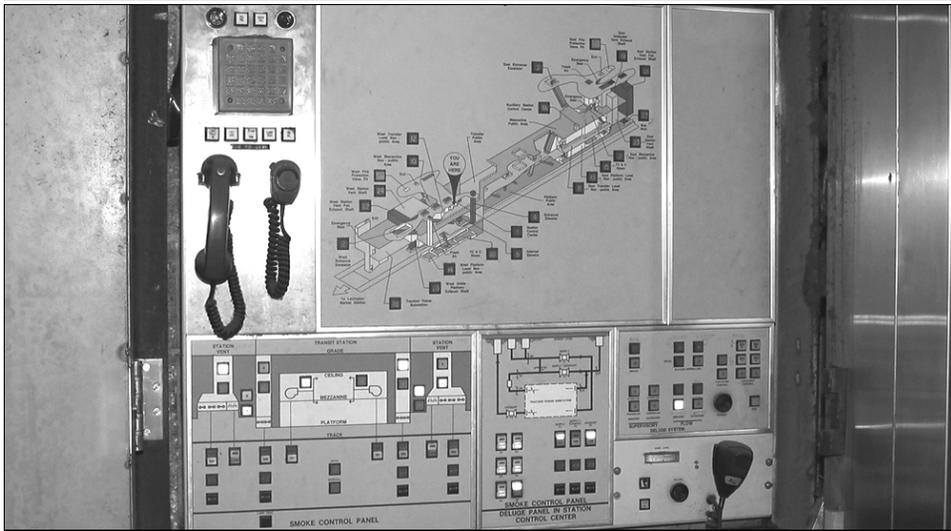
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Project budget reduced due to economic downturn.

<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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2011....	....2012....	....2013....	....2014....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	104	104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	131,357	103,382	1,287	1,539	6,534	5,410	3,210	4,318	22,298	5,677
Total	131,461	103,486	1,287	1,539	6,534	5,410	3,210	4,318	22,298	5,677
Federal-Aid	60,987	49,083	1,029	431	4,422	0	2,568	3,454	11,904	0

0091, 0491, 1281



STATUS: Under construction.

PROJECT: Metro Fire and Security Management Systems

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Project budget increased by \$4.1 million due to ventilation system improvements.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		TOTAL	
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	201	201	0	0	0	0	0	0	0	0	
Engineering	4,834	4,820	14	0	0	0	0	0	14	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	73,676	22,558	19,316	16,677	10,990	4,135	0	0	51,118	0	
Total	78,711	27,579	19,330	16,677	10,990	4,135	0	0	51,132	0	
Federal-Aid	39,937	12,189	17,207	7,331	3,210	0	0	0	27,748	0	



STATUS: Ongoing.

PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of 40-foot diesel electric hybrid buses to replace those that have been in service for 12 or more years. Project also provides for the replacement of MTA's existing 30 articulated buses.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased \$42.1 million due to an increase in the number of buses needed to comply with the Federal Transit Administration's useful life replacement schedule and addition of the FY 2014 bus purchase.

<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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	225	225	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	301,784	82,609	25,607	68,120	27,440	42,843	41,940	13,225	219,175	0	
Total	302,009	82,834	25,607	68,120	27,440	42,843	41,940	13,225	219,175	0	
Federal-Aid	180,406	35,663	20,522	47,018	21,952	22,719	21,952	10,580	144,743	0	

0299, 0464, 0509, 0518, 1172, 1173, 1199, 1226



STATUS: Procurement underway.

PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicles for service expansion and vehicle replacement.

JUSTIFICATION: Mobility vehicles are required to meet service demand and adhere to performance standards. An increase in vehicles is required to maintain established service benchmarks for ontime performance, travel time and schedule compliance.

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 2008 - 13 CTP: Vehicle procurement decreased due to economic downturn. Centralized Mobility Facility (Project No. 1171) moved to the Minors program (\$3.4 million).

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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
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	46,133	20,816	5,226	7,477	3,614	8,000	1,000	0	25,317	0
Total	46,133	20,816	5,226	7,477	3,614	8,000	1,000	0	25,317	0
Federal-Aid	9,709	5,016	0	1,862	1,851	980	0	0	4,693	0

USAGE: Service demand increased 13% in FY2008 compared to FY2007.



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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Budget increased due mainly to revised estimates of the Transit Pass Equipment Implementation (0884).

PROJECT: Replacement of Fare Collection Equipment and Implement Smart Card

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	408	386	22	0	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	93,208	83,171	6,481	3,356	200	0	0	0	10,037	0
Total	93,616	83,557	6,503	3,356	200	0	0	0	10,059	0
Federal-Aid	19,358	16,161	3,197	0	0	0	0	0	3,197	0



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

PROJECT: Radio Communication Trunking

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	583	583	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,893	11,216	677	0	0	0	0	0	677	0
Total	12,476	11,799	677	0	0	0	0	0	677	0
Federal-Aid	5,090	4,549	541	0	0	0	0	0	541	0



STATUS: Installation of the CAD/AVL system is nearly complete. Next phase will be installation of Next Bus arrival signs.

PROJECT: CAD/AVL Systems

DESCRIPTION: The Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) project provides radio data channel expansion to improve bus fleet's voice and data communication. It includes upgrades to the existing CAD/AVL system hardware and software as well as upgrading obsolete vehicle equipment with state of the art replacements. Also included are the design and construction of electronic signs to aid patrons with bus arrival information at 200 bus stop locations.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	144	144	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,779	8,875	1,147	1,757	0	0	0	0	2,904	0
Total	11,923	9,019	1,147	1,757	0	0	0	0	2,904	0
Federal-Aid	1,038	120	918	0	0	0	0	0	918	0



PROJECT: Closed Circuit Television (CCTV) Improvements

DESCRIPTION: Installation of CCTV equipment in stations and maintenance facilities. Phase I of the project included 1 Light Rail and 7 Metro locations. Phase II includes additional work at 5 Metro, 5 Light Rail and 2 MARC locations.

JUSTIFICATION: The CCTV system will provide effective surveillance of MTA stations and maintenance facilities. Sites are prioritized on a systemwide threat vulnerability assessment.

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: Installation of cameras at Phase I locations is complete. Phase II procurement is underway with construction starting during current fiscal year.

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

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1	1	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	19,214	11,230	834	5,000	2,150	0	0	0	7,984	0	
Total	19,215	11,231	834	5,000	2,150	0	0	0	7,984	0	
Federal-Aid	11,939	8,194	667	1,358	1,720	0	0	0	3,745	0	



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

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

PROJECT: Southern Maryland Commuter Bus Initiative

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

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

1035, 1036, 1037, 1038, 1040, 1041



STATUS: Funds are awarded based on an annual application cycle.

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

DESCRIPTION: Funding to rural and small jurisdictions for transit vehicles, equipment and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2009 and Prior -- Line 49

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

<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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	23,050	14,032	1,593	1,485	1,485	1,485	1,485	1,485	9,018	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	175,533	64,274	33,444	18,569	14,273	16,427	14,273	14,273	111,259	0
Total	198,583	78,306	35,037	20,054	15,758	17,912	15,758	15,758	120,277	0
Federal-Aid	163,096	62,919	29,398	16,907	13,468	13,468	13,468	13,468	100,177	0

0045, 0211, 0217, 0218, 0826, 0828, 0878, 0885, 1143, 1144, 1150, 1184, 1238, 1261, 1300, 1347, 1348



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 49

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 49.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding increased by \$5.0 million due to the addition of FY 2014 and refinement of cash flows.

<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	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
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	37,911	12,227	5,763	4,586	3,448	3,794	4,093	4,000	25,684	0	
Total	37,911	12,227	5,763	4,586	3,448	3,794	4,093	4,000	25,684	0	
Federal-Aid	29,439	10,327	4,610	3,669	2,758	3,035	2,883	2,157	19,112	0	



STATUS: Funds are awarded on an annual basis. FY 2009 funding is for preventive maintenance activities.

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

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement and preventive maintenance.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

<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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
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	47,224	33,319	1,165	4,740	2,000	2,000	2,000	2,000	13,905	0	
Total	47,224	33,319	1,165	4,740	2,000	2,000	2,000	2,000	13,905	0	
Federal-Aid	2,805	1,873	932	0	0	0	0	0	932	0	



STATUS: Funding is awarded on an annual basis.

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for annual bus replacement.

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

SMART GROWTH STATUS:

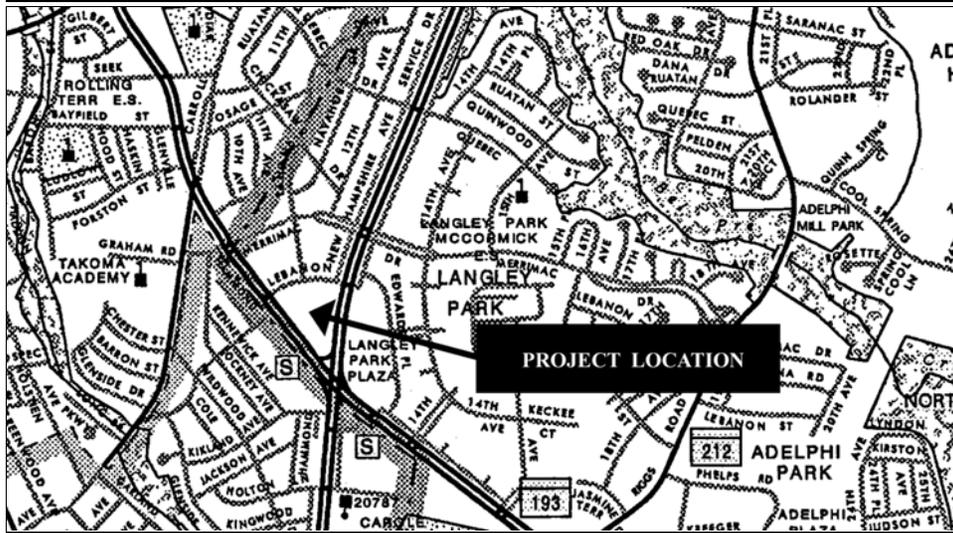
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2008			20102011.....2012.....2013.....		2014.....
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	7,827	4,707	0	1,120	500	500	500	500	3,120	0	
Total	7,827	4,707	0	1,120	500	500	500	500	3,120	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Takoma/Langley Park Transit Center

DESCRIPTION: Construction of an off-street transit center at the intersection of MD 193 and MD 650 in the Takoma/Langley Park community. Associated SHA improvements include roadway and intersection improvements, pedestrian safety measures, and new sidewalks and crosswalks. The project includes 12 bus bays, passenger shelter, public restroom facilities and transit information services.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

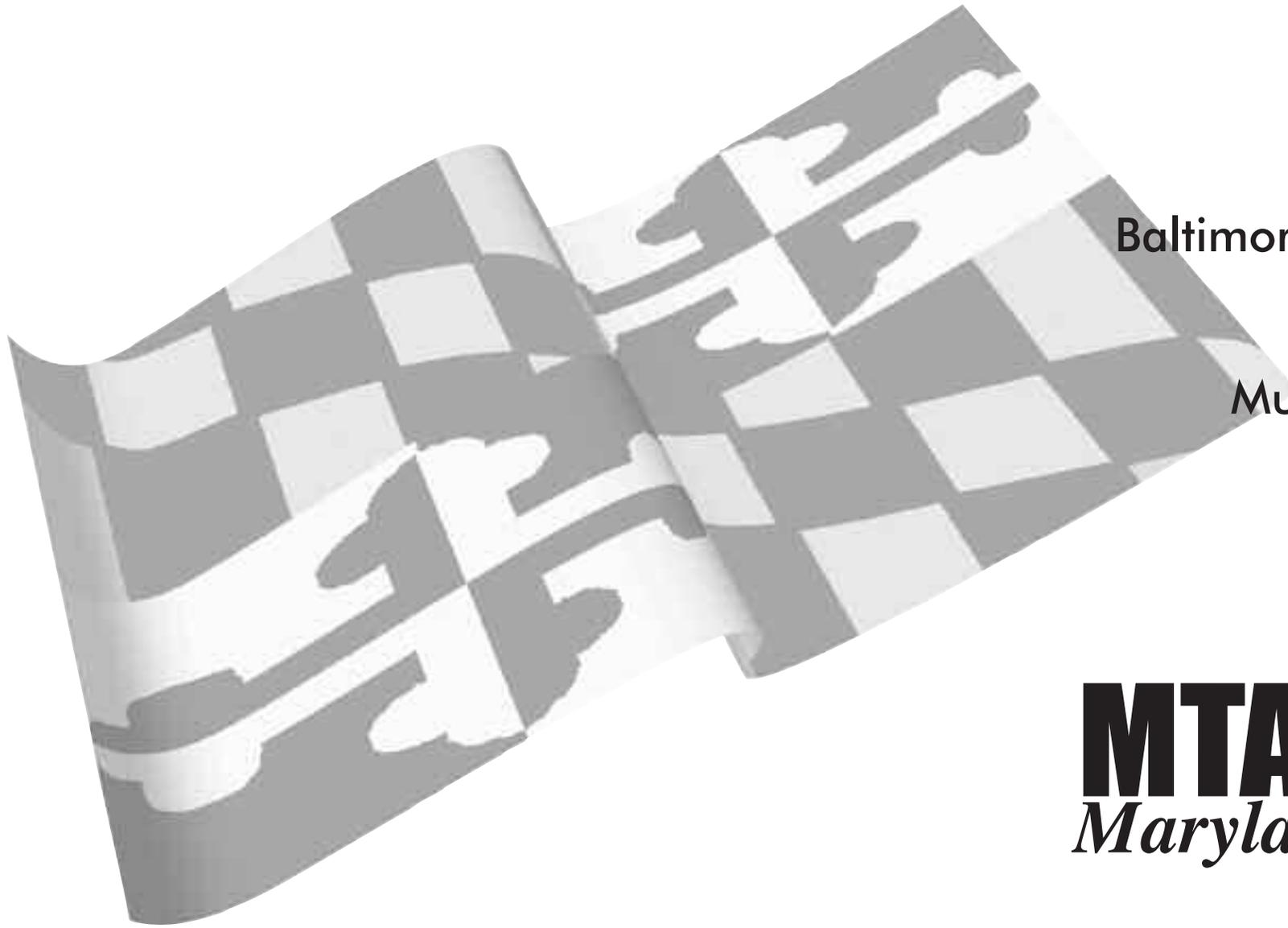
Purple Line -- Line 35

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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	422	391	31	0	0	0	0	0	31	0
Engineering	631	129	402	100	0	0	0	0	502	0
Right-of-way	3,720	0	3,720	0	0	0	0	0	3,720	0
Construction	7,537	0	0	3,500	4,037	0	0	0	7,537	0
Total	12,310	520	4,153	3,600	4,037	0	0	0	11,790	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



MARC

Light Rail

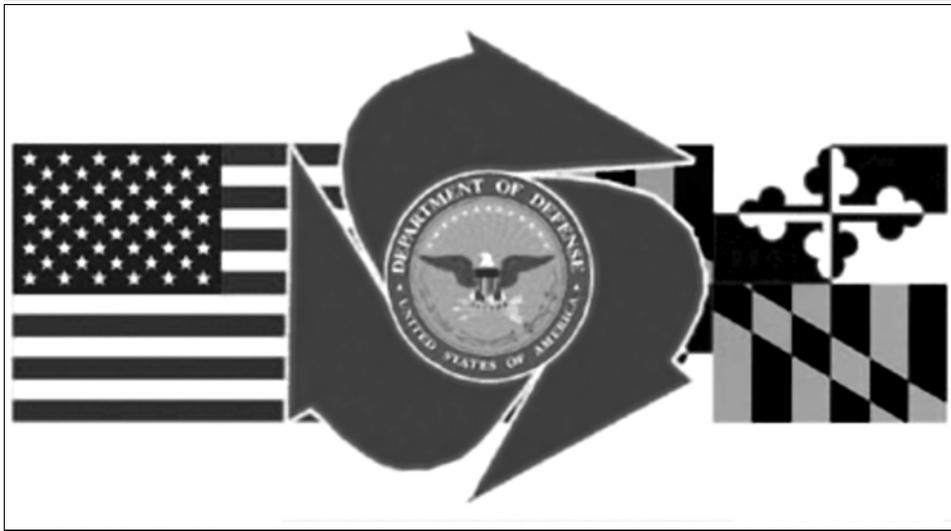
Baltimore METRO

Bus

Multi-Modal



MTA DEVELOPMENT & EVALUATION PROJECTS



STATUS: Studies underway.

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

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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MARC Riverside Maintenance Facility -- Line 40
- MARC Edgewood Station -- Line 6
- Central Maryland Transit Maintenance Facility D & E -- Line 32

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			2009	20102011.....2012.....			.....2013.....	.....2014.....
Planning	1,634	726	408	100	100	100	100	100	908	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,634	726	408	100	100	100	100	100	908	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Project planning phase is nearly complete. Project on hold due to economic downturn.

PROJECT: Kirk Bus Division D & E

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

JUSTIFICATION: Existing facility is 60 years old and does not support efficient, effective bus operations. The replacement facility will be able to handle the newer generation of transit buses more efficiently. Present neighborhood concerns regarding noise and air quality will also be addressed.

SMART GROWTH STATUS:

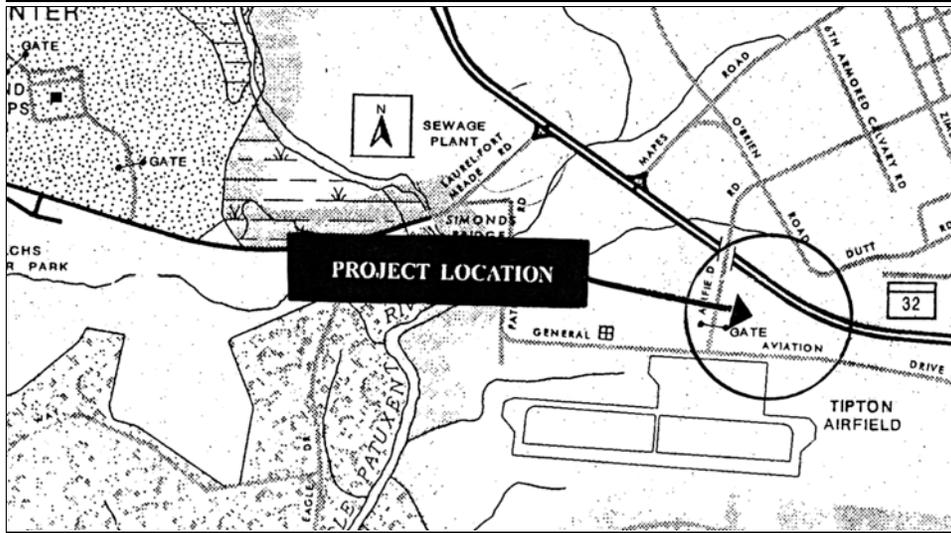
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Funding decreased due to economic downturn. Project moved from the Construction to the D & E program.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			2009	20102011.....2012.....			.....2013.....	.....2014.....
Planning	2,724	1,724	1,000	0	0	0	0	0	1,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,455	2,455	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,179	4,179	1,000	0	0	0	0	0	1,000	0
Federal-Aid	1,486	919	567	0	0	0	0	0	567	0



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

PROJECT: Central Maryland Transit Maintenance Facility

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

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

SMART GROWTH STATUS:

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

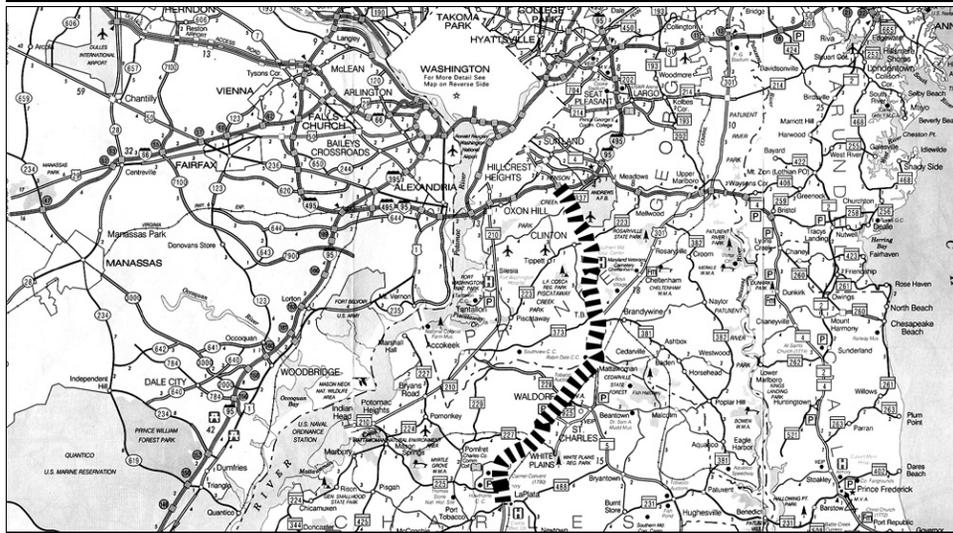
ASSOCIATED IMPROVEMENTS:

Assessment of Transit Needs for Maryland Base Realignment and Closure -- Line 30

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,183	283	900	0	0	0	0	0	900	0
Engineering	4,374	30	500	3,844	0	0	0	0	4,344	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,557	313	1,400	3,844	0	0	0	0	5,244	0
Federal-Aid	4,195	0	1,120	3,075	0	0	0	0	4,195	0

A \$5.5 million FTA earmark to Howard County along with matching funds from Howard and Anne Arundel Counties will be applied towards total estimated project cost of \$24.26 million. MDOT is contributing \$313K towards the planning and design.



STATUS: Corridor preservation study underway and expected to be completed during budget fiscal year.

PROJECT: Southern Maryland Mass Transportation Analysis

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost decreased due to 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 ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,801	863	452	486	0	0	0	0	938	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,801	863	452	486	0	0	0	0	938	0
Federal-Aid	1,209	459	361	389	0	0	0	0	750	0



PROJECT: Red Line Corridor Transit Study D & E

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

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

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.

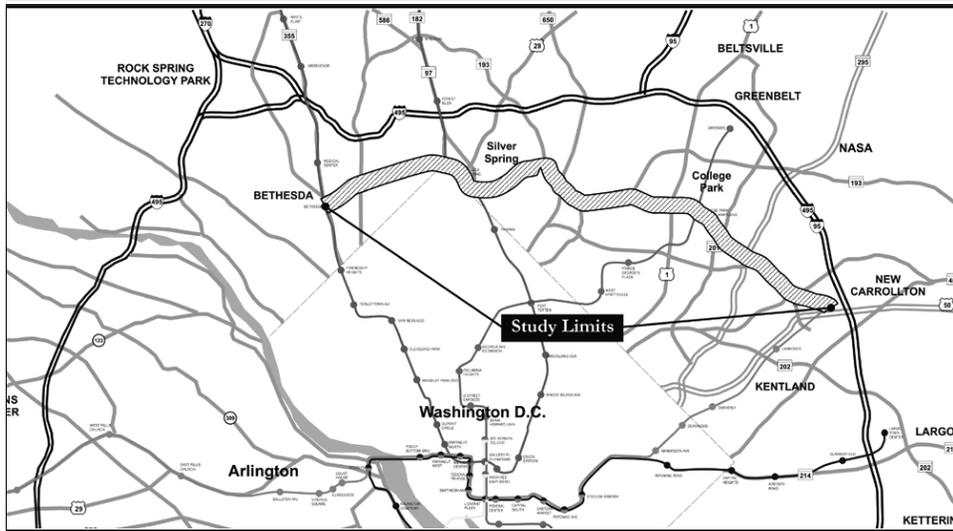
STATUS: Alternatives Analysis and Draft Environmental Impact Statement (DEIS) phase is completed and public hearings have been held. Locally preferred alternative will be selected in 2009.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: \$21.9 million decrease in project funding due to revised planning, engineering and right of way estimates. Right of Way and Construction were deferred due to economic downturn. Project moved from Construction to D & E program.

<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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2011....	....2012....	....2013....	....2014....		
Planning	38,141	28,068	3,279	6,794	0	0	0	0	10,073	0
Engineering	80,000	0	0	0	10,000	20,000	20,000	20,000	70,000	10,000
Right-of-way	44,000	0	0	0	0	0	0	0	0	44,000
Construction	54,914	0	0	0	0	0	0	0	0	54,914
Total	217,055	28,068	3,279	6,794	10,000	20,000	20,000	20,000	80,073	108,914
Federal-Aid	108,639	10,389	2,623	5,435	5,735	10,000	10,000	10,000	43,793	54,457

Funding is contingent upon successful entry into the New Starts program for FY 2011 through FY 2014.

0862



PROJECT: Purple Line

DESCRIPTION: 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. This includes Alternatives Analysis, Draft Environmental Impact Statement and Preliminary Engineering/Final Environmental Impact Statement. The project is estimated to generate transit ridership ranging from 40,000 to 68,000 daily boardings.

JUSTIFICATION: This transit line would serve a highly congested corridor in Prince George's and Montgomery Counties connecting the Metrorail Red, Green and Orange lines to key employment, residential and institutional destinations. This transit line would also connect the MARC Brunswick, Camden and Penn lines as well as Amtrak at New Carrollton. In addition, the Purple Line would connect to existing regional and local bus services.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- Paul S. Sarbanes Transit Center -- Line 8
- Takoma/Langley Park Transit Center -- Line 29

STATUS: The Alternatives Analysis (AA) and Draft Environmental Impact Statement (DEIS) phase is completed and public hearings have been held. The locally preferred alternative will be selected in 2009.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: FTA New Starts funding in the amount of \$40.0 million has been added to the program. Overall, funding decreased due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	35,920	24,264	4,656	7,000	0	0	0	0	11,656	0
Engineering	80,000	0	0	0	10,000	20,000	20,000	20,000	70,000	10,000
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	115,920	24,264	4,656	7,000	10,000	20,000	20,000	20,000	81,656	10,000
Federal-Aid	64,420	14,402	4,656	5,362	5,000	10,000	10,000	10,000	45,018	5,000

Funding is contingent upon successful entry into the New Starts program for FY 2011 through FY 2014.



PROJECT: Green Line Corridor Transit Study

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Scoping meetings were held late Spring 2008. Project planning is underway.

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

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 2008			FOR PLANNING PURPOSES ONLY					
			2009	2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	3,554	2,654	900	0	0	0	0	0	900	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,554	2,654	900	0	0	0	0	0	900	0
Federal-Aid	2,164	1,264	900	0	0	0	0	0	900	0



STATUS: The Alternatives Analysis and Environmental Assessment are nearly complete. Locally preferred alternative will be selected in 2009.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: FTA New Starts funding in the amount of \$20.0 million has been added to the program. Overall, funding decreased due to economic downturn.

PROJECT: Corridor Cities Transitway (CCT)

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	8,632	3,239	1,887	3,506	0	0	0	0	5,393	0	
Engineering	40,000	0	0	0	5,000	10,000	10,000	10,000	35,000	5,000	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	48,632	3,239	1,887	3,506	5,000	10,000	10,000	10,000	40,393	5,000	
Federal-Aid	24,692	0	1,887	2,805	2,500	5,000	5,000	5,000	22,192	2,500	

Funding is contingent upon successful entry into the New Starts program for FY 2011 through FY 2014.



STATUS: The Draft Environmental Impact Statement (DEIS) and environmental reevaluation are complete.

PROJECT: Maglev System Study

DESCRIPTION: Feasibility study and preparation of environmental documentation involved with operating magnetic levitation trains between Baltimore and Washington, with a stop at BWI Thurgood Marshall Airport.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input checked="" type="checkbox"/>	OTHER
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
TOTAL											
Planning	16,968	16,868	100	0	0	0	0	0	100	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	16,968	16,868	100	0	0	0	0	0	100	0	
Federal-Aid	12,973	12,973	0	0	0	0	0	0	0	0	

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

0483



STATUS: Project planning underway.

PROJECT: MARC West Baltimore Station Parking Expansion

DESCRIPTION: Construct additional parking spaces at the West Baltimore MARC Station in Baltimore City.

JUSTIFICATION: Parking demand regularly exceeds the capacity of the existing 326 space lot. Expanded lot will accommodate ridership growth and reduce overflow parking in adjacent communities. Lot will be designed to accommodate parking for the proposed Red Line as well as transit oriented development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Added to the D & E program.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	111	41	70	0	0	0	0	0	70	0	
Engineering	400	0	0	400	0	0	0	0	400	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	511	41	70	400	0	0	0	0	470	0	
Federal-Aid	56	0	56	0	0	0	0	0	56	0	



STATUS: On hold.

PROJECT: MARC Riverside Maintenance Facility D & E

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

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

SMART GROWTH STATUS:

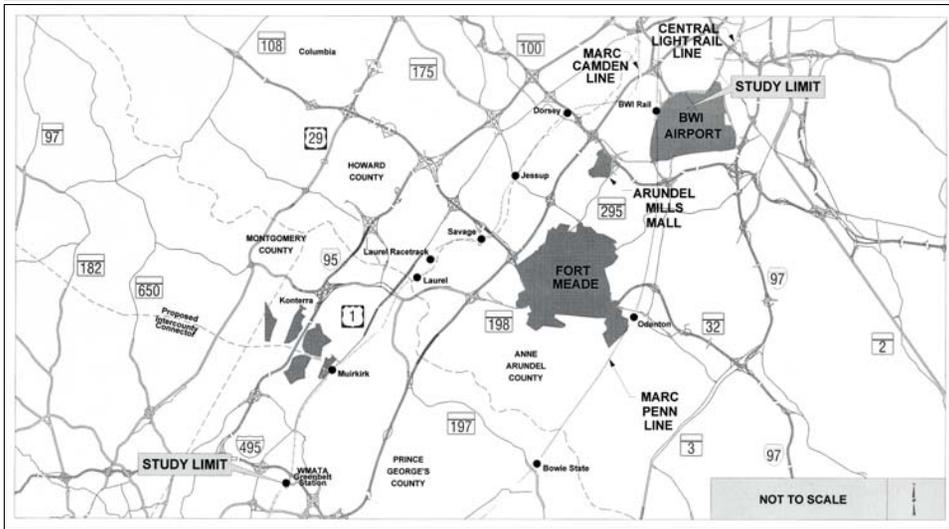
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Right-of-way and construction cost decreased due to uncertainty of site acquisition and economic downturn. Moved to the D & E program from the Construction Program.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	169	94	75	0	0	0	0	0	0	75	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	169	94	75	0	0	0	0	0	0	75	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



STATUS: Market analysis is underway.

PROJECT: Baltimore-Washington Investment Corridor

DESCRIPTION: Complete transit market analysis to identify and recommend short and long term transit service needs and system investments.

JUSTIFICATION: This study will facilitate transit investment decision-making in a corridor, with multiple factors potentially affecting transit service demand, including BRAC development, ICC construction and BWI Thurgood Marshall Airport growth.

SMART GROWTH STATUS:

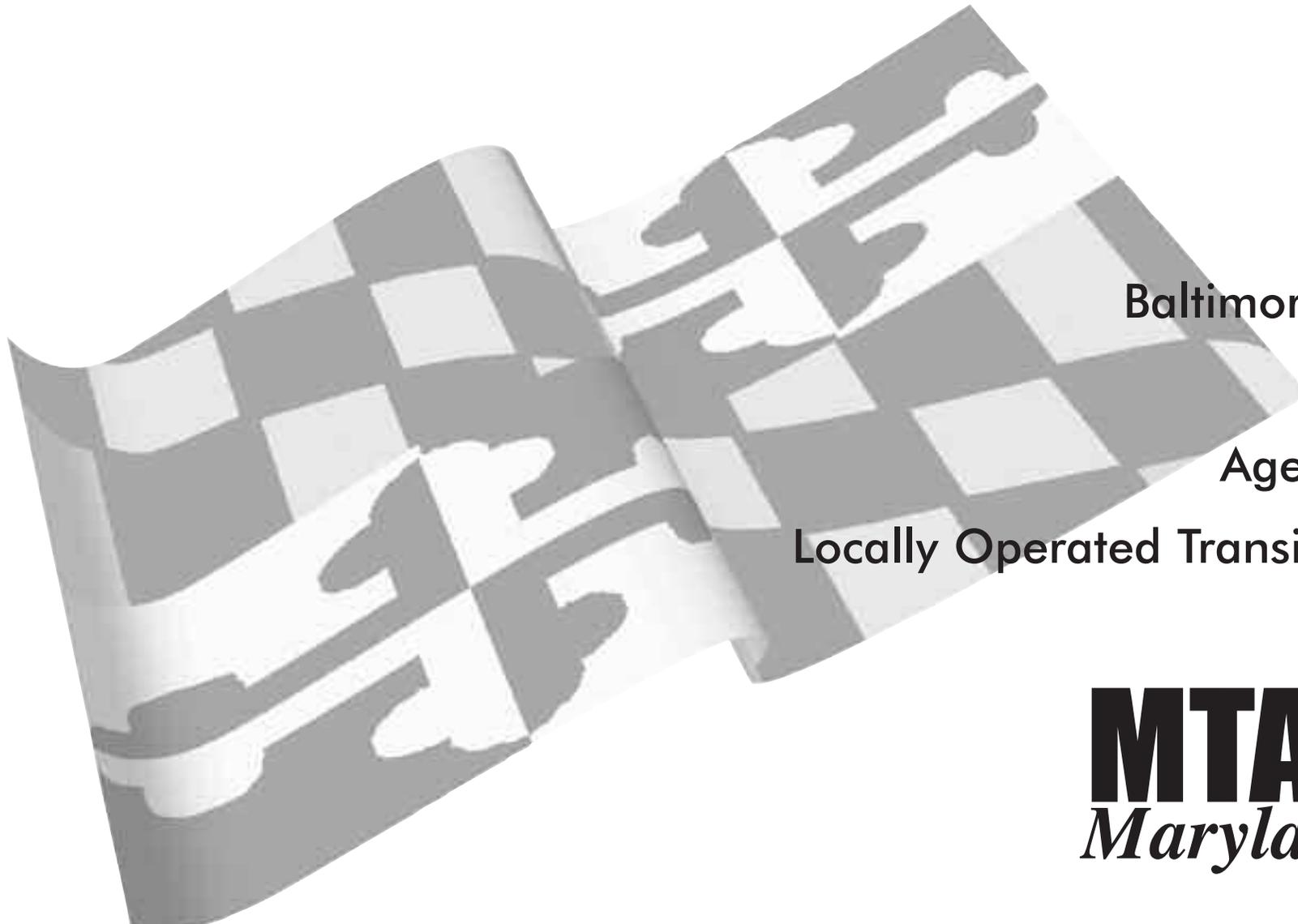
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Project decreased \$1.6 million due to reduced scope of work.

<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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	328	131	197	0	0	0	0	0	197	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	328	131	197	0	0	0	0	0	197	0	
Federal-Aid	157	0	157	0	0	0	0	0	157	0	



MARC

Freight

Light Rail

Baltimore METRO

Bus

Agency Wide

Locally Operated Transit Systems



MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Bedford Square Shelter Rehabilitation (1160)	134	Complete
2	Homeland Security Grant 3 (1151)	3,855	Complete
3	Community Safety and Enhancement Projects (0709)	13,403	Complete
4	Parking Lot Inspection & Repaving (0177)	1,652	Underway
5	Scheduling System (0513)	970	Underway
6	Telephone Communications Systems (0493)	3,116	Underway
7	Transit Facilities Improvements (0447, 0461, 0844)	4,082	Underway
8	Third Trunked Radio Site (0812)	385	Underway
9	Police Dispatching, Communications and Reporting Management (1163)	1,424	Underway
10	Station Signage Improvements (0843)	614	Underway
11	Environmental Compliance (1149)	4,525	Underway
12	Roof Rehabilitation (0300)	1,200	Underway
13	Bethesda Metro Entrance D&E (1269)	2,970	Underway
14	Wheaton CBD Intermodal Access (1271)	527	Underway
15	Southern Maryland Stadium Parking (1274)	2,450	Underway
16	Baltimore Intercity Bus Terminal (1235)	1,000	Underway
17	Bridge, Tunnel and Corrosion Inspection Services Program (0608, 0752)	1,162	Underway
18	Owner-Controlled Insurance Program (0832)	566	Underway
19	Security Analysis and Improvements (1069, 1216)	652	Underway
20	Homeland Security - 2006 (1240)	4,223	Underway
21	System Preservation Process D & E (1195)	284	Underway
22	Strategic and Other Transit Studies (0221)	1,990	Underway
23	Lexington Market Transit Improvement/West Side Development (1060)	3,778	Underway
24	Non-Revenue Vehicles (1079)	3,865	Underway
25	Fare Collection Facilities and Equipment (1094, 1329)	991	Underway
26	Miscellaneous Planning Studies (0510)	264	Underway
27	New IT Equipment (1103)	500	Underway
28	Document Control Imaging System (0184)	358	Underway
29	Howard Street Revitalization D & E (1207)	403	Underway
30	Rail Purchase (0660)	2,447	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2009 AND PRIOR (cont'd)</u>			
31	Engineering Management System (1204)	1,510	Underway
32	ADA Compliance (0266)	1,100	Underway
33	Safety & Infrastructure Improvements (1070)	2,065	Underway
34	Washington Blvd Building Improvements (1247)	103	Spring, 2009
35	Homeland Security 4 (1342)	2,879	Spring, 2009
<u>AGENCYWIDE IMPROVEMENTS -- FY 2010</u>			
36	Environmental Compliance (1149)	4,892	Summer, 2009
37	Roof Rehabilitation (0300)	3,505	Summer, 2009
38	Bethesda Metro Entrance D&E (1269)	2,000	Summer, 2009
39	Baltimore Intercity Bus Terminal (1235)	4,250	Summer, 2009
40	New IT Equipment (1103)	1,193	Summer, 2009
41	Homeland Security 4 (1342)	4,226	Summer, 2009
42	Lexington Market Transit Improvements/West Side Development (1060)	1,066	Summer, 2009
43	Washington Blvd Building Improvements (1247)	4,000	Summer, 2009
44	Parking Lot Inspection & Repaving (0177, 0470)	665	Summer, 2009
45	Howard Street Revitalization D & E (1207)	1,710	Summer, 2009
46	ADA Compliance (0266)	800	Summer, 2009
47	Third Trunked Radio Site (0812)	3,500	Summer, 2009
48	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	1,288	Summer, 2009
49	Miscellaneous Planning Studies (0510)	142	Fall, 2009
50	Owner-Controlled Insurance Program (0832)	487	Fall, 2009
51	Capital Program Support Fund (1239)	3,100	Fall, 2009
52	Scheduling System (0513)	1,256	Fall, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>BUS SYSTEM IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Operators' Seat Replacement (1122)	450	Complete
2	Automatic Passenger Counters (1241)	100	Underway
3	Systemwide Improvements and Rehabilitation (0547, 0783, 1099, 1148)	259	Underway
4	Bus Lifts (1096)	3,015	Underway
5	Maintenance Electrical & Mechanical Equipment (1078, 1276)	450	Underway
6	Enhanced Bus Service (1174)	1,029	Underway
7	Facilities Rehabilitation (0193, 1076)	1,308	Underway
8	Fuel/Fluids Management System (1120)	1,961	Underway
9	Wireless LAN D & E (1210)	641	Underway
10	Northwest Yard Repaving (1179)	944	Underway
11	Division Maintenance Facility Ventilation Improvements (1073, 1181)	250	Underway
12	Maintenance Support Improvement Fund (0554)	1,078	Underway
13	New Main Shop D&E (1196)	23	Underway
<u>BUS SYSTEM IMPROVEMENTS -- FY 2010</u>			
14	Facilities Rehabilitation (0193, 1076)	4,300	Summer, 2009
15	Maintenance Electrical & Mechanical Equipment (1078, 1276)	799	Summer, 2009
16	Maintenance Support Improvement Fund (0554)	500	Summer, 2009
17	Systemwide Improvements and Rehabilitation (0547, 0849, 1148, 1180, 1333)	6,384	Summer, 2009
18	Division Maintenance Facility Ventilation Improvements (1073, 1181)	550	Fall, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FREIGHT IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Capital Improvement Program (0590)	1,123	Underway
2	Freight/LTR Rail Abandonment (1100)	522	Underway
<u>FREIGHT IMPROVEMENTS -- FY 2010</u>			
3	Capital Improvement Program (0590)	2,664	Summer, 2009
4	Freight/LTR Rail Abandonment (1100)	120	Fall, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LIGHT RAIL IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Refurbish North Avenue Carwash (1188)	113	Complete
2	Light Rail Vehicle Decal and Refurbishment (0116)	384	Underway
3	Electrical Equipment Overhaul and Upgrade (1185, 1187)	3,623	Underway
4	Facilities and Station Rehabilitation (0005, 0341, 0870, 1189, 1227)	2,163	Underway
5	Light Rail Enhancements (0790, 1294)	312	Underway
6	Norfolk-Southern Lead Track Rehabilitation (1340)	720	Underway
7	Signal Priority (1142)	2,247	Underway
8	Light Rail Vehicle Cameras D & E (1211)	302	Underway
9	Parking Expansion (0871)	956	Underway
10	Rail Installation (0797)	182	Underway
11	Howard Street Safety Improvements (0489)	784	Underway
12	Grade Crossing Repair (1048)	2,009	Underway
13	Crossover Near Warren Road D&E (1253)	250	Underway
14	Parking Expansion D & E (1086)	103	Underway
15	Rail Upgrades D&E (1013)	302	Underway
16	Balance Weight Assembly (1254)	500	Spring, 2009
17	Yard Switches Conversion (0451)	127	Spring, 2009
18	Bridge Preservation (0248)	118	Spring, 2009
<u>LIGHT RAIL IMPROVEMENTS -- FY 2010</u>			
19	Light Rail Vehicle Decal and Refurbishment (0116)	214	Summer, 2009
20	Facilities and Station Rehabilitation (0005, 0341, 0870)	2,139	Summer, 2009
21	Bridge Preservation (0248, 1279)	1,355	Summer, 2009
22	Rail Installation (0797)	400	Summer, 2009
23	Yard Switches Conversion (0451)	1,602	Fall, 2009
24	Grade Crossing Repair (1048)	1,000	Fall, 2009
25	Light Rail Enhancements (0790, 1294)	2,626	Spring, 2010
26	Drainage Improvements (0856)	800	Spring, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 46

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>MARC IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Miscellaneous Facility Improvements and Rehab. (0199, 1098, 1297, 1308)	1,295	Underway
2	Passenger Warning System @ CSX Stations (0420)	3,298	Underway
3	Seat Replacement (1284)	3,153	Underway
4	Aberdeen Station Enhancements (1182)	145	Underway
5	Electric Locomotive Parts Purchase (0348)	237	Underway
6	PA/LED Signs (0430)	72	Underway
7	Parking Lot Improvements (1006)	67	Underway
8	System Preservation Fund (0634)	341	Underway
9	Muirkirk Retaining Wall (1352)	150	Underway
<u>MARC IMPROVEMENTS -- FY 2010</u>			
10	PA/LED Signs (0430)	3,580	Summer, 2009
11	Seat Replacement (1284)	499	Summer, 2009
12	Miscellaneous Facility Improvements and Rehab. (0199, 1098)	3,730	Fall, 2009
13	Parking Lot Improvements (1006)	121	Fall, 2009
14	System Preservation Fund (0634)	1,750	Fall, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>METRO IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Cable Assessment/Evaluation/Replacement (0839)	7,176	Complete
2	Direct Fixation Rail Fasteners (0455)	648	Underway
3	Twin Block Tie Replacement Phase II (0368)	4,388	Underway
4	Wayside and Station Emergency Telephones (1093, 1288)	630	Underway
5	Rail Inspection and Installation Program (0194, 0868, 1223)	1,536	Underway
6	Communications Control Console Replacement (1244)	1,076	Underway
7	Bridge & Elevated Structures Rehab. Fund (0239)	20	Underway
8	Electrical Substation Improvements (0474)	238	Underway
9	Train Control Systems (0840, 1289)	637	Underway
10	Rail Shop Equipment Improvements (0838)	2,744	Underway
11	Substations Roof Replacements (1258)	350	Underway
12	Replacement of Street Gratings (1178)	2,919	Underway
13	Miscellaneous Facility Improvements (1293)	200	Underway
14	Miscellaneous System Preservation Improvements (0179, 1186)	1,600	Underway
15	Tunnel Structural Repairs (0529, 1318)	520	Underway
16	PA/LED Signs (1295)	18	Spring, 2009
<u>METRO IMPROVEMENTS -- FY 2010</u>			
17	Direct Fixation Rail Fasteners (0455)	2,532	Summer, 2009
18	Miscellaneous Facility Improvements (1316)	700	Summer, 2009
19	Substations Roof Replacements (1258)	800	Summer, 2009
20	Electrical Substation Improvements (0474)	3,121	Fall, 2009
21	Bridge & Elevated Structures Rehab. Fund (0239)	2,000	Fall, 2009
22	Rail Inspection and Installation Program (0868, 1223)	2,275	Fall, 2009
23	SCC Booth Rebuilds (1259)	2,200	Fall, 2009
24	Tunnel Structural Repairs (0529, 1318)	1,570	Fall, 2009
25	PA/LED Signs (1295)	3,202	Winter, 2010
26	Wayside and Station Emergency Telephones (1288)	2,447	Winter, 2010
27	Miscellaneous System Preservation Improvements (0179, 1186)	1,500	Spring, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<p><u>METRO IMPROVEMENTS -- FY 2010 (cont'd)</u></p>		
28	Miscellaneous Locomotive Preservation and Improvements (1317)	50	Spring, 2010
29	Train Control Systems (0840, 1289, 1320)	2,537	Spring, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>MOBILITY IMPROVEMENTS -- FY 2009 AND PRIOR</u>			
1	Mobility Data Backup and Communications Systems (1193, 1194)	518	Underway
2	New Centralized Mobility Facility D & E (1146)	804	Underway
3	Mobility Miscellaneous Improvements Fund (1166)	400	Underway
<u>MOBILITY IMPROVEMENTS -- FY 2010</u>			
4	Mobility Data Backup and Communications Systems (1165)	778	Fall, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR</u>			
<u>ALLEGANY COUNTY</u>			
1	3 Medium Replacement Buses	378	Underway
2	Facility Maintenance - Environmental	30	Underway
3	Maintenance - Components	12	Underway
4	Preventive Maintenance	240	Underway
5	Small Buses for Non-Profits	200	Underway
6	2 Medium Replacement Buses	260	Spring, 2009
7	Facilities - Maintenance	125	Spring, 2009
8	Facility Improvements	63	Spring, 2009
9	Maintenance/Support Vehicle	30	Spring, 2009
10	Maintenance Equipment	32	Summer, 2009
<u>ANNE ARUNDEL COUNTY</u>			
11	1 Small Replacement Bus	81	Underway
12	On Board Communications	2	Underway
13	Bicycle Equipment	3	Spring, 2009
<u>CITY OF ANNAPOLIS</u>			
14	2 Medium Replacement Buses	570	Underway
15	3 Replacement Trolleys	993	Underway
16	Bicycle Equipment	4	Underway
17	Preventive Maintenance	110	Underway
18	Technology - Computers	16	Underway
19	2 Medium Replacement Buses	408	Spring, 2009
20	Facilities Maintenance	5	Spring, 2009
21	Maintenance Equipment	27	Spring, 2009
22	On Board Communications	4	Spring, 2009
23	Preventive Maintenance	100	Spring, 2009
24	Safety & Security - Facility	53	Spring, 2009
25	Support Vehicle	25	Spring, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>BALTIMORE COUNTY</u>			
26	Small Buses to Non-Profits	214	Underway
27	Technology - Software	72	Underway
28	2 Small Replacement Buses	132	Spring, 2009
<u>CALVERT COUNTY</u>			
29	2 Small Replacement Buses	124	Underway
30	Maintenance Equipment	42	Underway
31	Safety & Security - Passenger	2	Underway
32	1 Small Replacement Bus	62	Spring, 2009
33	Passenger Facilities	2	Spring, 2009
34	Safety & Security - Operations	1	Spring, 2009
35	Safety & Security - Passenger	1	Spring, 2009
36	Facility Improvements	417	Fall, 2010
37	Maintenance Equipment	744	Fall, 2010
<u>CAROLINE COUNTY</u>			
38	(Also, see Mid-Shore Regional Council)		
39	4 Small Replacement Buses	232	Underway
40	1 Medium Replacement Bus	130	Spring, 2009
41	1 Small Replacement Bus	62	Spring, 2009
42	Maintenance Equipment	57	Spring, 2009
43	Office Equipment	30	Spring, 2009
44	Support Vehicle	25	Spring, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>CARROLL COUNTY</u>			
45	4 Small Replacement Buses	201	Underway
46	Preventive Maintenance	145	Underway
47	Vehicles to Non-Profit Organizations - Senior Overland Services Inc.	110	Underway
48	1 Small Expansion Bus	62	Spring, 2009
49	3 Small Replacement Buses	186	Spring, 2009
50	Maintenance Equipment	18	Spring, 2009
51	Preventive Maintenance	80	Spring, 2009
52	Technology - Operations	5	Spring, 2009
53	On Board Communications	250	Spring, 2010
<u>CECIL COUNTY</u>			
54	2 Small Replacement Buses	127	Underway
55	On Board Communications	83	Underway
56	Passenger Equipment	1	Underway
57	Vehicles to Non-Profit Organizations - Chesapeake Care Resources, Union Hospital Adult Day Care	150	Underway
58	5 Small Expansion Buses	310	Spring, 2009
59	Passenger Facilities	8	Spring, 2009
60	Safety & Security - Facilities	16	Spring, 2009
<u>CHARLES COUNTY</u>			
61	2 Medium Expansion Buses	334	Underway
62	Ridesharing (See St. Mary's County)	405	Underway
63	Small Buses to Non-Profit Organizations - Spring Dell Center	250	Underway
64	3 Medium Expansion Buses	390	Spring, 2009
65	3 Medium Replacement Buses	390	Spring, 2009
66	On Board Communications	3	Spring, 2009
67	Passenger Facilities	400	Spring, 2009
68	Passenger Facilities	8	Summer, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>DORCHESTER COUNTY</u>			
69	1 Medium Replacement Bus	164	Underway
70	3 Small Replacement Buses	162	Underway
71	Small Buses for Non-Profits	348	Underway
72	2 Small Replacement Buses	124	Spring, 2009
73	Maintenance Equipment	27	Spring, 2009
74	Maintenance Software	2	Spring, 2009
75	Maintenance Supplies & Components	6	Spring, 2009
76	Passenger Facilities	30	Spring, 2009
<u>FREDERICK COUNTY</u>			
77	1 Small Expansion Bus	66	Underway
78	4 Small Replacement Buses	243	Underway
79	On Board Communications	185	Underway
80	On Board Equipment	7	Underway
81	Preventive Maintenance	595	Underway
82	Up to 8 Large Replacement Buses	1,140	Underway
83	Vehicle Refurbishment	200	Underway
84	1 Small Replacement Bus	62	Spring, 2009
85	Bicycle Racks	4	Spring, 2009
86	Preventive Maintenance	345	Spring, 2009
87	Safety & Security - Facilities	16	Spring, 2009
88	Facilities Maintenance	1,000	Spring, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>GARRETT COUNTY</u>			
89	2 Small Replacement Buses	106	Underway
90	Facilities - Maintenance	590	Underway
91	Maintenance Equipment	63	Underway
92	Office Equipment	1	Underway
93	Small Buses for Non-Profits	146	Underway
94	1 Small Expansion Bus	62	Spring, 2009
95	2 Small Replacement Buses	124	Spring, 2009
96	Technology - Software	85	Spring, 2009
<u>HARFORD COUNTY</u>			
97	2 Small Expansion Buses	111	Underway
98	5 Medium Replacement Buses	796	Underway
99	On Board Communications	5	Underway
100	Preventive Maintenance	50	Underway
101	Small Buses for Non-Profits	189	Underway
102	2 Medium Duty Low Floor Replacement Buses	420	Spring, 2009
103	7 Small Replacement Buses	434	Spring, 2009
104	Bicycle Racks	29	Spring, 2009
105	Maintenance Equipment	4	Spring, 2009
106	On Board Communications	210	Spring, 2009
107	Preventive Maintenance	100	Spring, 2009
108	Support Vehicle	15	Spring, 2009
109	Technology - Software	5	Spring, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>HOWARD COUNTY</u>			
110	1 Small Expansion Bus	68	Underway
111	3 Small Replacement Buses	200	Underway
112	6 Hybrid Replacement Buses	480	Underway
113	Passenger Facilities	202	Underway
114	Preventive Maintenance	99	Underway
115	Small Buses to Non-Profits	154	Underway
116	1 Medium Replacement Bus	210	Spring, 2009
117	2 Small Replacement Buses	124	Spring, 2009
118	On Board Communications	150	Spring, 2009
119	Preventive Maintenance	150	Spring, 2009
120	1 Medium Replacement Bus	210	Spring, 2010
121	2 Small Replacement Buses	124	Spring, 2010
<u>KENT COUNTY</u>			
122	(See Caroline County for Projects)		
<u>MONTGOMERY COUNTY</u>			
123	Preventive Maintenance	1,165	Underway
124	Small Vehicles to Non-Profits	150	Underway
125	Preventive Maintenance	932	Spring, 2009
126	Up to 9 Large Buses	2,859	Spring, 2009
127	Up to 12 Large Buses	3,910	Summer, 2009
<u>PRINCE GEORGE'S COUNTY</u>			
128	6 Small Replacement Buses	494	Spring, 2009
129	Up to 8 Large Vehicles	492	Spring, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>QUEEN ANNE'S COUNTY</u>			
130	1 Small Replacement Bus	58	Underway
131	2 Medium Replacement Buses	316	Underway
132	1 Support Vehicle	25	Spring, 2009
133	2 Small Replacement Buses	110	Spring, 2009
134	Maintenance Equipment	2	Spring, 2009
135	On Board Communications	17	Spring, 2009
136	On Board Equipment	1	Spring, 2009
137	Passenger Facilities	7	Spring, 2009
138	Safety & Security	4	Spring, 2009
139	Technology - Computers	2	Spring, 2009
<u>ST. MARY'S COUNTY</u>			
140	8 Small Replacement Vehicles	508	Underway
141	Small Vehicles to Non-Profits	200	Underway
142	Technology - Computers	9	Underway
143	Technology - Software	50	Underway
144	On Board Equipment	4	Spring, 2009
145	Passenger Facilities	5	Spring, 2009
146	Safety & Security	13	Spring, 2009
147	Technology - Computers	3	Spring, 2009
148	Facilities	1,054	Summer, 2009
<u>SOMERSET COUNTY</u>			
149	Small Buses to Non-Profits	150	Underway
<u>TALBOT COUNTY</u>			
150	(See Caroline County and Mid-Shore Regional Council for Projects)		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>WASHINGTON COUNTY</u>			
151	9 Medium Replacement Buses	1,800	Underway
152	Capital Maintenance	4	Underway
153	Maintenance Equipment/Supplies	9	Underway
154	On Board Equipment Maintenance	5	Underway
155	Preventive Maintenance	76	Underway
156	2 Support Vehicles	48	Spring, 2009
157	Facilities - Passenge	125	Spring, 2009
158	Facility - Extraordinary Maintenance	8	Spring, 2009
159	Facility - Routine Maintenance	25	Spring, 2009
160	Maintenance Equipment	9	Spring, 2009
161	On Board Communications	122	Spring, 2009
162	On Board Equipment Maintenance	6	Spring, 2009
163	Safety & Security - Facility	36	Spring, 2009
164	Safety & Security - Facility/Environment	15	Spring, 2009
165	Technology - Software	50	Spring, 2009
166	2 Medium Low Floor Replacement Buses	440	Spring, 2010
<u>WICOMICO COUNTY</u>			
167	(See Tri-County Council for the Lower Eastern Shore for Projects)		
168	Vehicles to Non-Profit Organizations - Shore Up, Lower Shore Enterprise Inc., Dove Point, Inc.	361	Underway
<u>WORCESTER COUNTY</u>			
169	(See Tri County Council for the Lower Eastern Shore for Projects)		
170	Vehicles to Non-Profit Organizations - Worcester County Commission on Aging, Worcester County Developmental Center	367	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

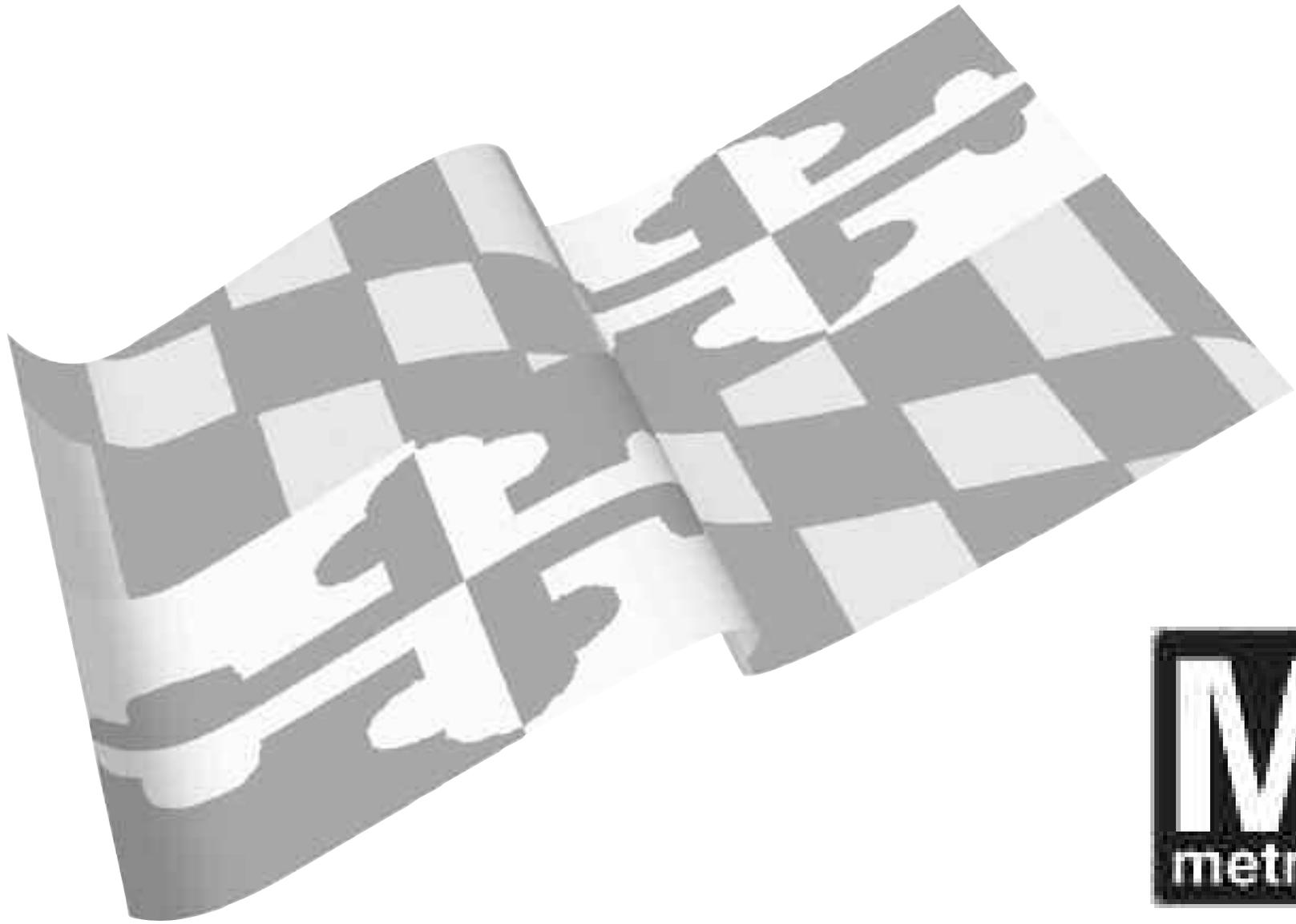
MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>TOWN OF OCEAN CITY</u>			
171	Facility Improvements	12	Underway
172	Maintenance Supplies & Components	52	Underway
173	1 Small Replacement Bus	55	Spring, 2009
174	2 Large Replacement Buses (@ \$316K Each)	632	Spring, 2009
175	Facilities	202	Spring, 2009
176	Facilities Maintenance	75	Spring, 2009
177	Maintenance Supplies & Components	96	Spring, 2009
178	Office Equipment	1	Spring, 2009
179	Passenger Facilities & Maintenance	25	Spring, 2009
180	On Board Communications	2,475	Summer, 2009
181	1 Large Replacement Bus (@ \$316k each)	316	Spring, 2010
<u>BALTIMORE CITY</u>			
182	Small Buses to Non-Profits	120	Underway
<u>TRI-COUNTY COUNCIL FOR THE LOWER EASTERN SHORE</u>			
183	2 Medium Replacement Buses	237	Underway
184	Facilities Design	200	Underway
185	Land Acquisition	600	Underway
186	1 Small Replacement Bus	62	Spring, 2009
187	2 Medium Low Floor Replacement Vehicles	420	Spring, 2009
188	2 Support Vehicles	40	Spring, 2009
189	Maintenance Equipment	90	Spring, 2009
190	On Board Communications	1	Spring, 2009
191	On Board Equipment	28	Spring, 2009
192	Passenger Facilities	5	Spring, 2009

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2009 AND PRIOR (cont'd)</u>			
<u>CORRIDOR TRANSPORTATION CORP.</u>			
193	2 Medium Replacement Buses	554	Underway
194	1 Small Expansion Bus	67	Spring, 2009
195	Safety & Security - On Board Equipment	108	Spring, 2009



WASHINGTON METROPOLITAN AREA TRANSIT

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

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	162.8	170.5	193.0	214.9	209.9	224.9	1,176.0
Special Funds	53.9	55.6	85.6	105.5	100.5	115.5	516.6
Federal Funds	16.4	16.4	16.4	16.4	16.4	16.4	98.4
Federal Funds - WMATA *	92.5	98.5	91.0	93.0	93.0	93.0	561.0

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



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

PROJECT: Metrorail Debt Service

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Metro Matters -- Line 2

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2011....	....2012....	....2013....	....2014....		
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	648,250	589,804	9,741	9,741	9,741	9,741	9,741	9,741	58,446	0	
Total	648,250	589,804	9,741	9,741	9,741	9,741	9,741	9,741	58,446	0	
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0	



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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The Maryland share of the cost of this regional capital program is approximately \$370.0 million through FY 2011 and \$667.0 million through 2024. This agreement includes all projects previously covered by the IRP (Infrastructure Renewal Program). The increase in cost is due to economic downturn.

PROJECT: Metro Matters Capital Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Metrorail Debt Service -- Line 1
Matching Funds -- Line 4

<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				PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,346,650	430,186	151,928	160,831	133,327	155,127	150,127	165,127	916,467	-3
Total	1,346,650	430,186	151,928	160,831	133,327	155,127	150,127	165,127	916,467	-3
Federal-Aid	145,480	47,080	16,400	16,400	16,400	16,400	16,400	16,400	98,400	0

A total of \$830.8 million in federal funds are to be received directly by WMATA. The \$145.5 million in Federal Funds shown above are Congestion Mitigation and Air Quality (CMAQ) funds provided by MDOT. 9003, 9004, 9005, 9006



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

PROJECT: Rail Cars/Capital Improvement Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost decreased due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL			BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009		.....2011....	.....2012....	.....2013....	.....2014....		
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	67,213	66,113	1,100	0	0	0	0	0	1,100	0	
Total	67,213	66,113	1,100	0	0	0	0	0	1,100	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

8011, 8013, 8014



STATUS: With the passage of the P.L. 110-432, Maryland has set aside its portion of the funding for four years.

PROJECT: Matching Fund for "Federal Railroad Safety Improvement Act of 2007" - P.L.110-432

DESCRIPTION: The federal legislation authorizes new federal funds to be appropriated over a 10 year period for the Washington Metropolitan Area Transit system. The federal legislation also requires \$50.0 million per year from each jurisdiction in matching funds. Maryland has funded the first four years of this match.

JUSTIFICATION: Maryland is committed to paying the \$50.0 million per year as part of the dedicated funding package for WMATA.

SMART GROWTH STATUS:

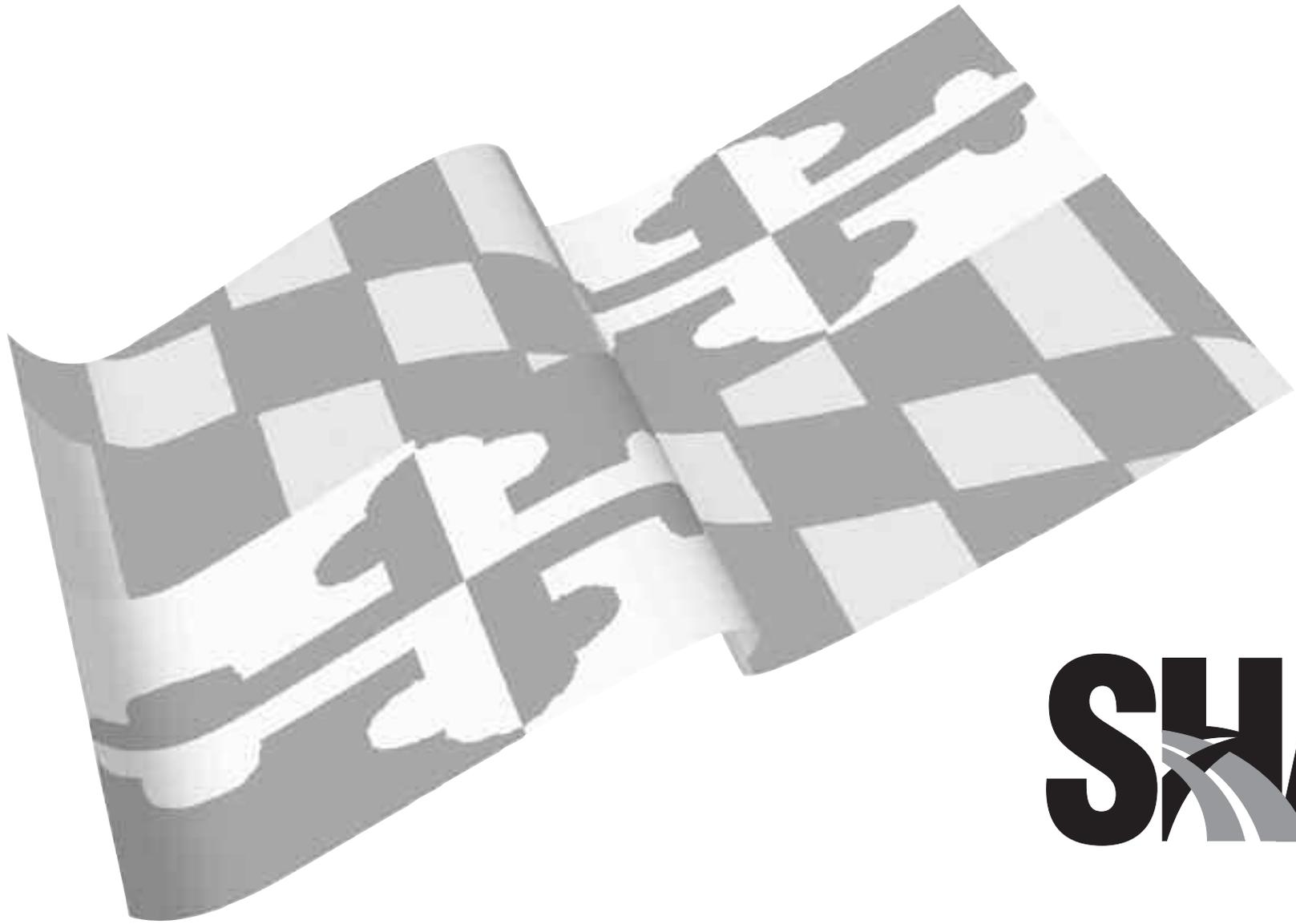
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metro Matters -- Line 2

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....		
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	200,000	0	0	0	50,000	50,000	50,000	50,000	200,000	0
Total	200,000	0	0	0	50,000	50,000	50,000	50,000	200,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



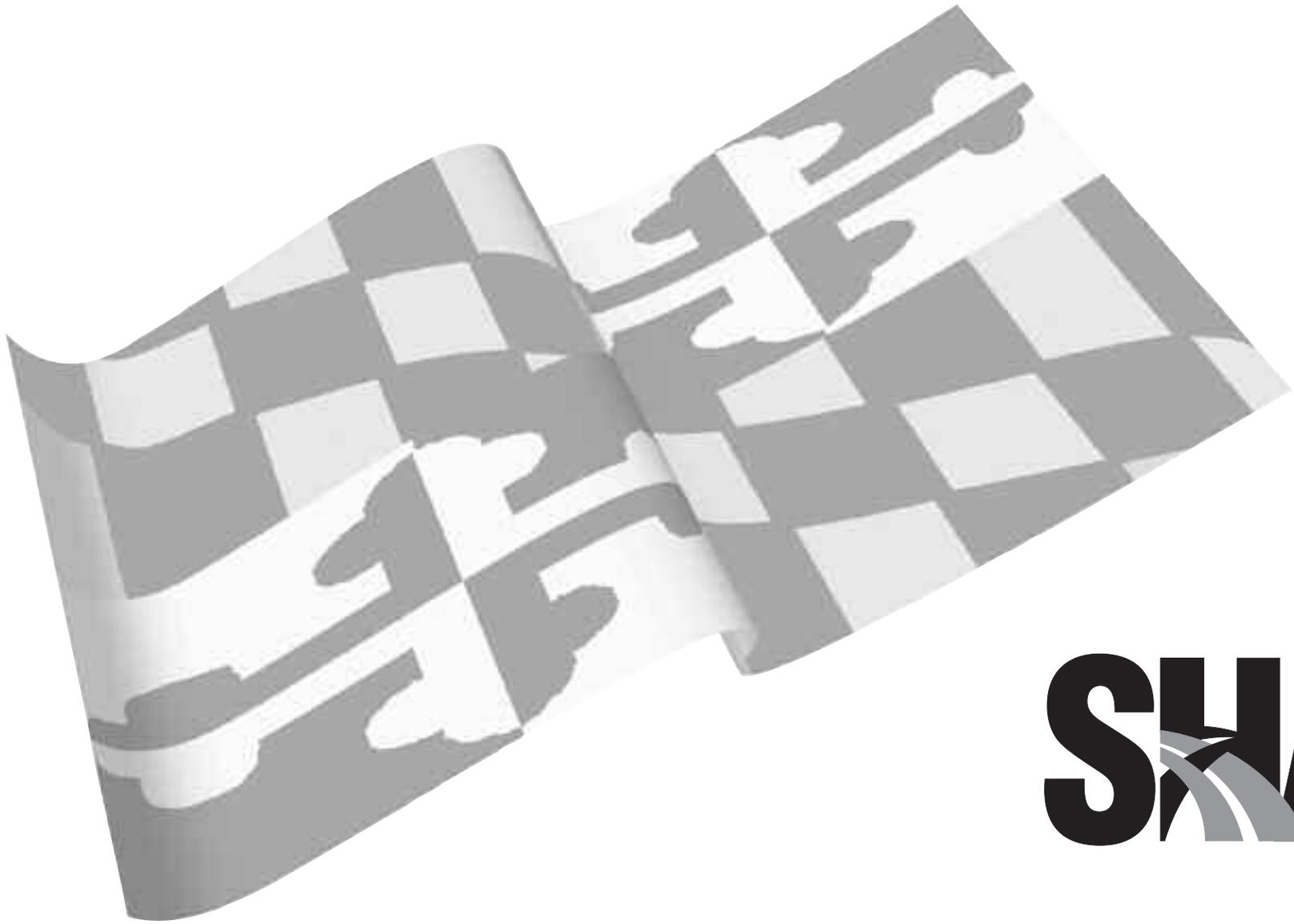
SHA



STATE HIGHWAY ADMINISTRATION

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

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	293.1	226.7	180.7	77.3	32.6	30.6	841.0
Safety, Congestion Relief and Community Enhancements	457.5	392.9	351.0	507.7	505.1	410.2	2,624.4
Other System Preservation	91.0	92.0	89.1	84.5	83.6	77.0	517.2
<u>Development & Evaluation Program</u>	<u>50.5</u>	<u>27.0</u>	<u>21.7</u>	<u>14.6</u>	<u>13.6</u>	<u>1.6</u>	<u>129.0</u>
TOTAL	892.1	738.6	642.5	684.1	634.9	519.4	4,111.6
Special Funds	435.3	355.6	321.6	428.4	412.4	348.6	2,301.9
Federal Funds	456.8	383.0	320.9	255.7	222.5	170.8	1,809.7



SHA



SHA STATEWIDE



PROJECT: Coordinated Highway Action Response Team (CHART)

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2160	2430	2376	1838	3263	CMAQ/STP/NHS
RW	0	0	0	0	0	----
CO	4266	4860	4914	3450	6187	CMAQ/STP/NHS

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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Added funding in FY14.

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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	68,461	41,961	4,000	4,500	4,400	4,900	4,900	3,800	26,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	225,070	173,370	7,900	9,000	9,100	9,200	9,100	7,400	51,700	0
Total	293,531	215,331	11,900	13,500	13,500	14,100	14,000	11,200	78,200	0
Federal-Aid	216,838	181,094	6,426	7,290	7,290	5,288	5,250	4,200	35,744	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: Community Safety and Enhancement Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	6700	6600	4000	3400	6700	STP/NHS

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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease is due to the economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	71,543	45,793	7,500	3,600	3,000	3,900	3,900	3,850	25,750	0
Right-of-way	13,952	9,952	1,200	550	450	600	600	600	4,000	0
Construction	298,068	212,818	25,500	12,050	9,650	12,600	12,400	13,050	85,250	0
Total	383,563	268,563	34,200	16,200	13,100	17,100	16,900	17,500	115,000	0
Federal-Aid	80,421	53,021	6,700	6,600	4,000	3,400	3,300	3,400	27,400	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: Sidewalk Program

DESCRIPTION: This program will provide matching funds for the construction of sidewalks adjacent to State highways. Fifty percent of project costs will be required from local and municipal project sponsors, except in urban revitalization areas where projects are eligible for 100 percent state funding, and in priority funding areas where projects are eligible for 75 percent state funding.

JUSTIFICATION: Program will support community revitalization efforts and efforts to encourage pedestrian usage along State highways consistent with the intent of the "Access 2000" legislation.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering, Right-of-way and Construction underway. Working with local jurisdictions to identify projects. This sheet represents a summary of the Program. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease is due to the economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,325	3,625	200	100	100	100	100	100	100	700	0
Right-of-way	295	295	0	0	0	0	0	0	0	0	0
Construction	36,258	29,958	1,800	900	900	900	900	900	900	6,300	0
Total	40,878	33,878	2,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: Sound Barrier Program

DESCRIPTION: Funding to implement retrofit sound barrier projects that meet eligibility criteria.

JUSTIFICATION: Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	8200	7400	200	0	0	NHS

STATUS: Engineering, Right-of-way and Construction underway. This consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease is due to the economic downturn.

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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	35,327	32,257	2,000	450	450	75	50	45	3,070	0
Right-of-way	353	353	0	0	0	0	0	0	0	0
Construction	285,624	262,894	10,400	10,650	550	225	450	455	22,730	0
Total	321,304	295,504	12,400	11,100	1,000	300	500	500	25,800	0
Federal-Aid	217,698	201,898	8,200	7,400	200	0	0	0	15,800	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

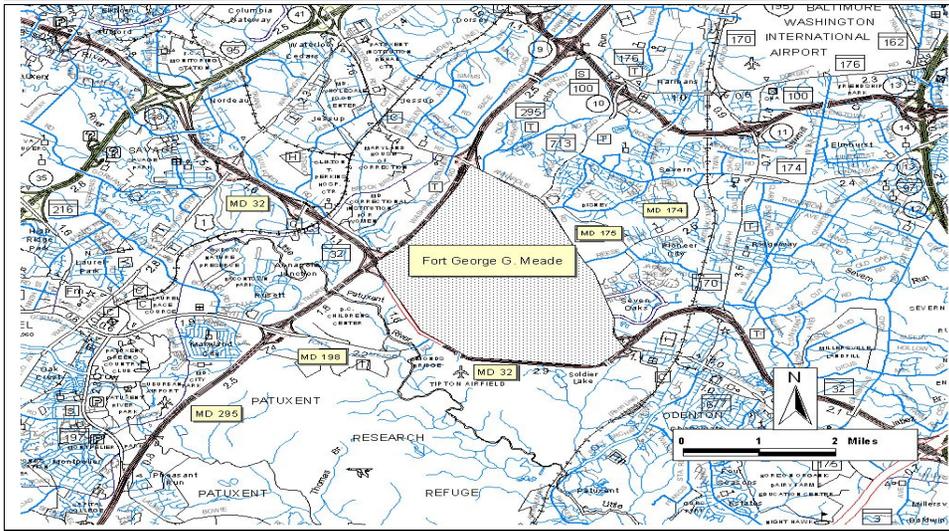
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: BRAC Intersections near Fort Meade

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Fort Meade is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 175, MD 295 to MD 170 (Anne Arundel County Line 7)
 MD 198, MD 295 to MD 32 (Anne Arundel County Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	453	0	0	0	0	PLH
RW	0	8580	0	0	0	NHS/STP
CO	0	0	11173	0	0	NHS/STP

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease is due to the economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,264	286	1,500	1,500	2,978	0	0	0	5,978	0
Right-of-way	11,000	0	0	1,000	10,000	0	0	0	11,000	0
Construction	14,324	0	0	0	7,912	6,412	0	0	14,324	0
Total	31,588	286	1,500	2,500	20,890	6,412	0	0	31,302	0
Federal-Aid	20,205	285	168	780	13,971	5,001	0	0	19,920	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

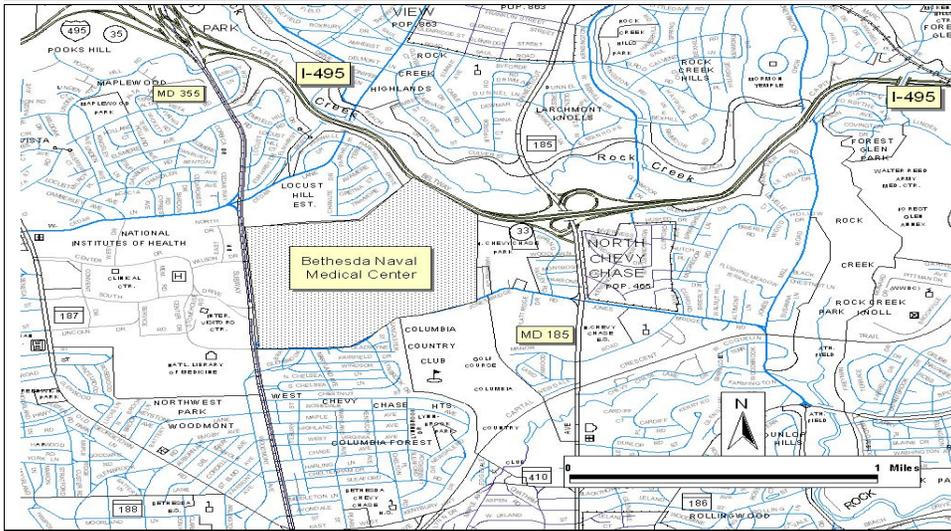
STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: BRAC Intersections near Bethesda Naval Center

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycles and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Bethesda Naval Center is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersections improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2270	0	0	0	0	OEA Grant/PLH
RW	0	13428	0	0	0	NHS/STP
CO	0	0	6201	0	0	NHS/STP

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease is due to the economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	2011	2012	2013	2014			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,100	331	1,500	1,500	2,769	0	0	0	0	5,769	0
Right-of-way	17,215	0	0	8,607	8,608	0	0	0	0	17,215	0
Construction	7,950	0	0	0	5,715	2,235	0	0	0	7,950	0
Total	31,265	331	1,500	10,107	17,092	2,235	0	0	0	30,934	0
Federal-Aid	21,899	298	1,483	7,202	11,172	1,744	0	0	0	21,601	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

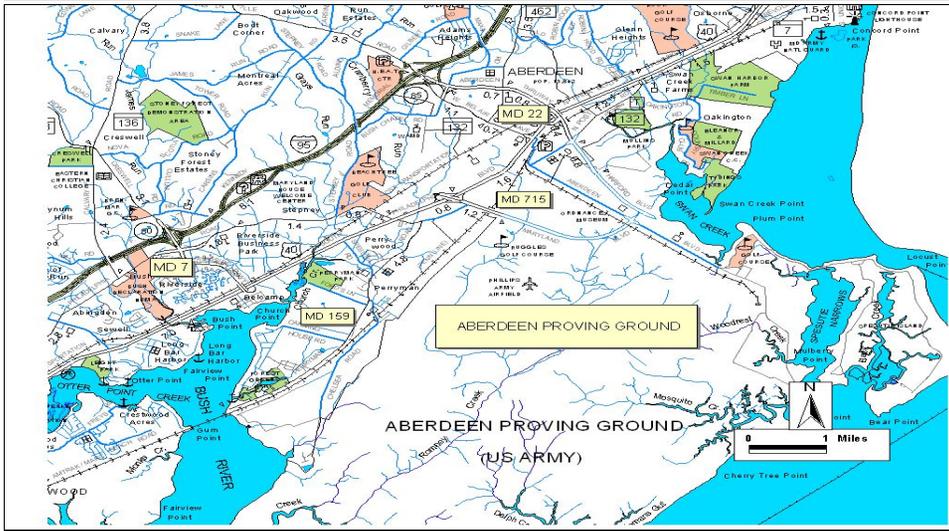
STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: BRAC Intersections near Aberdeen Proving Grounds

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Aberdeen Proving Grounds is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 24, Interchange at I-95 (Harford County Line 1)
- Perryman, Access Study (Harford County Line 4)
- US 40, Interchange at MD 715 (Harford County Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2722	0	0	0	0	OEA Grant/PLH
RW	0	3900	0	0	0	NHS/STP
CO	0	0	12778	0	0	NHS/STP

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease is due to the economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	PROJECT CASH FLOW										
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
				.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	0	0	0	0	0	0	0	0	0		
Engineering	10,500	311	1,500	1,500	7,189	0	0	0	10,189	0	
Right-of-way	5,000	0	0	2,500	2,500	0	0	0	5,000	0	
Construction	16,382	0	0	0	10,450	5,932	0	0	16,382	0	
Total	31,882	311	1,500	4,000	20,139	5,932	0	0	31,571	0	
Federal-Aid	19,400	280	1,456	2,936	10,101	4,627	0	0	19,120	0	

FUNCTION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<u>Fiscal Year 2008 Completions</u>		
		<u>Enhancements</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
1		Environmental stewardship Initiative - Statewide Native Meadows Establishment - establishment of over 1,000 acres of native meadows statewide	785	Completed
		<u>Fiscal Years 2009 and 2010</u>		
		<u>Safety/Spot Improvement</u>		
2	I 270	Dwight D. Eisenhower Highway; various locations on I 270; guard rails	1,398	FY 2009
		<u>C.H.A.R.T. Projects</u>		
3		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	Underway
4		Statewide CCTV Camera Deployment	2,255	Underway
		<u>Environmental Preservation</u>		
5	I 70	Dwight D. Eisenhower Highway; Hollow Road to MD 68 in Washington County; reforestation	324	Under construction
6	MD 100	I 97 to I 95; turfgrass restoration	91	FY 2009
7	MD 295	Baltimore Washington Parkway; I 695 to Baltimore City Line; landscaping	78	FY 2009
8	US 301	Blue Star Memorial Highway; MD 301/US 50 split to Delaware State Line; landscaping	328	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
9		SHA's 100 Year History Project - full color commemorative book of roads and bridges in Maryland encompassing the years of 1908-2008	500	Underway
<u>Archaeological Planning & Research</u>				
10		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	FY 2009
11		Maryland Roadside Historic Markers Website - roadside historic marker research, database preparation and website development	182	Underway
<u>Landscaping/Scenic Beautification/Mitigation</u>				
12		US 301 Meadow enhancements and removal of invasive vegetation; Eradication or control of identified invasive plants via herbicides and mowing to prevent the displacement of native species on US 301 from the US 50/301 split to the Delaware State line; Landscaping and other scenic beautification.	144	FY 2010
13		Statewide tree planting; Fifty to one hundred acres, plant approximately 200 trees per acre; Landscaping and other scenic beautification.	415	FY 2010
14		Maryland Roadside Debris and Safety Campaign; educate the motoring public about the dangers and hazards of roadside debris	100	Under construction
<u>Environmental Mitigation</u>				
15		Stormwater Management Visual and Environmental Enhancements - make improvements to existing stormwater management facilities and improve the visual appearance, environmental diversity and water quality of nine sites in SHA Districts 4 and 5	609	Underway

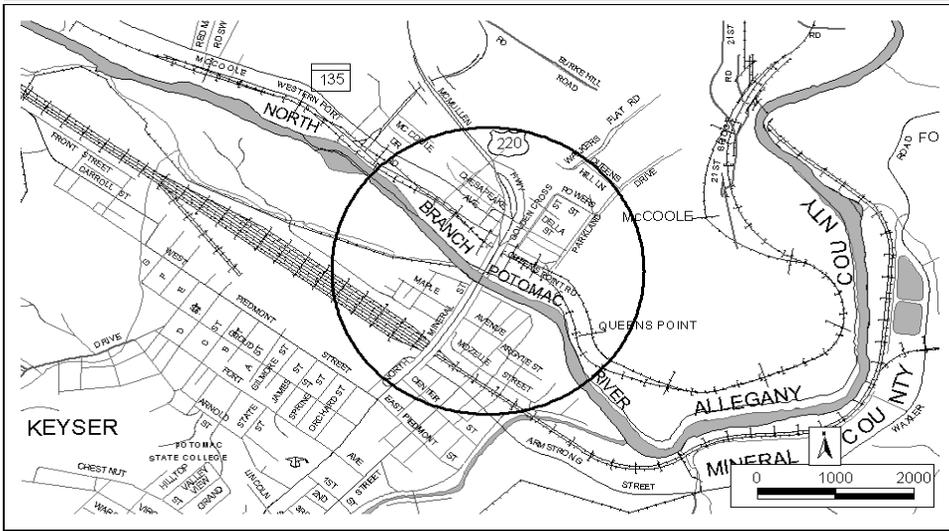
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
16		Keep Maryland Beautiful III - Continuation of Keep Maryland Beautiful and Anti-Litter Initiatives	322	Underway
17		Civil War Driving Tour - Gettysburg - develop a driving tour to Gettysburg, including trail blazer signing, mapping, waysides, interpretive signing, and interactive signs and displays for the Emmitsburg Welcome Center	531	Underway
<u>Congressional Earmarks</u>				
18		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark \$10 million; R/W)	0	



Allegany



PROJECT: US 220, McMullen Highway

DESCRIPTION: Replace Bridge 1060 over the Potomac River. Shoulders and sidewalks will accommodate bicycles and pedestrians. Existing structure will be removed.

JUSTIFICATION: The existing bridge is structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	7912	0	0	0	HP

STATUS: Engineering underway by West Virginia. Right-of-way to begin during current fiscal year. Project schedule is controlled by West Virginia. The cost shown is the estimated cost for Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	41	1,000	959	0	0	0	0	1,959	0
Right-of-way	1,700	0	1,700	0	0	0	0	0	1,700	0
Construction	10,143	0	0	1,125	2,699	3,107	3,212	0	10,143	0
Total	13,843	41	2,700	2,084	2,699	3,107	3,212	0	13,802	0
Federal-Aid	10,800	32	2,106	1,626	2,105	2,423	2,508	0	10,768	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

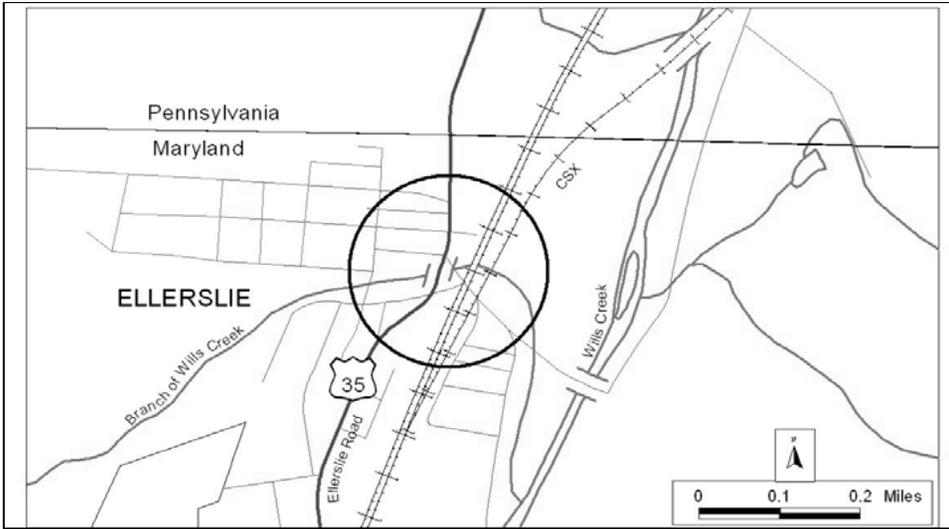
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 13,600

PROJECTED (2030) - 21,160

OPERATING COST IMPACT N/A



PROJECT: MD 35, Ellerslie Road

DESCRIPTION: Replaced Bridge 1068 over Branch of Wills Creek. Shoulders will accommodate bicycles.

JUSTIFICATION: The existing bridge was structurally deficient and also functionally obsolete.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	309	309	0	0	0	0	0	0	0	0
Right-of-way	61	61	0	0	0	0	0	0	0	0
Construction	1,275	520	755	0	0	0	0	0	755	0
Total	1,645	890	755	0	0	0	0	0	755	0
Federal-Aid	1,223	623	600	0	0	0	0	0	600	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

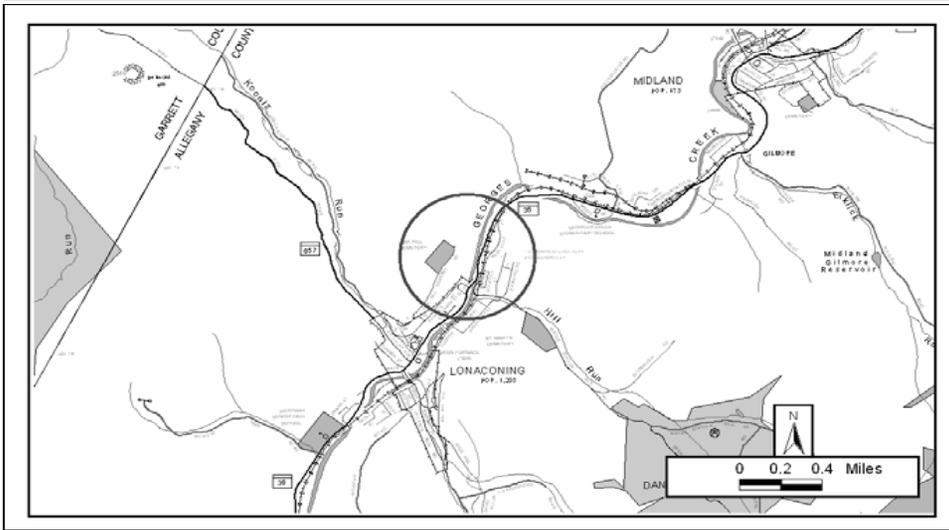
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 4,550

PROJECTED (2030) - 5,700

OPERATING COST IMPACT N/A



PROJECT: MD 36, Lower Georges Creek Road

DESCRIPTION: Replace Bridge 1014 over George's Creek. Includes reconstruction of approach roadways. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing bridge is structurally deficient and also functionally obsolete.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	5719	0	0	0	0	BR

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
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	884	221	663	0	0	0	0	0	663	0
Construction	6,455	0	2,583	3,872	0	0	0	0	6,455	0
Total	7,339	221	3,246	3,872	0	0	0	0	7,118	0
Federal-Aid	5,719	93	2,566	3,060	0	0	0	0	5,626	0

FUNCTION :

STATE - Rural Minor Arterial

FEDERAL - Minor Arterial

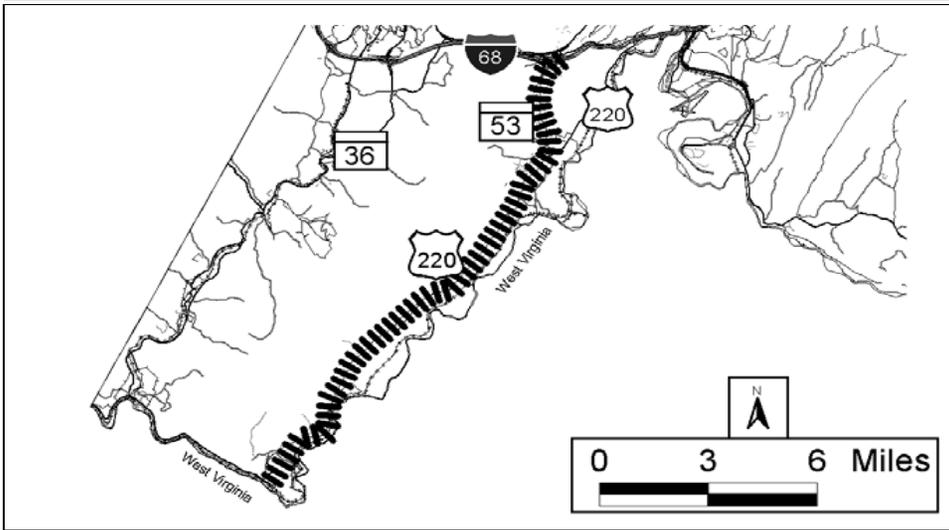
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 7,750

PROJECTED (2030) - 9,450

OPERATING COST IMPACT N/A



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 from I-68, via MD 53, to the West Virginia State Line (15.0 miles). This represents Maryland's portion of a larger joint study from I-68 to Corridor H in West Virginia.

JUSTIFICATION: Improvements along the US 220 South corridor would enhance accessibility and promote economic development in the Appalachian Region.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 219, I-68 to Pennsylvania State Line (Garrett County - Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning corridor studies underway. An additional \$2.4 million is needed to complete Planning. The cost shown is SHA share only. West Virginia is the lead in performing this study.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Planning funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	613	213	400	0	0	0	0	0	400	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	613	213	400	0	0	0	0	0	400	0
Federal-Aid	490	170	320	0	0	0	0	0	320	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 7,950 - 20,850

PROJECTED (2030) - 11,800 - 32,650

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 36	New George's Creek Road; 0.20 miles north of MD 935 to bridge 0101400; safety and resurface	954	Completed
2	US 40 ALT	National Highway; Long Drive to MD 36; resurface	495	Completed
3	MD 51	Industrial Boulevard; Howard Street to West Third Street; safety and resurface	1,592	Completed
4	I 68	National Freeway; Old Cumberland Road bridge 01144 to M.V. Smith Road bridge 01130; resurface	4,697	Completed
5	I 68	National Freeway; Street Road bridge to MD 948 bridge; safety and resurface	3,138	Completed
6	I 68	National Freeway; MD 936 bridge 0111300 to MD 55 bridge 0111500; resurface	2,989	Completed
7	MD 135	McCoole Westerport Road; Tri Town Plaza to Golden Cross Street; resurface	754	Completed
8	US 220	McMullen Highway; 0.41 miles north of MD 636 to Bunting Street; resurface	1,002	Completed
9	MD 936	Upper Georges Creek Road; South of Cherry Lane to US 40 Alt.; resurface	477	Completed
<u>Bridge Replacement/Rehabilitation</u>				
10	I 68 EB	National Freeway; MD 736 to MD 658; bridge deck overlay eastbound and westbound	3,241	Completed
<u>Sidewalks</u>				
11	MD 51	Industrial Boulevard; 0.01 miles west of Pennsylvania Avenue to South Street (City of Cumberland); retrofit sidewalk - 360 linear feet	53	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

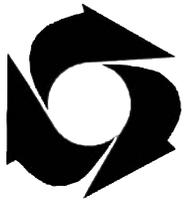
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
12	US 40 ALT	National Pike, Main Street E; from Water Street to New Georges Creek Road; resurface.	415	Completed
<u>Bridge Replacement/Rehabilitation</u>				
13	MD 36	New George's Creek Road; bridge over I-68; bridge deck replacement	3,079	Under construction
<u>Safety/Spot Improvement</u>				
14	I 68	National Freeway; at Mountain Road; superelevation correction - westbound lanes only	919	Under construction
15	I 68	National Freeway; from Orleans Road to Sandy Mile Road; guardrail (Project also shown in Washington County)	1,900	FY 2009
16	I 68 EB	National Freeway; at US 220 interchange; construct new southbound US 220 left turn lane to access existing northbound US 220 on ramp (This project is funded for preliminary engineering only)	168	PE Underway
<u>Community Safety and Enhancements</u>				
17	US 40 ALT	National Pike; MD 658 to Braddock Street in LaVale; streetscape	7,150	Under construction
18	US 220	McMullen Highway; Lee Street to 0.38 mile north of MD 636 near Allegany Career Center (Cresaptown - Phase 1); streetscape	4,592	FY 2009
<u>Environmental Preservation</u>				
19	I 68	National Freeway; MD 36 to MD 53; turf renovation	157	Completed

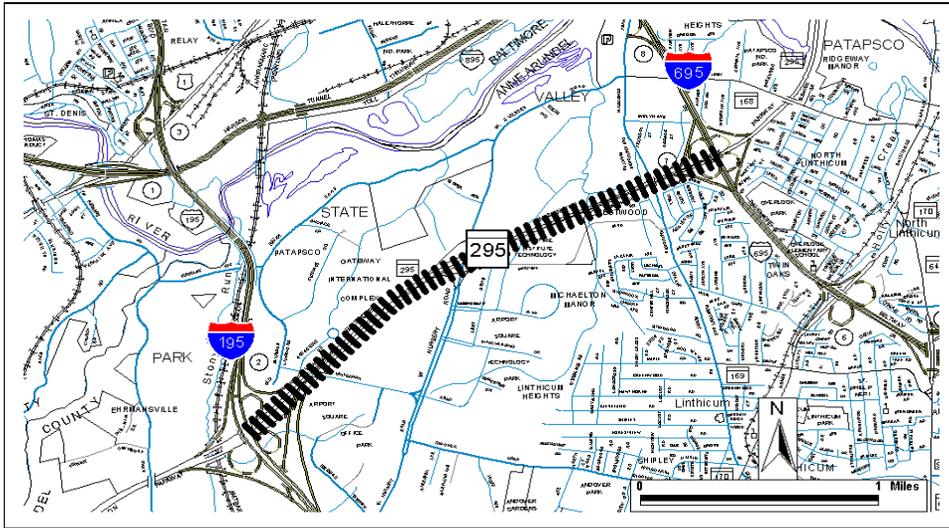
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Sidewalks</u>				
20	MD 36	New George's Creek; American Legion Entrance to north of American Legion Entrance; retrofit sidewalk - 423 linear feet	100	Under construction
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
21		SWM facilities along US 220 in Allegany County	524	FY 2009
<u>Congressional Earmarks</u>				
22		Great Alleghany Passage; five miles of trail from Cumberland to Wharf Branch; pedestrian/bicycle trail (Earmark \$3.6 million; CO)	0	



Anne Arundel



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Widen MD 295 from 4 to 6 lanes from I-695 (Baltimore Beltway) to I-195 (1.50 miles).

JUSTIFICATION: This project will ease growing congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 295, MD 100 to I-195 (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	.....2011.....	.....2012.....	.....2013.....	.....2014.....			0	0
Engineering	1,487	1,487	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	10,924	51	2,975	4,449	3,449	0	0	0	0	0	10,873	0
Total	12,411	1,538	2,975	4,449	3,449	0	0	0	0	0	10,873	0
Federal-Aid	10,171	1,231	2,440	3,662	2,838	0	0	0	0	0	8,940	0

FUNCTION:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway

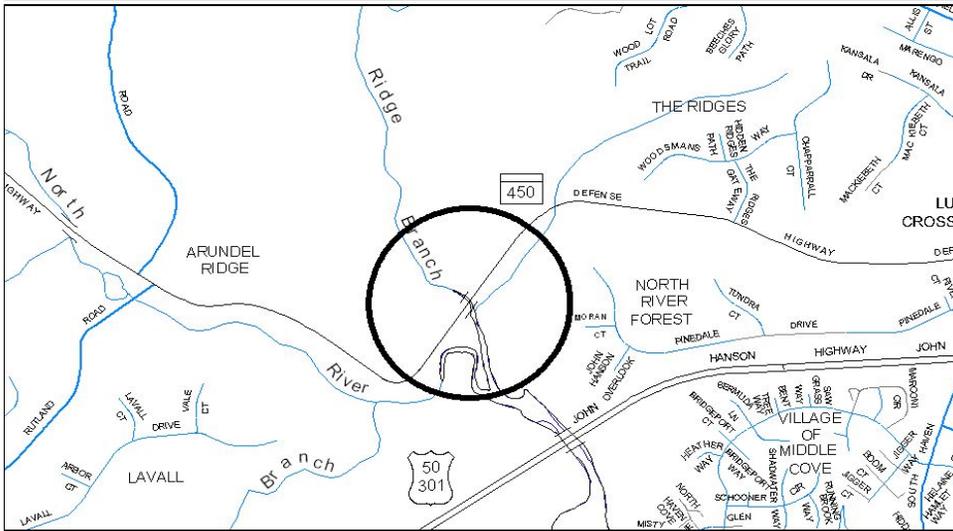
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 92,200

PROJECTED (2030) - 134,700

OPERATING COST IMPACT \$26,700 per year



PROJECT: MD 450, Defense Highway

DESCRIPTION: Replaced Bridge 2072 over Bacon Ridge Branch. Bicycle and pedestrian compatible shoulders have been provided.

JUSTIFICATION: This project replaced the existing deteriorating bridge. Additionally the new structure was placed at a higher elevation in order to reduce flooding in the area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PROJECT CASH FLOW								
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	791	751	40	0	0	0	0	0	0	40	0
Right-of-way	79	71	8	0	0	0	0	0	0	8	0
Construction	2,288	572	1,716	0	0	0	0	0	0	1,716	0
Total	3,158	1,394	1,764	0	0	0	0	0	0	1,764	0
Federal-Aid	1,929	677	1,252	0	0	0	0	0	0	1,252	0

FUNCTION:

STATE - Rural Minor Arterial
 FEDERAL - Rural Major Collector

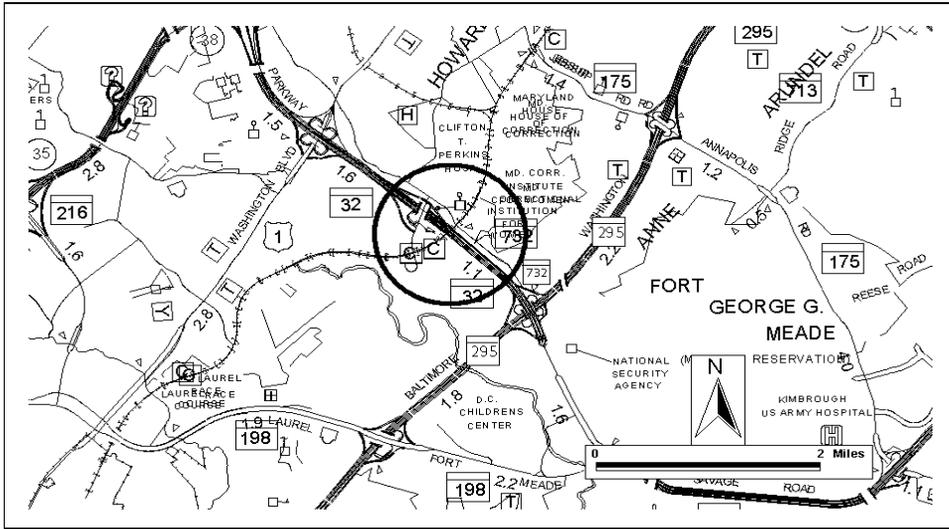
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 8,200

PROJECTED (2030) - 10,300

OPERATING COST IMPACT N/A



PROJECT: MD 732, Guilford Road

DESCRIPTION: Replaced Bridge 13029 over CSX Railroad. Sidewalks and shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project replaced the existing deteriorating bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service. SHA, Anne Arundel County and Howard County shared the cost of construction. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	58	58	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,466	2,466	0	0	0	0	0	0	0	0
Total	2,524	2,524	0	0	0	0	0	0	0	0
Federal-Aid	43	43	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Local

FEDERAL - Local

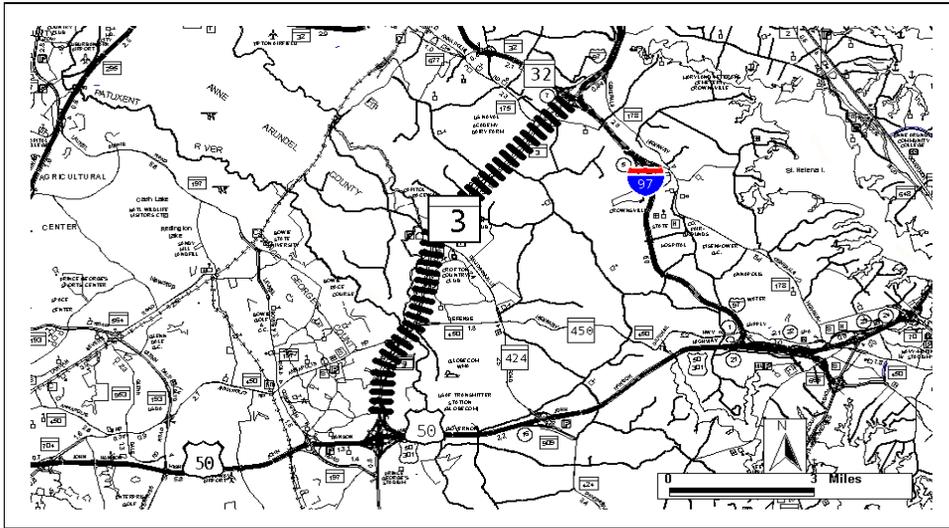
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 12,100

PROJECTED (2030) - 34,100

OPERATING COST IMPACT N/A



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Prince George's County - Line 22)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 30)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	3,805	3,405	400	0	0	0	0	0	400	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,651	4,651	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,456	8,056	400	0	0	0	0	0	400	0
Federal-Aid	2,664	2,384	280	0	0	0	0	0	280	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

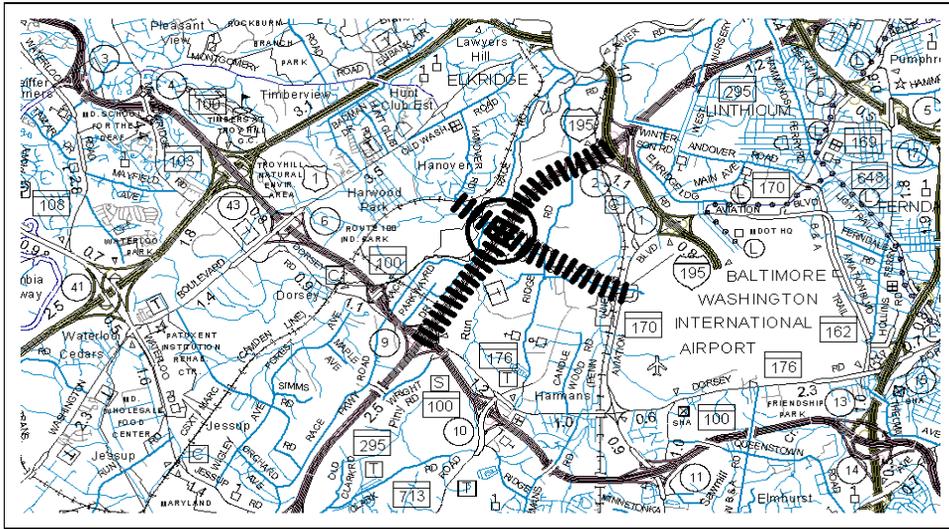
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 77,650

PROJECTED (2030) - 124,800

OPERATING COST IMPACT N/A



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

JUSTIFICATION: This project would help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 295, I-695 to I-195 (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR EXPEND THRU YEAR		PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU 2008	YEAR 2009	YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	2,500	1,983	317	200	0	0	0	0	517	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,500	1,983	317	200	0	0	0	0	517	0	
Federal-Aid	2,000	1,586	254	160	0	0	0	0	414	0	

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

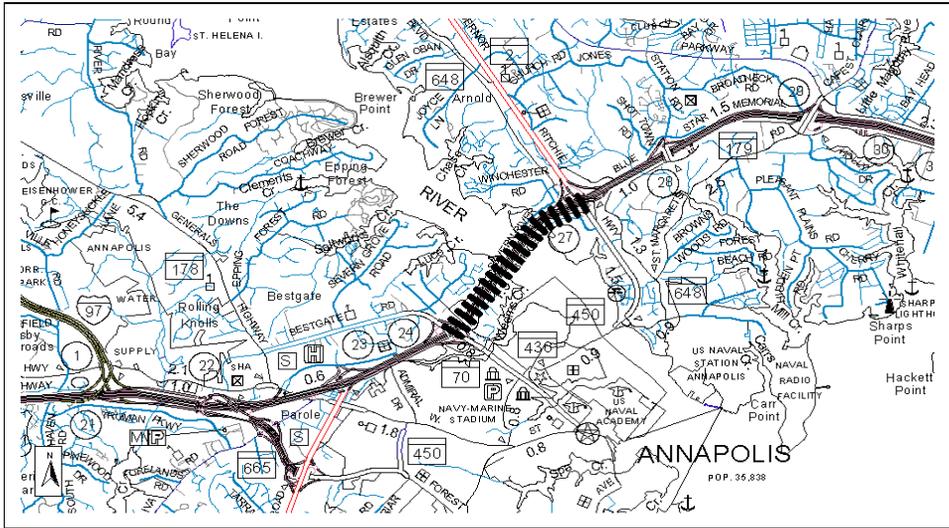
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 97,000

PROJECTED (2030) - 134,700

OPERATING COST IMPACT N/A



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Study to investigate options for alleviating congestion on US 50 from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge. (1.7 miles)

JUSTIFICATION: The approaches to the Severn River/Pearl Harbor Memorial Bridge experiences severe congestion, particularly the eastbound direction during the evening peak period.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Feasibility Study underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
					2011	2012	2013	2014				
Planning	1,000	45	500	455	0	0	0	0	0	0	955	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	45	500	455	0	0	0	0	0	0	955	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Urban Freeway/Expressway

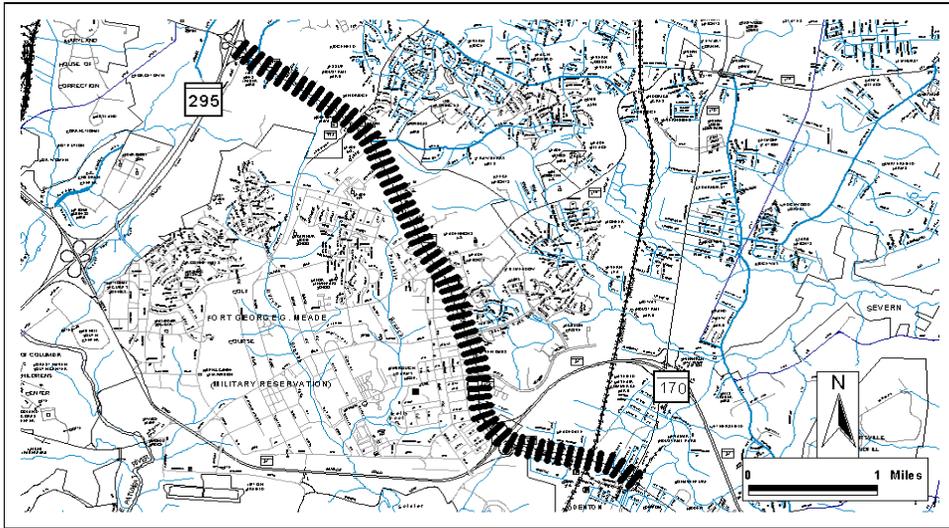
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 119,500

PROJECTED (2030) - 159,900

OPERATING COST IMPACT N/A



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170. (5.2 miles). Bicycles and pedestrian accommodations will be provided where appropriate. (BRAC Related)

JUSTIFICATION: This project would address current and future congestion along MD 175 and will improve access to Fort Meade.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

BRAC Intersection Improvements at Fort Meade (Statewide Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	5923	0	0	0	0	HP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Partial Engineering to begin during current fiscal year. An additional \$34.3 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed Right-of-way funding due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	2011	2012	2013	2014			
Planning	2,500	1,880	415	205	0	0	0	0	0	620	0
Engineering	10,001	0	25	1,000	1,000	1,000	6,976	0	10,001	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,501	1,880	440	1,205	1,000	1,000	6,976	0	10,621	0	0
Federal-Aid	7,872	1,466	343	940	780	780	3,563	0	6,406	0	0

FUNCTION:

STATE - Urban Minor Arterial
 FEDERAL - Urban Minor Arterial

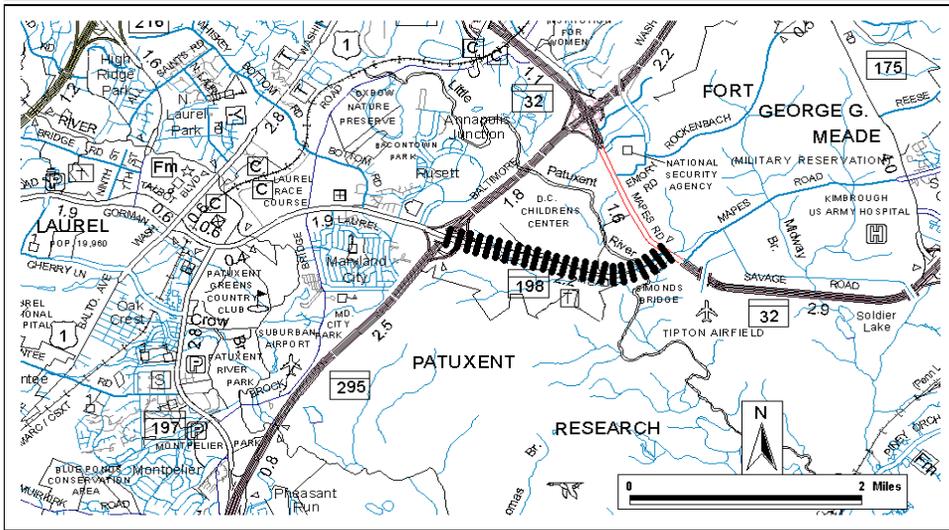
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 36,500

PROJECTED (2030) - 52,800

OPERATING COST IMPACT N/A



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.66 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

JUSTIFICATION: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. County contributing up to \$4.5 million for the planning phase.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 25,200

PROJECTED (2030) - 41,300

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 2 NB	Solomons Island Road; South River Bridge to south of Forest Drive; resurface	570	Completed
2	MD 3 SB	Robert Crain Highway; Conway Road to St. Stephens Church Road; resurface	1,100	Completed
3	MD 100 EB	MD 10 to MD 177 and MD 174 to I 97 westbound only; resurface	1,116	Completed
4	MD 170	Telegraph Road; Old Mill Road to Donald Avenue; resurface	634	Completed
5	MD 170	Telegraph Road; Old Mill Road to Harvey Avenue; resurface	464	Completed
6	MD 177	Mountain Road; MD 2 to Freetown Road; resurface	570	Completed
7	MD 450	West Street; MD 2 to South Brown Street; resurface	2,225	Completed
8	MD 648 E	Baltimore Annapolis Boulevard; O street NE to MD 2; resurface	78	Completed
9	MD 648 E	Baltimore Annapolis Boulevard; I 695 to Baltimore County line; resurface	628	Completed
<u>Bridge Replacement/Rehabilitation</u>				
10	MD 214	Central Avenue; over Patuxent River; bridge rehabilitation (Also shown in Prince George's County)	3,024	Completed
<u>Safety/Spot Improvement</u>				
11	MD 177	Mountain Road; at MD 648; traffic signal modifications	500	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
12	MD 424	Davidsonville Road; MD 450 to MD 3; resurface	1,247	Completed
<u>Bridge Replacement/Rehabilitation</u>				
13	MD 258	Bay Front Road; over Rockhold Creek; bridge deck replacement	4,294	FY 2009
14	MD 908	Oceanic Drive; over US 50; bridge deck overlay	1,349	Under construction
<u>Safety/Spot Improvement</u>				
15		Various locations in Anne Arundel County; functional enhancement of stormwater facilities (This project is a split funded project with the Enhancement Program)	837	Completed
16		Functional Enhancement of stormwater management facilities 2nd Phase; reconstruction of stormwater management facilities (This project is a split funded project with the Enhancement Program)	1,483	Under construction
17	MD 100 EB	At I 97 interchange; restripe and revise traffic control to convert existing eastbound lane addition from southbound I 97 ramp to a yield condition	1,000	FY 2009
<u>Community Safety and Enhancements</u>				
18	MD 170	Belle Grove Road; 10th Avenue to MD 648 in Pumphrey; urban street reconstruct	5,023	Completed
<u>Streetscapes and Minor Reconstruction</u>				
19		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Noise Barriers</u>				
20	I 97 NB	MD 648 to Wellham Avenue; Noise Abatement - Type 2	2,824	FY 2009
<u>Environmental Preservation</u>				
21	US 50	John Hanson Highway; MD 70 to MD 2 interchange; landscaping	137	FY 2009
22	MD 468	Shadyside Road; at Franklin Point Park; reforestation	62	Under construction
<u>Sidewalks</u>				
23	MD 70	Rowe Boulevard; Taylor Avenue to Melvin Avenue; retrofit sidewalk - 930 linear feet	200	FY 2009
24	MD 174	Donaldson Avenue; north side of MD 174 from MD 170 to west entrance of Severn Danza Park; retrofit sidewalk - 350 linear feet	63	FY 2009
25	MD 174	Quarterfield Road; southside of MD 174 from Westphalia Drive to Parke West Drive; retrofit sidewalk - 1,300 linear feet	87	FY 2009
26	MD 174	Donaldson Avenue; Southside of MD 174 from MD 17 to Clark Station Road; retrofit sidewalk - 280 linear feet	61	FY 2009
27	MD 2	Governor Ritchie Highway; eastside of MD 2 from Marley Station Road to Americana Circle; retrofit sidewalk - 1,000 linear feet	86	FY 2009
28	MD 648	Baltimore Annapolis Boulevard; northside of MD 648 from MD 2 to the existing sidewalk in the Glen Burnie Town Center; retrofit sidewalk - 175 linear feet	15	FY 2009
29	MD 648	Baltimore Annapolis Boulevard; eastside of MD 648 from Eastern Street to the Cromwell Shopping Center Entrance; retrofit sidewalk - 600 linear feet	76	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Intersection Capacity Improvements</u>				
30	MD 2	Solomons Island Road; at MD 408/422; northbound bypass lane (Funded for preliminary engineering only)	150	PE Underway
<u>Enhancements</u>				
31		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	FY 2009
<u>Pedestrian/Bicycle Facilities</u>				
32		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction	500	FY 2009
<u>Archaeological Planning & Research</u>				
33		Historic Annapolis Streets; Research historical development in the Annapolis national register historic district; Archeological Planning and Research.	75	FY 2010
<u>Environmental Mitigation</u>				
34		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2010
35		Cypress Branch Stream Valley Restoration; restoration of 3,200 linear feet of stream and 12 acres of associated Atlantic White Cedar wetland in the Cypress Branch Stream valley	918	FY 2010
36		I 97 Stormwater Management Facilities Functional Upgrades; reconstruction of 13 stormwater management facilities along I 97 from south of MD 178 to MD 100 and 2 stormwater management facilities on MD 100 near MD 713 and near Wright Road to current standards	609	FY 2010

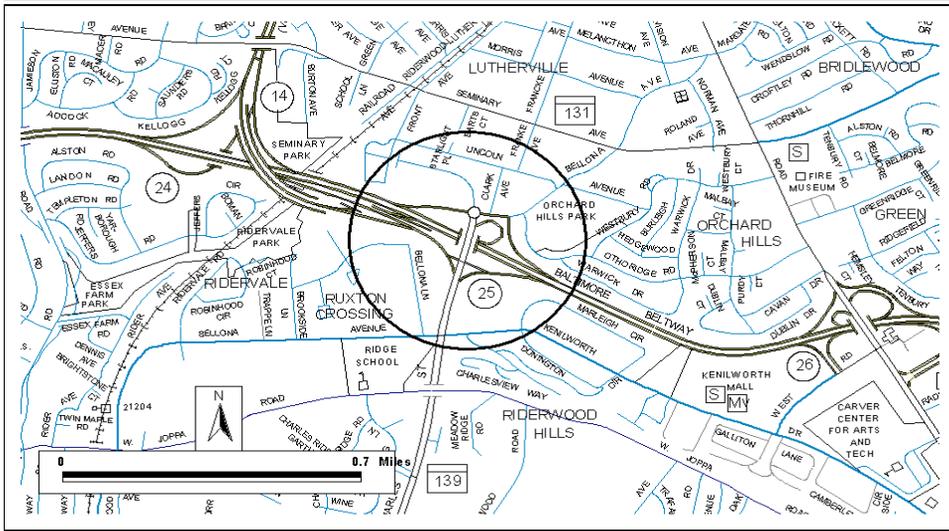
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
37		North Cypress Branch Stream Restoration; 2200 linear feet of stream restoration for creation of a one-acre stormwater wetland; restoration/creation of 3.3 acres of wetlands along the stream; environmental mitigation	650	FY 2010
38		Functional Enhancement of Stormwater Management; phase B; conversion of infiltration basins to treat additional stormwater runoff; environmental mitigation (This project is a split funded project with the Safety/Spot Improvement Program)	475	Underway
39		Functional Enhancement of Stormwater Management Facilities in Anne Arundel County Phase A-improvements to 28 existing stormwater management facilities (This project is a split funded project with the Safety/Spot Improvement Program)	888	Completed
<u>Scenic/Historic Highway Programs/Visitor Centers (cont'd)</u>				
40		London Town Visitor's Center & Museum - construct a Visitor's Center and Museum at Historic London Town and Gardens in Edgewater (Visitor's Center Complete)	2,647	Underway
<u>Congressional Earmarks</u>				
41		Construct Broadneck Peninsula Trail; construct trail (Earmark \$1.2 million; CO)	0	
42		Patuxent Research Refuge road improvements (Earmark \$3 million; PE, CO) Sponsor: U.S. Fish & Wildlife Service	0	
43		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark \$1.6 million; PE, CO)	0	
44		Linthicum; Peer review study of conflicts between road system and light rail operations (Earmark \$80,000; PE) Sponsor: Maryland Transit Administration	0	



Baltimore



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of MD 139 Bridge (Charles Street).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety along this segment of the Baltimore Beltway including the redecking of the Light Rail Bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, I-83 to I-95 (Line 5)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	39767	0	0	0	0	BR/IM/STP

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost increase of \$3.4 million is due to an unfavorable bid price.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE				
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
	2011	2012	2013	2014					2011			2012	2013	2014	
Planning					0	0	0	0	0	0	0	0	0	0	
Engineering					6,774	3,187	800	2,787	0	0	0	0	0	3,587	0
Right-of-way					54	20	34	0	0	0	0	0	0	34	0
Construction					43,789	0	4,673	13,024	14,922	11,170	0	0	0	43,789	0
Total					50,617	3,207	5,507	15,811	14,922	11,170	0	0	0	47,410	0
Federal-Aid					44,889	2,324	4,868	14,002	13,551	10,144	0	0	0	42,565	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

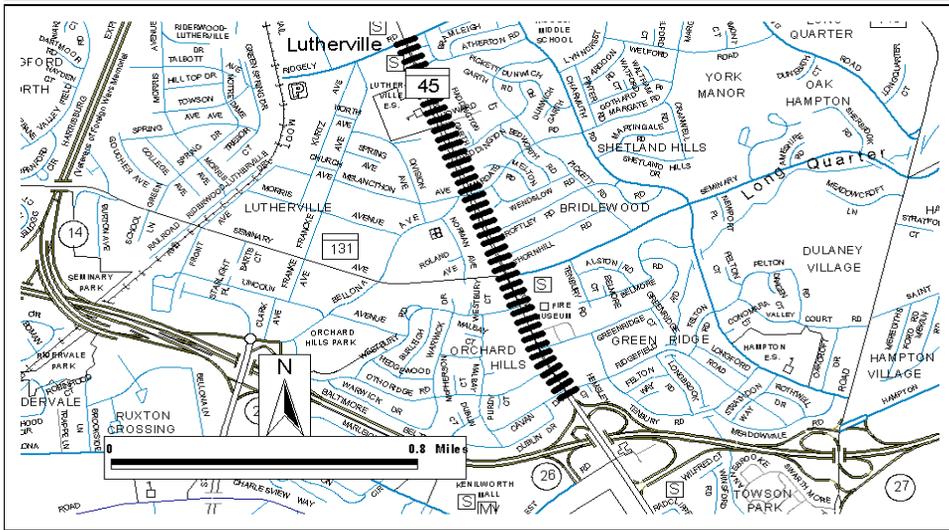
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 166,250

PROJECTED (2030) - 208,000

OPERATING COST IMPACT N/A



PROJECT: MD 45, York Road

DESCRIPTION: Widen MD 45 to provide a center turn lane from Cavan Drive to Ridgely Road. Project will include streetscape amenities and bicycle and pedestrian improvements where appropriate (1.09 miles).

JUSTIFICATION: This project will improve capacity, operational and safety issues associated with this segment of MD 45 (York Road), as well as enhance neighborhood appearance.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,170	2,170	0	0	0	0	0	0	0	0	0
Right-of-way	5,298	3,951	1,347	0	0	0	0	0	0	1,347	0
Construction	10,495	6,522	3,973	0	0	0	0	0	0	3,973	0
Total	17,963	12,643	5,320	0	0	0	0	0	0	5,320	0
Federal-Aid	12,266	7,995	4,271	0	0	0	0	0	0	4,271	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

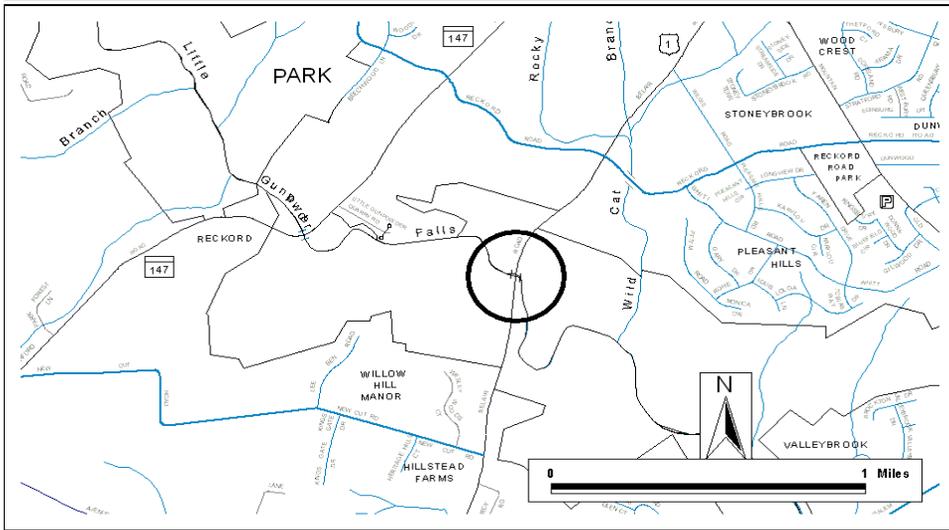
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 45,000

PROJECTED (2030) - 56,000

OPERATING COST IMPACT \$9,800 per year



PROJECT: US 1, Belair Road

DESCRIPTION: Replace Bridge #3001 over Little Gunpowder Falls. Includes bicycle compatible improvements.

JUSTIFICATION: This project will replace the existing deteriorated structure and provide increased structural and traffic safety. The original structure was built in 1934.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 1, MD 43 to MD 152 (Line 8)
US 1, MD 152 to Hickory Bypass (Harford County-Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4462	0	0	0	0	SPECIAL BR

STATUS: Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	PROJECT CASH FLOW								
			CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	898	721	177	0	0	0	0	0	0	177	0
Right-of-way	203	0	203	0	0	0	0	0	0	203	0
Construction	5,720	0	339	2,113	2,208	1,060	0	0	0	5,720	0
Total	6,821	721	719	2,113	2,208	1,060	0	0	0	6,100	0
Federal-Aid	4,324	0	396	1,542	1,612	774	0	0	0	4,324	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

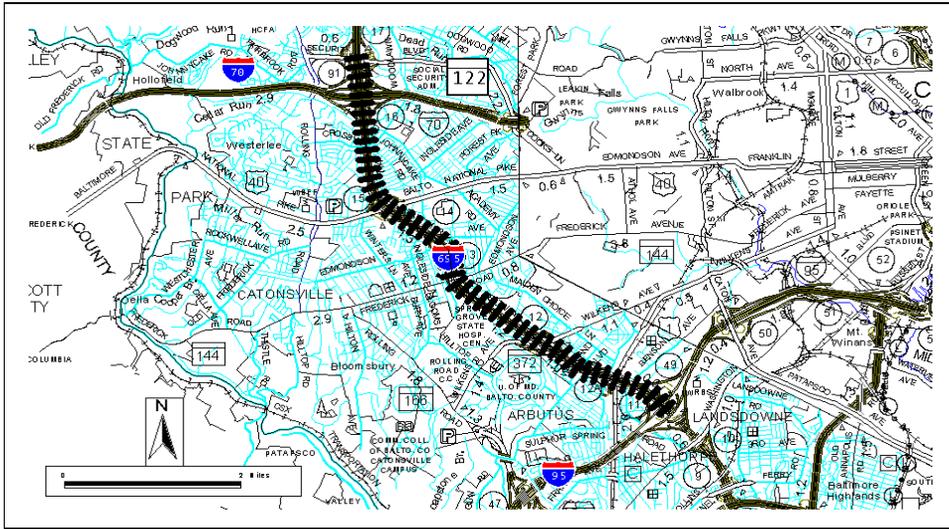
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 23,000

PROJECTED (2030) - 28,000

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.67 miles).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety on this segment of I-695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering and Right-of-way for the segment from MD 144 to south of US 40 underway. An additional \$51.1 million is needed to complete Engineering for the entire project from I-95 to MD 122.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,426	1,426	0	0	0	0	0	0	0	0	0
Engineering	13,688	11,571	300	1,817	0	0	0	0	0	2,117	0
Right-of-way	1,825	295	500	780	250	0	0	0	0	1,530	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	16,939	13,292	800	2,597	250	0	0	0	0	3,647	0
Federal-Aid	11,007	8,235	624	1,953	195	0	0	0	0	2,772	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

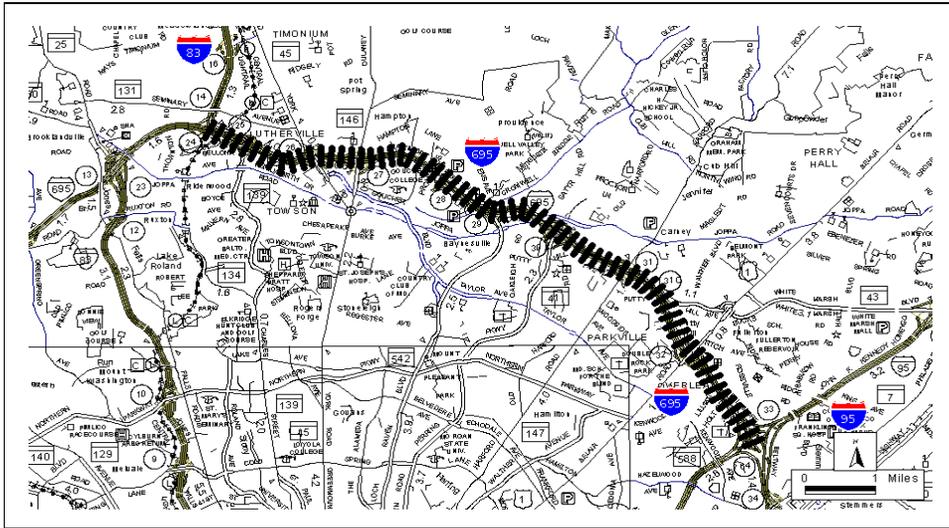
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 217,000

PROJECTED (2030) - 262,300

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (east) including the MD 139 (Charles Street) Interchange. (11.38 miles).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety of this segment of I-695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, at MD 139 (Line 1)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering and Right-of-way underway for the segment from MD 41 to MD 147. An additional \$64.9 million is needed to complete Engineering for the entire segment.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	THRU 2008			2011	2012	2013	2014			
Planning	1,515	1,515	0	0	0	0	0	0	0	0	
Engineering	6,580	5,782	100	698	0	0	0	0	0	798	
Right-of-way	80	65	15	0	0	0	0	0	0	15	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	8,175	7,362	115	698	0	0	0	0	0	813	
Federal-Aid	4,959	4,632	41	286	0	0	0	0	0	327	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

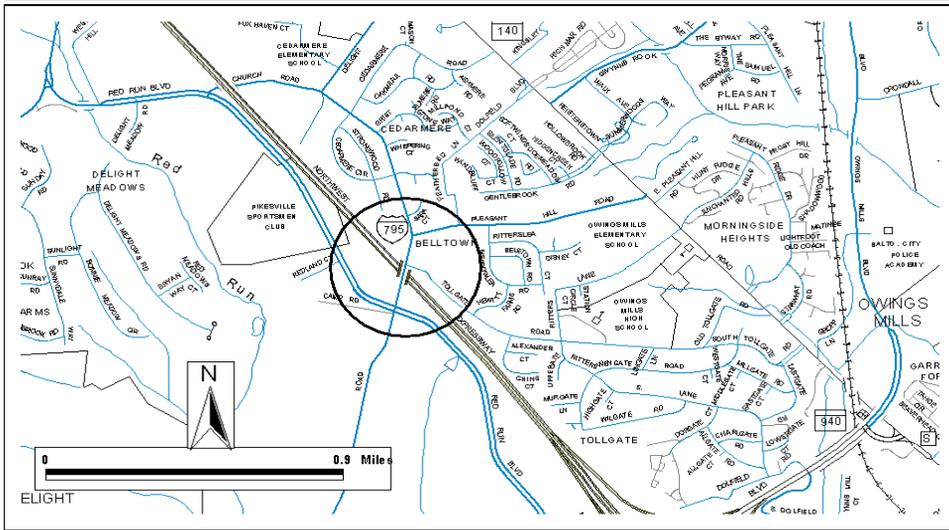
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 183,000

PROJECTED (2030) - 231,000

OPERATING COST IMPACT N/A



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Road.

JUSTIFICATION: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Transit Oriented Development at Owings Mills Metro Station (MTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Baltimore County is contributing \$0.625 million towards Planning. The cost shown is SHA share only

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed Engineering funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,875	50	1,075	750	0	0	0	0	1,825	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,875	50	1,075	750	0	0	0	0	1,825	0	
Federal-Aid	1,688	45	968	675	0	0	0	0	1,643	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

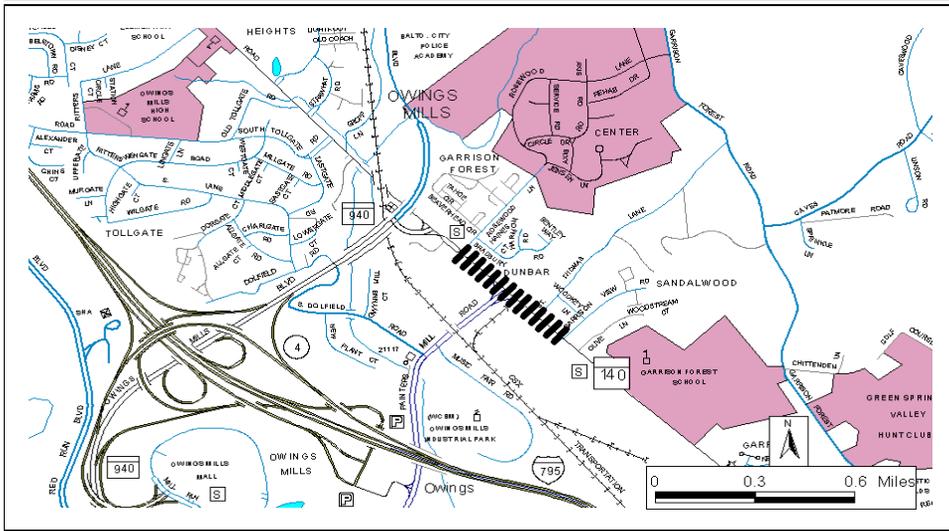
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 73,700

PROJECTED (2030) - 100,750

OPERATING COST IMPACT N/A



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from Garrison View Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.75 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center and the Owings Mills Metro Station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Transit Oriented Development at Owings Mills Metro Station (MTA Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed Right-of-way funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,492	1,449	850	193	0	0	0	0	0	1,043	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,492	1,449	850	193	0	0	0	0	0	1,043	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

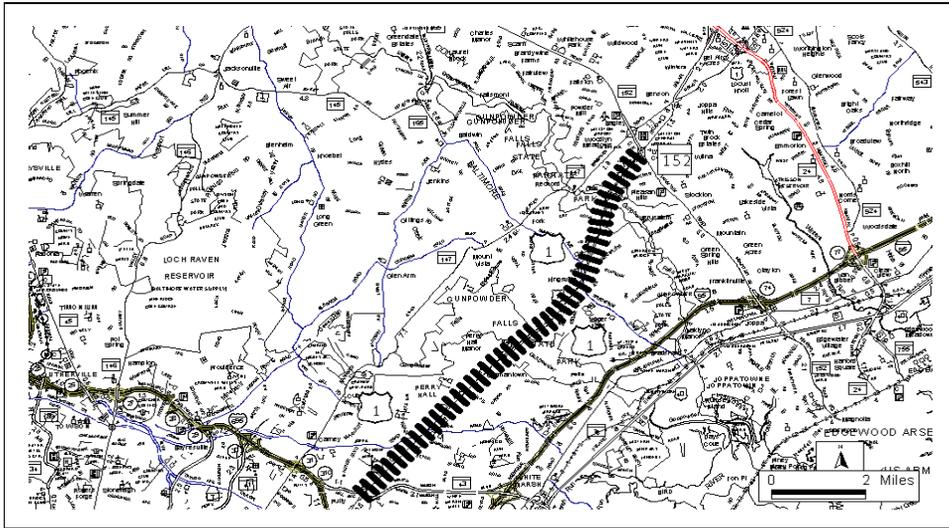
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 44,200 (MD 140)

PROJECTED (2030) - 67,700 (MD 140)

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This improvement would relieve congestion and improve safety and traffic operations on US 1. This project would also provide capacity for the planned residential and commercial development along US 1.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 1, MD 152 to Hickory Bypass (Harford County - Line 6)
- US 1, MD 43 to MD 152 (Baltimore County - Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,202	1,202	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

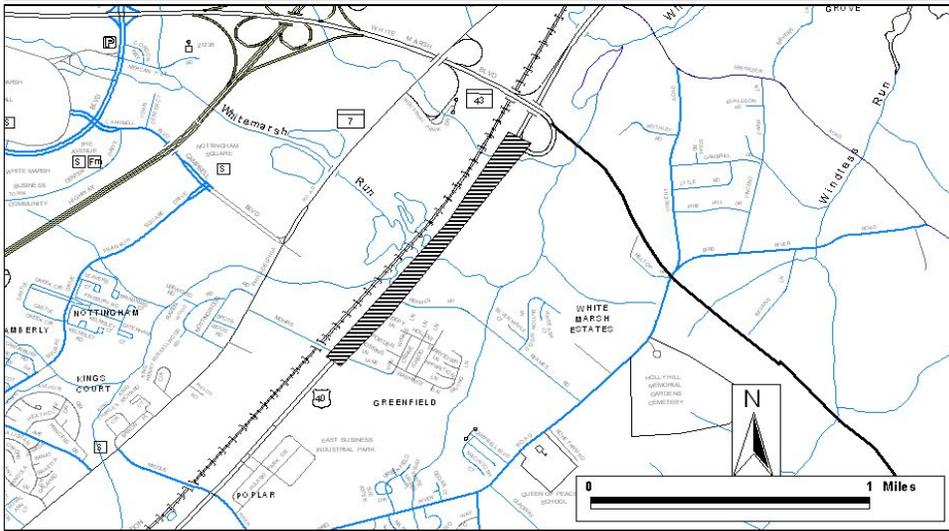
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 36,400

PROJECTED (2030) - 45,100

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Improvements to US 40 from Middle River Road to south of MD 43 Interchange (2.16 miles). Project will include roadway resurfacing and replacement of the median jersey barrier with an aesthetically treated divider, landscaping, bicycle and pedestrian improvements.

JUSTIFICATION: This project will provide improved safety and traffic operations along with beautification of this segment of the corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. An additional \$1.9 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	119	34	85	0	0	0	0	0	0	0	85	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	119	34	85	0	0	0	0	0	0	0	85	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 34,500

PROJECTED (2030) - 44,300

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 7	Philadelphia Road; MD 43 to Harford County Line; resurface	334	Completed
2	MD 125	Old Court Road; Howard County line to Baltimore County line; resurface	284	Completed
3	MD 139	Charles Street; at Bellona Avenue; resurface	61	Completed
4	MD 139	Charles Street; Bellona Avenue to GBMC; resurface	585	Completed
5	MD 145	Paper Mill Road; Loch Raven Bridge to MD 146; resurface	242	Completed
6	MD 146	Jarrettsville Pike; North of MD 145; resurface	6	Completed
7	MD 147	Harford Road; Jomat avenue to north of Cubhill Road; resurface	3,429	Completed
8	MD 165	Baldwin Mill Road; SHA maintenance to Harford County line; resurface	410	Completed
9	MD 795	Butler Road; MD 140 to MD 30; resurface; MD 140 Reisterstown Road; MD 30 to MD 795; resurface; MD 30 Hanover Pike; MD 140 to MD 795; resurface	537	Completed
<u>Safety/Spot Improvement</u>				
10	MD 26	Liberty Road; Brenbrook Drive to the Baltimore City Line; pedestrian safety improvements and traffic signal reconstruction	2,267	Completed
<u>Sidewalks</u>				
11	MD 26	Liberty Road; northwest corner of Offutt Road; retrofit sidewalk - 15 linear feet	2	Completed
12	US 40	Pulaski Highway; at I 695; retrofit sidewalk - 678 linear feet	34	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
13	MD 134	Bellona Avenue; Labelle Avenue to Malvern Avenue; retrofit sidewalk - 962 linear feet	84	Completed
14	MD 134	Bellona Avenue; Boyce Avenue to Labelle Avenue; retrofit sidewalk - 815 linear feet	50	Completed
15	MD 140	Main Street; at Chartley Drive; retrofit sidewalk - 130 linear feet	13	Completed
16	MD 140	Reisterstown Road; at Bond Avenue; retrofit sidewalk - 60 linear feet	12	Completed
17	MD 140	Reisterstown Road; at Ritters Lane/Enchanted Hill Road; retrofit sidewalk - 125 linear feet	16	Completed
18	MD 295	Baltimore Washington Parkway; at pedestrian bridge 0330000; retrofit sidewalk - 1,375 linear feet	55	Completed
<u>Intersection Capacity Improvements</u>				
19	US 40	Baltimore National Pike; Old Frederick Road to east of Winter's Lane; provide 4th lane for eastbound and westbound US 40. Remove eastbound double left at Winter's Lane and provide new median break west of intersection	2,709	Completed
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
20		I 83 Chase Waverly Farm; 1,500 feet of road frontage adjacent to I 83; purchase of conservation easement	343	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
21	US 1	Belair Road; north of Mt. Vista Road to MD 152; resurface	2,520	Under construction
22	MD 26	Liberty Road; Offutt Road to Anne Hathaway Drive; resurfacing	1,235	FY 2009
23	MD 41	Perring Parkway; Baltimore City Line to Joppa Road; resurfacing	2,897	Under construction
24	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	FY 2009
25	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	FY 2009
26	I 83	Harrisburg Expressway; Downes Road to south of Mt Carmel Road; resurfacing	4,454	FY 2009
27	MD 129	Park Heights Avenue; Baltimore City Line to Autumn Drive; resurfacing	1,089	FY 2009
28	MD 150	Eastern Boulevard; MD 587 to Graces Quarters Road; resurface includes new signal (Maryland Air National Guard) at Lynbrook Road	2,605	Under construction
29	MD 588	Kenwood Avenue; 900 feet north of MD 7 to 600 feet north of Lillian Holt Drive; resurface	1,565	FY 2009
30	I 695	Baltimore Beltway; Providence Road to Perring Parkway; resurface	4,459	Completed
<u>Bridge Replacement/Rehabilitation</u>				
31		McDonogh Road; over Gwynns Falls; bridge deck replacement	2,000	FY 2009
32	US 1	Southwestern Boulevard; overt Sulfer Spring Road; bridge deck replacement	2,288	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
33	I 83	Harrisburg Expressway; over I 695 ramp C and MTA Light Rail; bridge deck overlay	1,702	FY 2009
<u>Safety/Spot Improvement</u>				
34	US 40	Pulaski Highway; Bird River Road to Structure 400 ft north of intersection: geometric improvements	2,854	FY 2009
35	I 95	At I 695 interchange (south); provide exclusive lanes on I 695 innerloop for ramp from I 95 southbound by eliminating lane number 3 along I 695 innerloop prior to I 95 ramp merge point, provide an optional double lane right exit along I 95 southbound at I 695 (Funded for preliminary engineering only)	868	PE Underway
36	MD 150	Eastern Boulevard; at Island Point Road; remove median on MD 150 provide two way center left turn lane along MD 150	775	FY 2010
<u>Community Safety and Enhancements</u>				
37	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only) (Project on Hold)	350	Concepts Completed
38	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape	12,407	Under construction
39	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; streetscape (Funded for preliminary engineering and right-of-way only. Right-of-way to start in FY 2007.)	500	PE Underway
40	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for partial preliminary engineering only) (Project on Hold)	600	PE Underway
41	MD 147	Harford Road; Taylor Avenue to Joppa Road in Parkville; streetscape	10,067	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
42	MD 150	Eastern Boulevard; MD 700 (Martin Boulevard) to east of MD 587 (Wilson Point Road) and MD 587 - MD 150 to Strawberry Point Road in Middle River; streetscape (Funded for preliminary engineering only) (Project on Hold)	500	PE Underway
<u>Noise Barriers</u>				
43	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	2,048	FY 2009
44	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier	6,476	FY 2009
45	I 695	Baltimore Beltway; at Liberty Road; barrier rehabilitation	526	FY 2009
46	I 695	Baltimore Beltway (outer loop); Reisterstown Road to 3950 feet northwest of Reisterstown Road; noise barrier	2,413	Under construction
47	I 695	Baltimore Beltway (inner loop); 1850 feet south of Windsor Mill Road to Windsor Mill Road; noise abatement type 2	2,059	FY 2009
48	MD 695 NB	Baltimore Beltway (outer loop); Chesaco Avenue to bridge over Amtrak; noise barrier	1,982	Completed
<u>Environmental Preservation</u>				
49	MD 43	White Marsh Boulevard; I 695 to Honeygo Boulevard; landscaping	60	FY 2009
50	I 83	Jones Falls Expressway; Baltimore City Line to Joppa Road; invasive plant species control (This project is a split funded project with the Enhancement Program)	350	FY 2009
51	I 83	Jones Falls Expressway; I 695 to the Baltimore City Line; landscape restoration and invasive plant species (This project is a split funded project with the Enhancement Program)	649	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

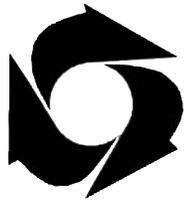
STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Sidewalks</u>				
52	MD 26	Liberty Road; Live Oak Road to Deer Park Road; retrofit sidewalk - 10,205 linear feet	50	FY 2009
53	MD 26 EB	Liberty Road; Marriottsville Road to Sheraton Road; retrofit sidewalk - 890 linear feet	182	FY 2009
54	MD 140	Main Street; Chartley Drive to MD 30; retrofit sidewalk - 200 linear feet	24	FY 2009
<u>Intersection Capacity Improvements</u>				
55	US 1	Belair Road; Cottington Road to Joppa Road/India Avenue; capacity improvements	1,946	FY 2009
56	MD 26	Liberty Road; Wards Chapel Road; Widen MD 26 to provide a second through lane. (Funded for preliminary engineering only)	695	PE Underway
57	MD 30	Hanover Pike; at MD 91; widen to two lanes in South bound direction (Funded for preliminary engineering only)	2,757	PE Underway
58	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	739	PE Underway
59	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements	1,607	Under construction
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
60		I-83 Viewshed Protection-Runkles Property; Acquisition of scenic easement on 40.1 acre Runkles farm adjacent to I-83; Acquisition of scenic easement and scenic or historic sites.	224	FY 2009
61		I 83 Roller Property; 5,508 linear feet of road frontage along I 83; acquisition of scenic easements	153	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Historic Preservation</u>				
62		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2009
<u>Environmental Mitigation</u>				
63		Gunpowder Falls Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites	330	FY 2009
<u>Congressional Earmarks</u>				
64		Study Towson area traffic flow and future needs (Earmark \$160,000; PE)	0	



Baltimore City

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<u>Fiscal Year 2008 Completions</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
1		Jones Falls Trail - Phase III - construct a 2.75 mile extension of the Jones Falls Trail through Druid Hill Park to the Woodberry Light Rail stop	1,600	Completed
		<u>Congressional Earmarks</u>		
2		Gwynns Falls Trail Extension in Leakin Park (Earmark \$2.46 million; CO)	0	
		<u>Fiscal Years 2009 and 2010</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
3		Herring Run Greenway; Construct new portions of a 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities	1,980	FY 2010
4		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path	554	FY 2009
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
5		Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	FY 2010
6		B&O Railroad Museum Passenger Car Shop; south car shop; rehabilitation of the south car shop	1,000	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
7		Pedestrian lighting in Baltimore City historic districts; install new street lighting in four historic districts; Landscaping and other scenic beautification.	862	FY 2010
<u>Environmental Mitigation</u>				
8		Lower Stony Run Stream; Cold Spring Lane to 1,400 feet south of University Parkway; stream restoration	951	FY 2009
<u>Congressional Earmarks</u>				
9		Implement intelligent transportation system in Baltimore (Earmark \$1.12 million; PE)	0	
10		Implement a Maritime Training Project to provide education in operational and equipment safety (Earmark \$250,000; PE)	0	
11		Center for Aquatic Life this is for roadway access improvements, boardwalk and pier construction at Hanover Street and West Cromwell Street (Earmark \$800,000; CO) Sponsor: Baltimore City for the National Aquarium	0	
12		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark \$1.6 million; PE, CO)	0	
13		Hanover Street Bridge rehabilitation (Earmark \$1.2 million; CO)	0	
14		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark \$2.3 million; CO)	0	
15		Historic Preservation and traffic improvements along Liberty Heights Avenue in Druid Hill Park (Earmark \$1.5 million; CO)	0	

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
16		Clinton Street and Keith Avenue; construction of fringe and corridor parking at the intersection (Earmark \$3.2 million; CO)	0	
17		Gwynns Falls Trail/CSX Bridge (Earmark \$335,000; PE, CO)	0	
18		Upgrade conduit system for traffic systems, street lighting and traffic related video camera in Baltimore (Earmark \$960,000; CO)	0	
19		Construction of new Baltimore water taxi terminals at Fells Point and at Pier 1(Earmark \$2 million; CO)	0	
20		Rehabilitate west Baltimore trail and the implementation of pedestrian improvements along associated roadways (Earmark \$720,000; PE, CO)	0	
21		Construct phase 2 of the Jones Falls Trail: from Baltimore Penn Station to Maryland Science Center (Earmark \$3.2 million; CO)	0	
22		Hanover Street and West Cromwell; roadway access improvements, boardwalk and pier construction (Earmark \$1.5 million; CO) Sponsor: National Aquarium, Baltimore	0	
23		Coppin State University; construct pedestrian bridge and garage (Earmark \$2.6 million; CO)	0	
24		Martin Luther King Junior Boulevard and West Baltimore Street; Safety and operations improvements (Earmark \$2 million; CO) Sponsor: University of Maryland, Baltimore	0	
25		Morgan State University Transportation Center (Earmark \$500,000; PE)	0	
26		Baltimore Rail Tunnel improvement study; (Earmark \$3 million; PE) Sponsor; Federal Railroad Administration	0	

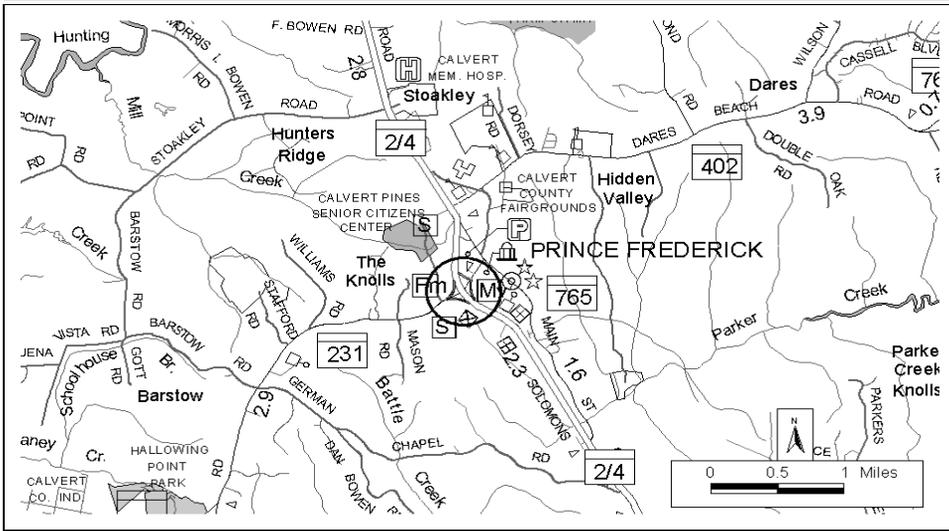
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
27		Baltimore Area Transit System expansion (Earmark \$750,000; PE) Sponsor: Maryland Transit Administration	0	
28		Construct Fort McHenry visitors center and related parking facilities (Earmark \$11.06 million; PE, CO) Sponsor: National Park Service	0	
29		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark \$9.0 million; CO)	0	
30		Rehabilitation of Pennington Avenue Drawbridge (Earmark \$7.5 million; CO)	0	
31	US 1	East North Avenue; reconstruction (Earmark \$4 million; PE, CO)	0	



Calvert



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Reconstruct intersection at MD 231. Sidewalks will accommodate pedestrians. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will provide additional capacity and improve safety and operations in this intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 2/4, MD 765 to North of Stowley Road (Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease of \$3.7 million is due to reduced Right-of-way needs.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY									
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,552	1,552	0	0	0	0	0	0	0	0	0	
Right-of-way	9,379	7,225	2,022	132	0	0	0	0	0	2,154	0	
Construction	15,948	6,013	6,860	3,075	0	0	0	0	0	9,935	0	
Total	26,879	14,790	8,882	3,207	0	0	0	0	0	12,089	0	
Federal-Aid	13,974	4,780	6,575	2,619	0	0	0	0	0	9,194	0	

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

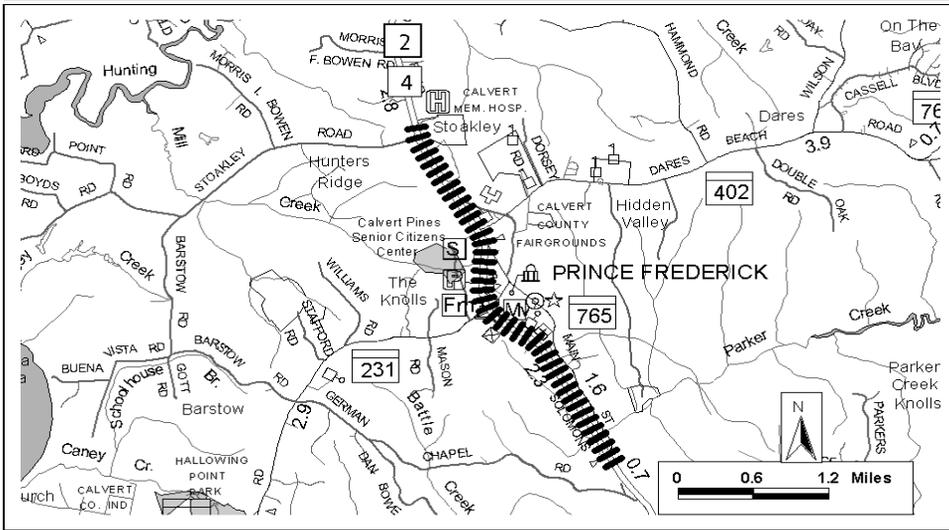
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 43,625

PROJECTED (2030) - 75,850

OPERATING COST IMPACT \$14,300 per year



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade MD 2/4, from south of MD 765 to north of Stoakley Road, excluding the MD 231 intersection, to a 6 lane divided highway with auxiliary lanes (3.29 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by continuing commercial growth in the Prince Frederick area and throughout Calvert County along the MD 2/4 corridor will result in congestion along the existing roadway unless additional capacity is provided.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 2/4, MD 231 Intersection (Line 1)
- Prince Frederick Boulevard (County Project)

STATUS: Engineering underway for the segment from Fox Run Boulevard to Commerce Lane. An additional \$13.3 million is needed to complete Engineering and an additional \$74.3 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding for the segment from Fox Run Boulevard to Commerce Lane due to economic downturn.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	1,680	1,525	155	0	0	0	0	0	155	0
Right-of-way	644	644	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,296	4,141	155	0	0	0	0	0	155	0
Federal-Aid	1,559	1,559	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

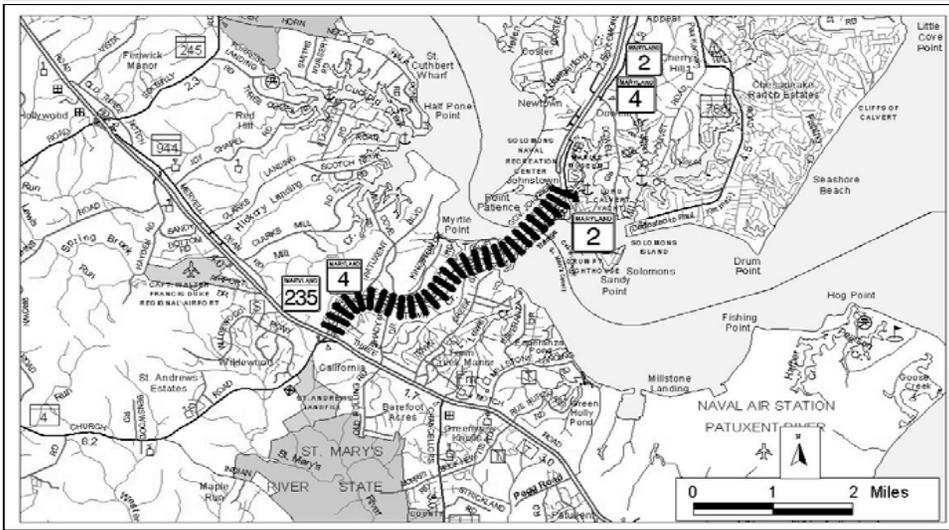
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 48,150

PROJECTED (2030) - 83,600

OPERATING COST IMPACT N/A



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders or wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3757	0	0	0	0	NHS

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE	
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					YEAR	TO COMPLETE
Planning	5,500	683	1,300	1,500	1,500	517	0	0	4,817	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,500	683	1,300	1,500	1,500	517	0	0	4,817	0	0
Federal-Aid	3,757	0	1,014	1,170	1,170	403	0	0	3,757	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 28,675

PROJECTED (2030) - 35,200

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 264	Broomes Island Road; Church Road to Ramsey Hodges Road; resurface	382	Completed
2	MD 508	Adelina Road; MD 506 to MD 231; resurface	165	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Safety/Spot Improvement</u>				
3	MD 2/4	Solomons Island Road; Stormwater Management Enhancement at MD 509; drainage (This project is a split funded project with the Enhancement Program)	400	FY 2009
4	MD 2/4	Solomons Island Road; MD 524 to Walnut Creek Road; construct southbound auxiliary lane	394	FY 2009
5	MD 402	Dares Beach Road; at Elks Lodge; widen to provide right turn lane	60	Under construction
<u>Community Safety and Enhancements</u>				
6	MD 261	Bayside Road; First Street to Old Bayside Road and MD 260 from MD 261 to Cox Road in Chesapeake Beach; streetscape	4,804	Completed
7	MD 760/765	Rousby Hall Road/H.G. Trueman Road; MD 760 from east of MD 765 to west of MD 765 and MD 765 from Appeal Lane to south of MD 760 (Lusby); streetscape (Funded for concept development only) (Project on Hold)	500	Concepts Underway
<u>Sidewalks</u>				
8	MD 2	Solomons Island Road; Solomon's Museum ramp; intersection improvement, realign intersection, adjust sidewalks and channelize median	46	Completed

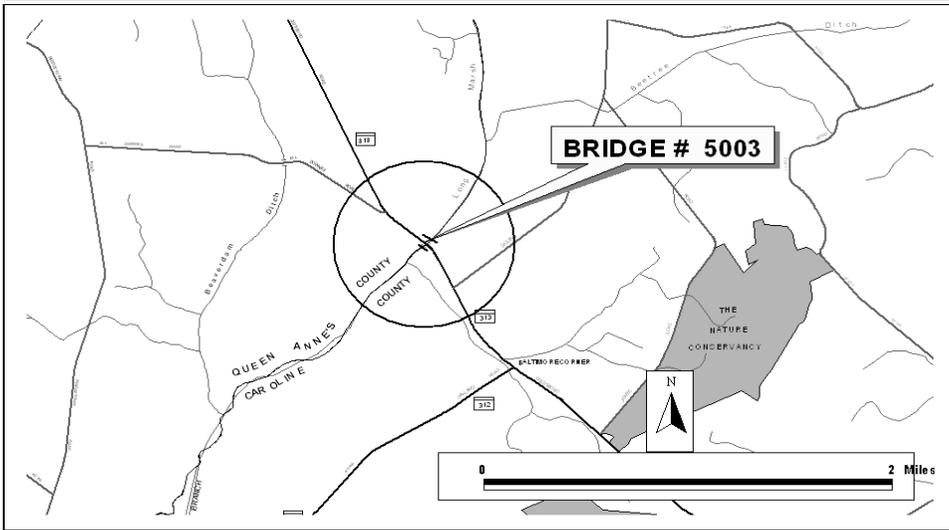
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements</u>				
<u>Preservation of Abandoned Railway Corridors</u>				
9		Chesapeake Beach Railway - construction of an 8 feet wide trail from the Kellam's Recreation Complex to Bayview Hills and Richfield Station including bridges over Fishing Creek and boardwalks	1,630	FY 2009
<u>Environmental Mitigation</u>				
10		MD 2/4 storm water management facilities functional upgrade; Improvements to two dry swales, construct a new water quality facility; Mitigation of water pollution due to highway runoff. (This project is a split funded project with the Drainage)	483	FY 2009



Caroline



PROJECT: MD 313, Greensboro Road

DESCRIPTION: Replaced Bridge 5003 over Long Marsh Ditch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This structure was deteriorated and required replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	629	629	0	0	0	0	0	0	0	0	0
Right-of-way	67	67	0	0	0	0	0	0	0	0	0
Construction	2,986	2,942	44	0	0	0	0	0	0	44	0
Total	3,682	3,638	44	0	0	0	0	0	0	44	0
Federal-Aid	2,302	2,272	30	0	0	0	0	0	0	30	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

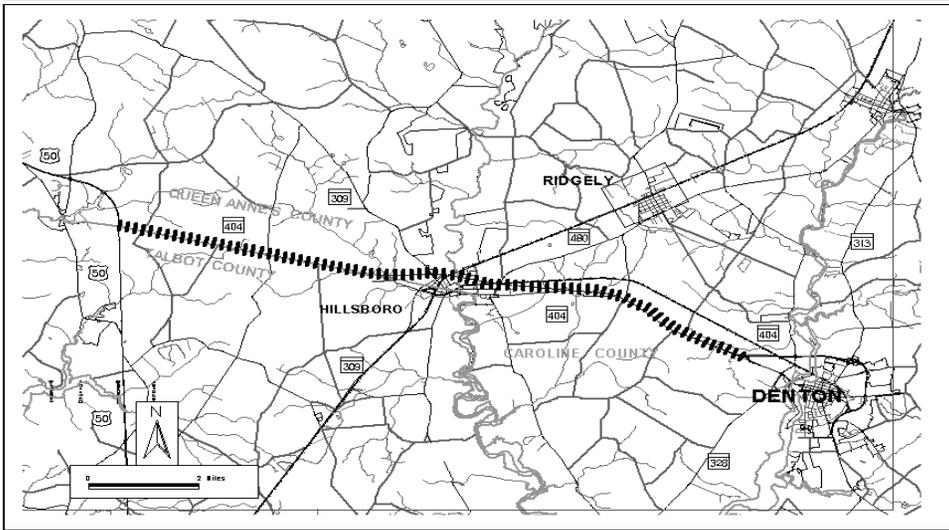
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 1,550

PROJECTED (2030) - 2,475

OPERATING COST IMPACT N/A



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, West of Tuckahoe Road to East of MD 480 (Line 3)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$26.3 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
Planning	559	559	0	0	0	0	0	0	0	0	0	0
Engineering	4,597	4,517	80	0	0	0	0	0	0	0	80	0
Right-of-way	1,367	0	1,367	0	0	0	0	0	0	0	1,367	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,523	5,076	1,447	0	0	0	0	0	0	0	1,447	0
Federal-Aid	4,677	3,521	1,156	0	0	0	0	0	0	0	1,156	0

FUNCTION:

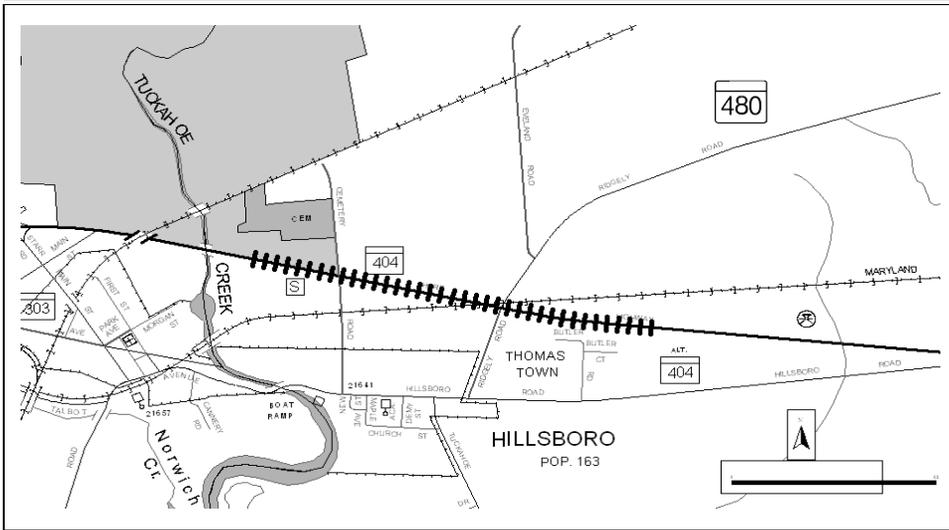
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 18,400
 24,200 (Summer)
PROJECTED (2030) - 25,850
 37,200 (Summer)

OPERATING COST IMPACT N/A



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from 1500' west of Tuckahoe Road to 2000' east of MD 480. Shoulders will accommodate bicycles and pedestrians (1.07 miles).

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, US 50 to MD 404 Bus. (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				TOTAL		
					2011	2012	2013	2014			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,154	116	600	438	0	0	0	0	0	1,038	0
Right-of-way	5,961	960	4,000	1,001	0	0	0	0	0	5,001	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,115	1,076	4,600	1,439	0	0	0	0	0	6,039	0
Federal-Aid	5,550	839	3,588	1,123	0	0	0	0	0	4,711	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

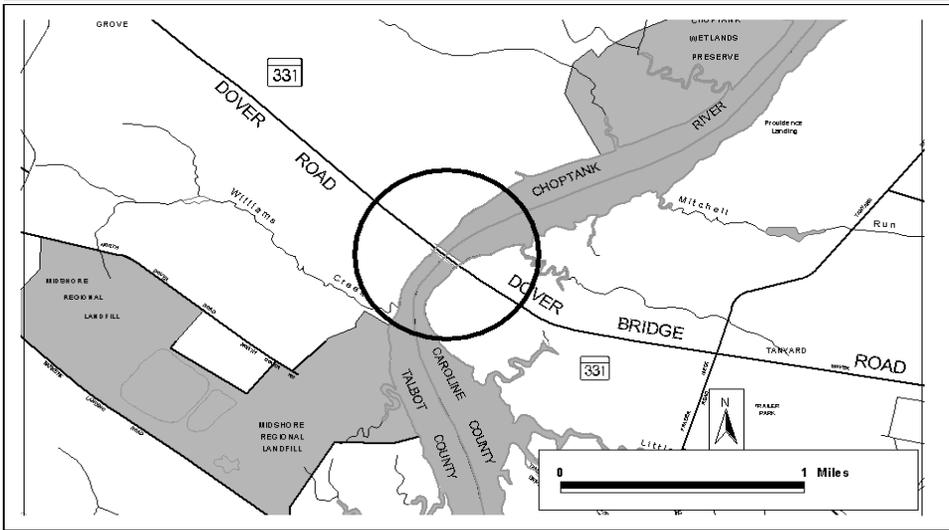
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 16,900 (Summer)

PROJECTED (2030) - 26,300 (Summer)

OPERATING COST IMPACT N/A



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway, will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Constructing a new high level bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties in the past that affected commerce and emergency services in Caroline and Talbot counties.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	891	609	0	0	0	0	0	609	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,500	891	609	0	0	0	0	0	609	0	0
Federal-Aid	1,200	713	487	0	0	0	0	0	487	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 13,225

PROJECTED (2030) - 19,000

OPERATING COST IMPACT N/A

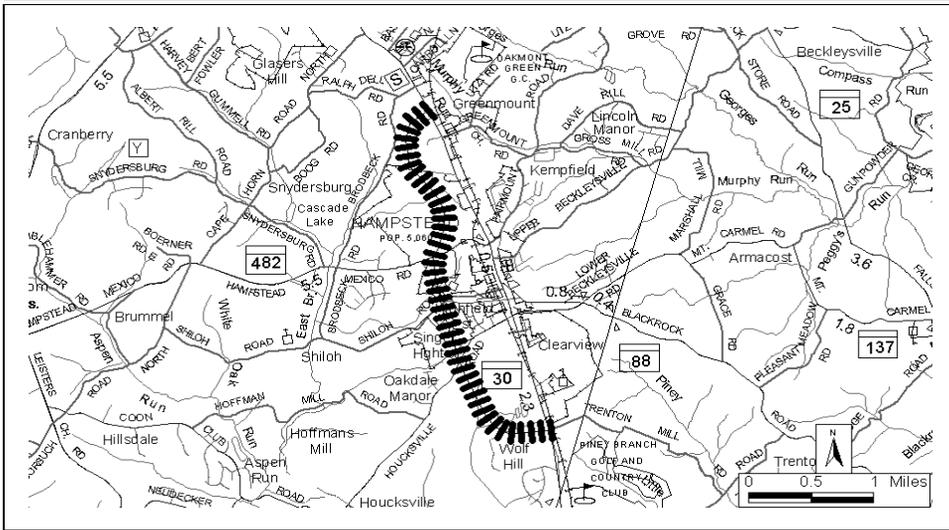
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
1	MD 314	<p align="center"><u>Fiscal Year 2008 Completions</u></p> <p align="center"><u>Resurface/Rehabilitate</u></p> Whiteleysburg Road; MD 313 to Delaware State line; resurface	275	Completed
2	MD 404	<p align="center"><u>Fiscal Years 2009 and 2010</u></p> <p align="center"><u>Intersection Capacity Improvements</u></p> Shore Highway; at MD 313; widening for left turn lanes	894	Completed
3		<p align="center"><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p> Adkins Arboretum; Project to include parking, site work, landscaping and pedestrian pathways that contribute to the trailhead function of the overall Aboretum improvements; pedestrian or bicycle facilities	779	FY 2010
4		<p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p> Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	976	FY 2010



Carroll



PROJECT: MD 30 Relocated, Hampstead Bypass

DESCRIPTION: Construct a new 2 lane limited access highway replacing existing MD 30 south of Hampstead at Wolf Hill Drive to north of Hampstead at Brodbeck Road (5.84 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: Existing MD 30 is a primary state highway linking the greater Baltimore area with southern Pennsylvania. The proposed improvement will relieve existing traffic operation and capacity issues on MD 30 in the Town of Hampstead.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The decrease of \$5.7 million is due to reduced utilities and Right-of-way settlements.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	7,706	7,706	0	0	0	0	0	0	0	0	0	
Right-of-way	22,322	21,812	510	0	0	0	0	0	0	510	0	
Construction	47,826	36,435	11,002	33	61	89	106	100	11,391	0	0	
Total	77,854	65,953	11,512	33	61	89	106	100	11,901	0	0	
Federal-Aid	43,188	34,109	9,079	0	0	0	0	0	9,079	0	0	

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

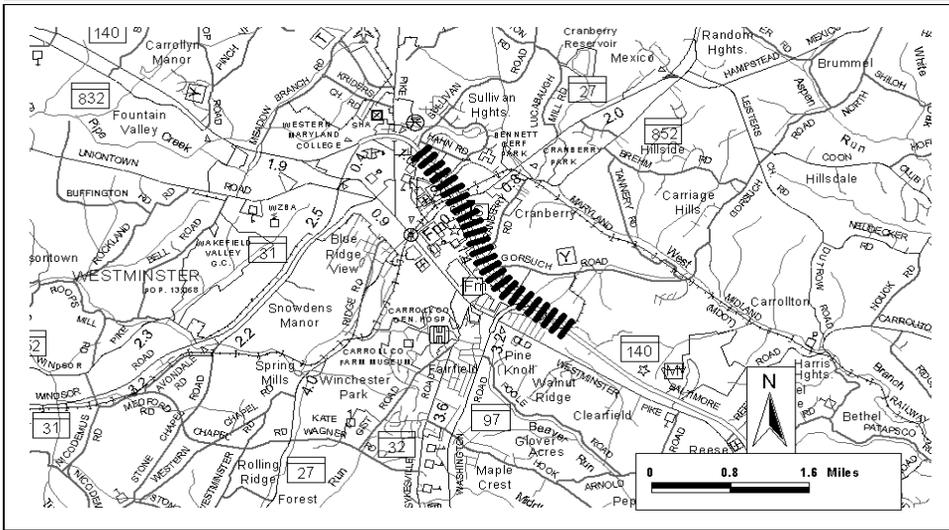
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 19,300 - 24,425 (MD30)

PROJECTED (2030) - 23,800 (Bypass)
12,000 (MD 30)

OPERATING COST IMPACT \$108,300 per year



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminster. Bicycle and pedestrian facilities will be provided (2.46 miles).

JUSTIFICATION: This project would relieve existing congestion and provide additional capacity for planned growth and economic development within the Priority Funding Area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY		SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,484	1,376	108	0	0	0	0	0	108	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,484	1,376	108	0	0	0	0	0	108	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

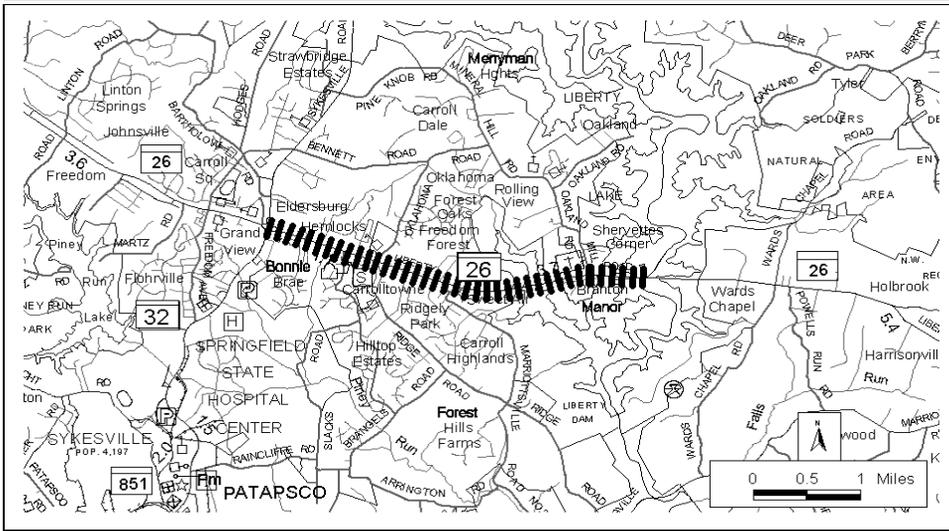
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 46,950 - 57,600

PROJECTED (2030) - 63,900 - 87,400

OPERATING COST IMPACT N/A



PROJECT: MD 26, Liberty Road

DESCRIPTION: Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.55 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project would improve operations and safety along this segment of MD 26.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 32, MD 26 to MacBeth Way (System Preservation Program)

STATUS: Partial Engineering underway with County funding. County and State split planning cost and County contributing \$1.0 million towards engineering cost. An additional \$3.2 million is needed to complete Engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	290	290	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	290	290	0	0	0	0	0	0	0	0
Federal-Aid	203	203	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 19,050 - 34,025

PROJECTED (2030) - 27,300 - 39,700

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 75	Green Valley Road; MD 31 to Union Bridge; resurface	587	Completed
2	MD 407	Marston Road; MD 31 to MD 27; resurface	790	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
3		Wakefield Valley Community Trail - Phase 2B - construct the final component of the Wakefield Valley Community Trail, 1 mile in length, west of MD 31 from Tahoma Farm Road to Windsor Drive in the City of Westminster	385	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Bridge Replacement/Rehabilitation</u>				
4	MD 97	Washington Road; bridge over 06050 over Morgan Run; bridge deck replacement	2,288	FY 2009
<u>Safety/Spot Improvement</u>				
5	MD 26	Liberty Road; at Klee Mill Road; construct left turn lanes, add left turn phasing to traffic signal (Funded for preliminary engineering only)	176	PE Underway
6	MD 27	Manchester Road; at MD 140 ramps; construct right turn lanes on the ramp (Funded for preliminary engineering only)	252	PE Underway
7	MD 91	Gamber Road; at Deer Park Road; provide northbound/southbound left turn lanes and shoulders (Funded for preliminary engineering only)	250	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
8	MD 97	Littlestown Pike; at Stone Road; construct left turn lane on MD 97, adjust vertical profile to improve sight distance (Funded for preliminary engineering only)	250	FY 2009
<u>Community Safety and Enhancements</u>				
9	MD 30	Hanover Pike; CSX Railroad to Northwoods Trail; streetscape (Funded for preliminary engineering only)	700	PE Underway
10	MD 140	Baltimore Street; Harney Road to MD 832 through Taneytown; streetscape	14,341	FY 2009
<u>Intersection Capacity Improvements</u>				
11	MD 32	Sykesville Road; at MacBeth Way/Piney Ridge Parkway; provide two through lanes in each direction on MD 32; signalize intersection (Cost shown represents SHA share. County contributing \$2.5 million.)	1,488	Completed
12	MD 140	Baltimore Boulevard; at Gorsuch Road; extend existing median left turn lane (Funded for preliminary engineering only)	120	PE Underway



Cecil

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 213	Augustine Herman Highway; Structure # 7025 to MD 310; resurface	285	Completed
2	MD 213	Singerly Road; MD 279 to MD 273; resurface	404	Completed
3	MD 273	Telegraph Road; MD 272 to MD 213; resurface	1,130	Completed
4	MD 277	Elk Mills Road; Beginning of SHA maintenance to MD 316; resurface	201	Completed
5	MD 310	Cayots Corner Road; MD 213 to Delaware State Line; resurface	478	Completed
<u>Sidewalks</u>				
6	MD 222	North Main Street; Old Municipal Building to Vannort Drive; retrofit sidewalk - 515 linear feet	91	Completed
7	MD 282	Main Street; east of MD 213 to Elizabeth Way; retrofit sidewalks - 1,495 linear feet	250	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
8	MD 274	Joseph Biggs Memorial Highway; Cherry Street to Post Road; resurface	427	Completed
9	MD 277	Fletchwood Road; MD 279 to MD 316; resurface	175	FY 2009
<u>Sidewalks</u>				
10	MD 274	South Queen Street; Cherry Street to Dairy Street on the westside and Cherry Street to Octoraro Trail; sidewalk retrofit - 1,581 linear feet	150	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
11		Mount Ararat Farm Scenic Easement; purchase of a scenic easement on 114 acres of the Mount Ararat Farm	1,584	FY 2009
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
12		Gilpin Falls Covered Bridge - restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek adjacent to MD 272	559	FY 2009
<u>Environmental Mitigation</u>				
13		Stony Run at US 40 Fish Passage Project; construction of fish passage	91	FY 2009
<u>Congressional Earmarks</u>				
14		Construct Perryville pier at Rodgers Tavern (Earmark \$1.25 million; CO)	0	



Charles



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, Waldorf Area Project (Line 2)
Southern Maryland Mass Transportation Analysis (MTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning on hold for the entire corridor, but proceeding with breakout projects in Bowie and Waldorf. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial protective Right-of-way funding due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	10,747	10,558	189	0	0	0	0	0	189	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	51,481	43,500	2,000	500	0	3,000	2,481	0	7,981	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	62,228	54,058	2,189	500	0	3,000	2,481	0	8,170	0
Federal-Aid	7,523	7,391	132	0	0	0	0	0	132	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

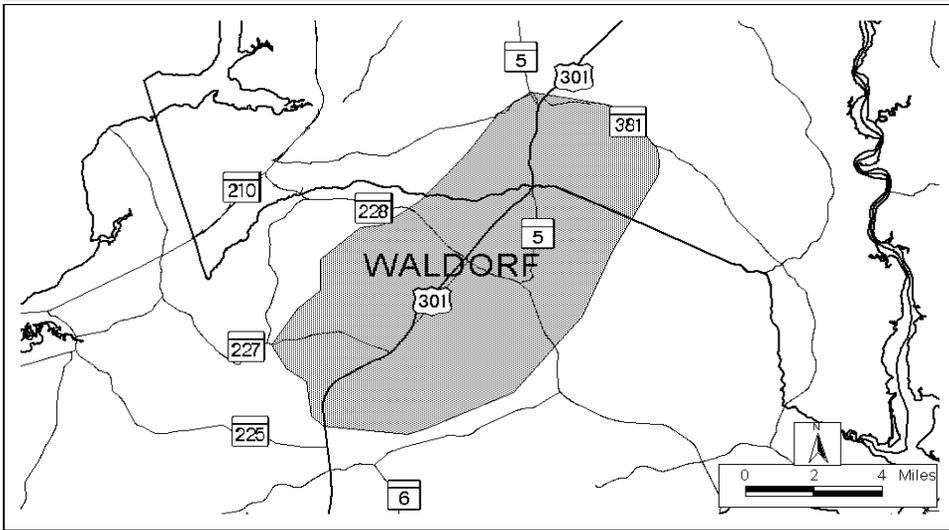
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 18,250(Charles) -
86,000 (Prince George's)

PROJECTED (2030) - 27,300 (Charles) -
114,300 (Prince George's)

OPERATING COST IMPACT N/A



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade and widen US 301 through Waldorf and/or construct an access controlled bypass of Waldorf from Turkey Hill Road/Washington Ave. in Charles County to north of the US 301/MD 5 interchange at T.B. in Prince George's County.

JUSTIFICATION: Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 1)
Southern Maryland Mass Transportation Analysis (MTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning underway. An additional \$2.4 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost increase of \$1.8 million is due to addition planning needs.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	9,799	7,399	2,400	0	0	0	0	0	2,400	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,799	7,399	2,400	0	0	0	0	0	2,400	0
Federal-Aid	7,131	5,451	1,680	0	0	0	0	0	1,680	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 59,300 (Charles) - 86,000 (Prince George's)

PROJECTED (2030) - 71,000 (Charles) - 114,300 (Prince George's)

OPERATING COST IMPACT N/A

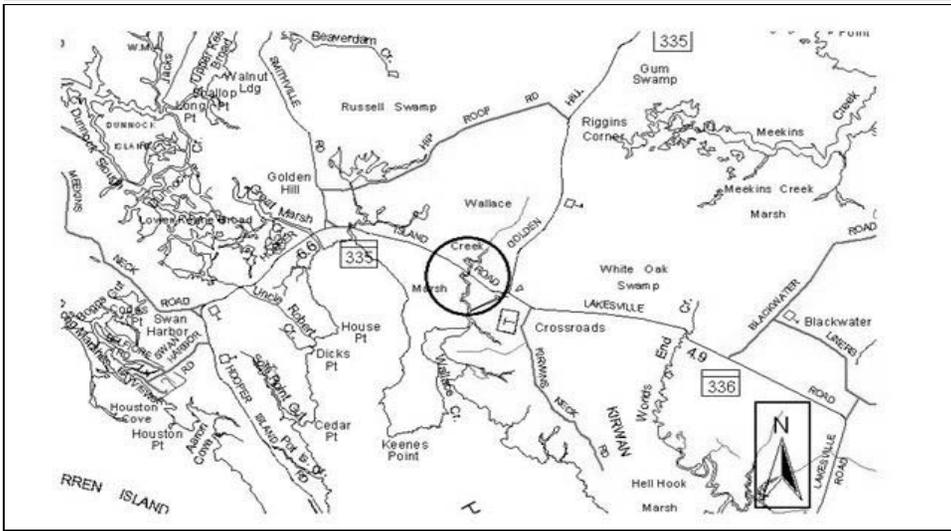
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 301 SB	Crain Highway; Smallwood Drive to MD 5; resurface	666	Completed
<u>Bridge Replacement/Rehabilitation</u>				
2	MD 234	Budds Creek Road; Bridge 8037 over Allens Fresh Run; bridge deck replacement	2,194	Completed
<u>Sidewalks</u>				
3	MD 228	Berry Road; Marketplace Drive to approximately 1000' West of US 301; retrofit sidewalks - 390 linear feet	38	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Safety/Spot Improvement</u>				
4	MD 227	Marshall Corner Road; at Turkey Hill Road/Middletown Road; remove existing ICB and construct single lane roundabout (Funded for preliminary engineering only)	179	PE Underway
<u>Community Safety and Enhancements</u>				
5	MD 5 BUS	Leonardtwn Road; in Waldorf; streetscape (Funded for concept development)	2,000	Concepts Underway



Dorchester



PROJECT: MD 335, Hooper Island Road

DESCRIPTION: Replaced Bridge 9011 over Wallace Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The bridge was structurally deficient and was replaced by a temporary structure. The bridge was replaced.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	457	455	2	0	0	0	0	0	2	0
Right-of-way	34	7	10	16	1	0	0	0	27	0
Construction	1,519	13	1,506	0	0	0	0	0	1,506	0
Total	2,010	475	1,518	16	1	0	0	0	1,535	0
Federal-Aid	1,650	361	1,275	13	1	0	0	0	1,289	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 670

PROJECTED (2030) - 925

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

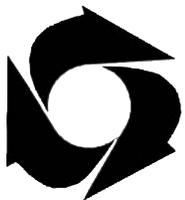
STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 313	Eldorado Road; Eldorado Road to Dog Kennel Road; resurface	237	Completed
2	MD 331	East New Market Rhodesdale Road; Rhodesdale Vienna Road to Shiloh Church Hurlock Road; resurface	285	Completed
3	MD 343	Hudson Road; SHA maintenance to Morris Neck Road; resurface	510	Completed
<u>Community Safety and Enhancements</u>				
4	MD 16/14	Mt. Holly Road/Academy Road/Railroad Avenue; MD 16 from Creamery Road to north corporate limits of East New Market and MD 14 from Conway Road to the west limits of East New Market; urban street reconstruct	7,144	Completed
<u>Environmental Preservation</u>				
5	US 50	Ocean Gateway; MD 750 to Maryland Avenue in Cambridge; landscaping	104	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
6	MD 14	Main Street; Secretary Bridge to Creamery Road; resurface	258	FY 2009
7	MD 335	Hooper Island Road; bridge over Honga River to MD 336; resurface	212	Completed
8	MD 336	Lakesville Road; MD 335 to end of state maintenance; resurface	547	Completed

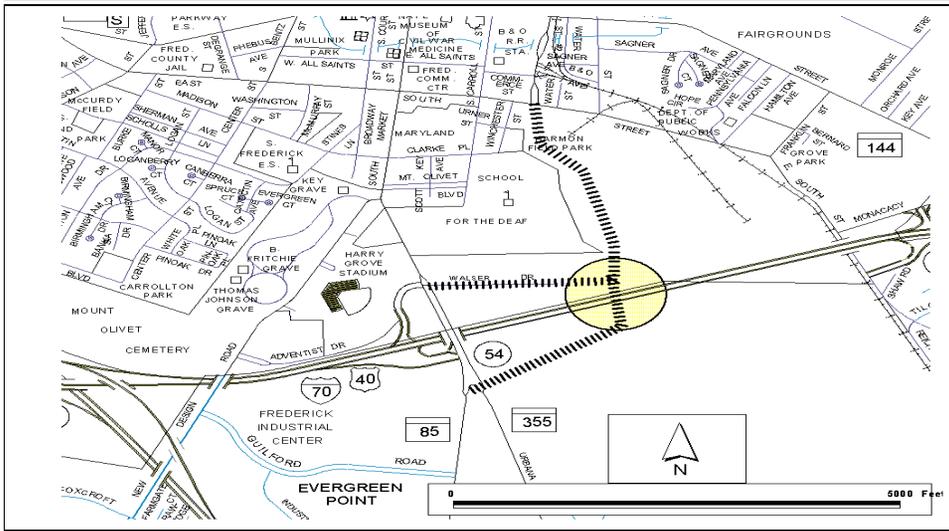
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
9	MD 16	Church Creek Road; in Church Creek; streetscape (Funded for preliminary engineering only) (Project on Hold)	836	PE Underway
<u>Access Controls</u>				
10	US 50	Ocean Gateway; MD 16 North to the Vienna Bypass; purchase right-of-way for access controls	240	FY 2009
<u>Congressional Earmarks</u>				
11		Construct Blackwater National Wildlife Refuge visitor center, trails and road improvements (Earmark \$1.5 million; CO) Sponsor: U.S. Fish & Wildlife Service	0	



Frederick



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: This project will construct an extension of MD 475 (East Street) from South Street to the proposed Monocacy Boulevard (formerly Walsler Drive). This project also will include the construction of stormwater management ponds and a pumping station along Monocacy Boulevard. In addition, the project will include an urban diamond interchange including a new structure over I-70 and exit/entrance ramps from Westbound I-70 to Walsler Drive. This project will also include the construction of a new MD 355 Bridge over I-70.

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick from I-70. This project will also provide access to the new downtown MARC station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2D (Line 7)
- I-70, Mt. Phillip Road to MD 144 FA (Line 6)
- I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost increase of \$10.5 million is due to sinkhole grouting, bridge micropiles and signing.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,165	8,665	500	0	0	0	0	0	500	0
Right-of-way	17,811	17,203	608	0	0	0	0	0	608	0
Construction	78,441	50,585	27,856	0	0	0	0	0	27,856	0
Total	105,417	76,453	28,964	0	0	0	0	0	28,964	0
Federal-Aid	86,752	61,770	24,982	0	0	0	0	0	24,982	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

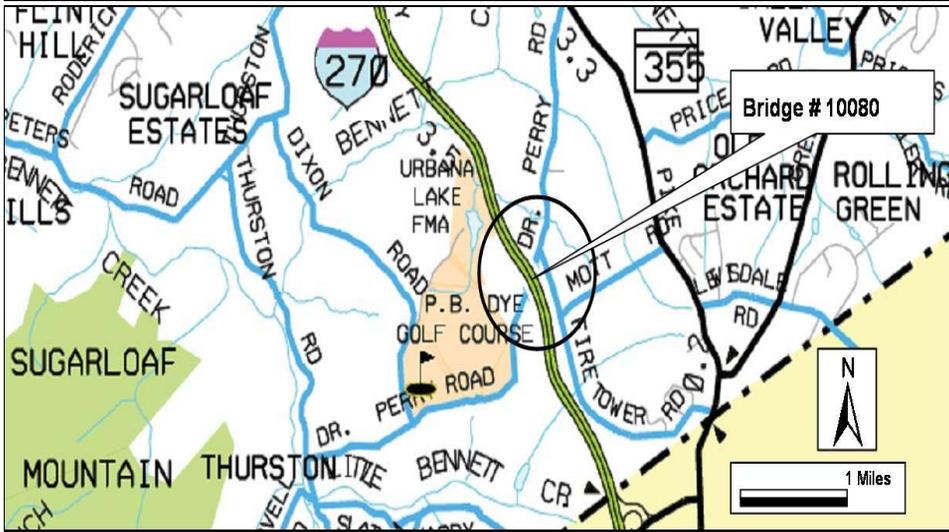
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 3,900 - 8,950

PROJECTED (2030) - 24,000 - 36,250

OPERATING COST IMPACT \$17,600 per year



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replace Bridge 10080 over Doctor Perry Road.

JUSTIFICATION: The existing bridge is deteriorated and in need of replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	8076	0	0	0	0	BR

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	63	26	37	0	0	0	0	0	0	37	0
Construction	9,109	1	3,276	5,832	0	0	0	0	0	9,108	0
Total	9,172	27	3,313	5,832	0	0	0	0	0	9,145	0
Federal-Aid	8,076	1	2,826	5,249	0	0	0	0	0	8,075	0

FUNCTION:

STATE - Rural Interstate

FEDERAL - Interstate

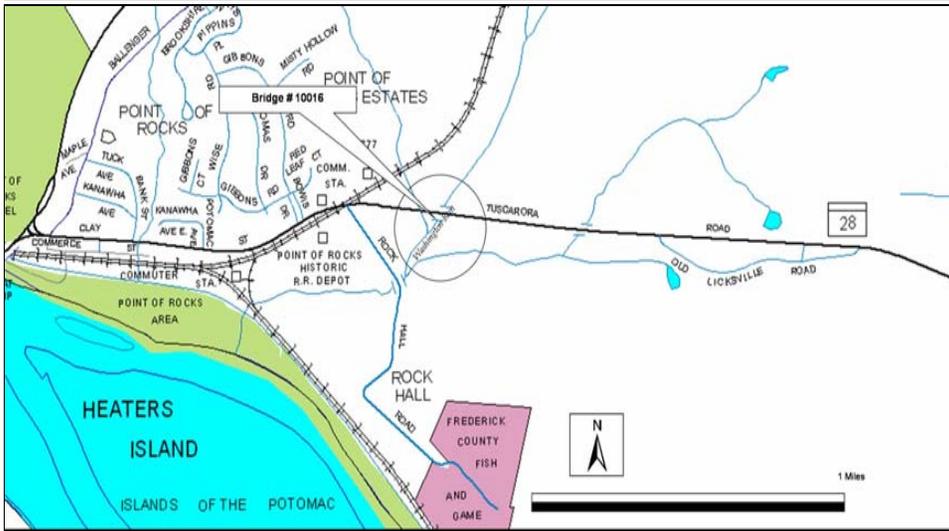
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 94,500

PROJECTED (2030) - 112,000

OPERATING COST IMPACT N/A



PROJECT: MD 28, Tuscarora Road

DESCRIPTION: Replaced Bridge 10016 over Washington Run. Shoulders will be included to accommodate pedestrians and bicycles.

JUSTIFICATION: The existing bridge was structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	258	257	1	0	0	0	0	0	0	1	0
Right-of-way	79	78	1	0	0	0	0	0	0	1	0
Construction	1,816	645	1,171	0	0	0	0	0	0	1,171	0
Total	2,153	980	1,173	0	0	0	0	0	0	1,173	0
Federal-Aid	1,330	287	1,043	0	0	0	0	0	0	1,043	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

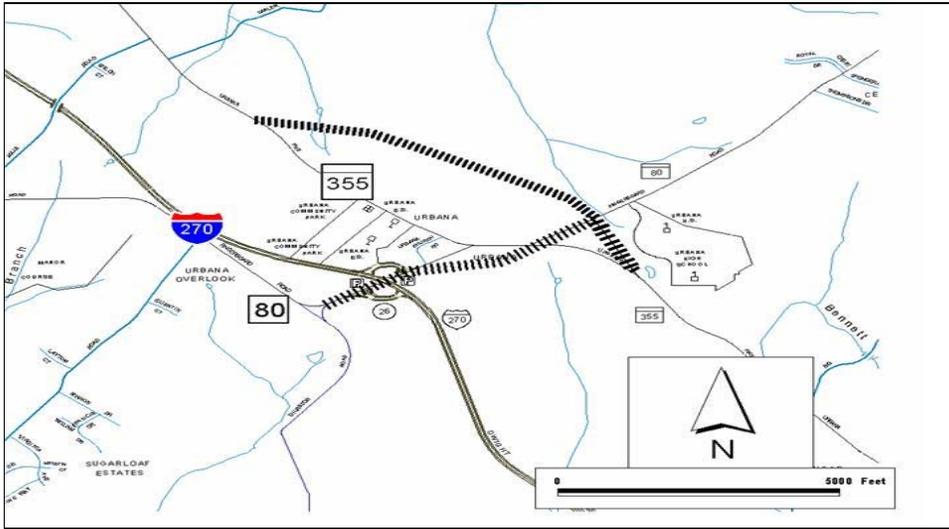
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 6,700

PROJECTED (2030) - 11,050

OPERATING COST IMPACT N/A



PROJECT: MD 80 and MD 355 Relocated

DESCRIPTION: Reconstruct MD 80 and MD 355 to 4 lanes on relocation east of I-270, north and south of Urbana. Sidewalks will be included where appropriate. Wide curb lanes and shoulders will accommodate bicycles.

JUSTIFICATION: These roadways will serve the rapidly developing area of Urbana. The proposed improvements will provide the capacity needed to relieve existing MD 80 and MD 355. The improvements are being constructed by developers in the area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction complete on MD 80/MD 355. This is a developer funded improvement.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

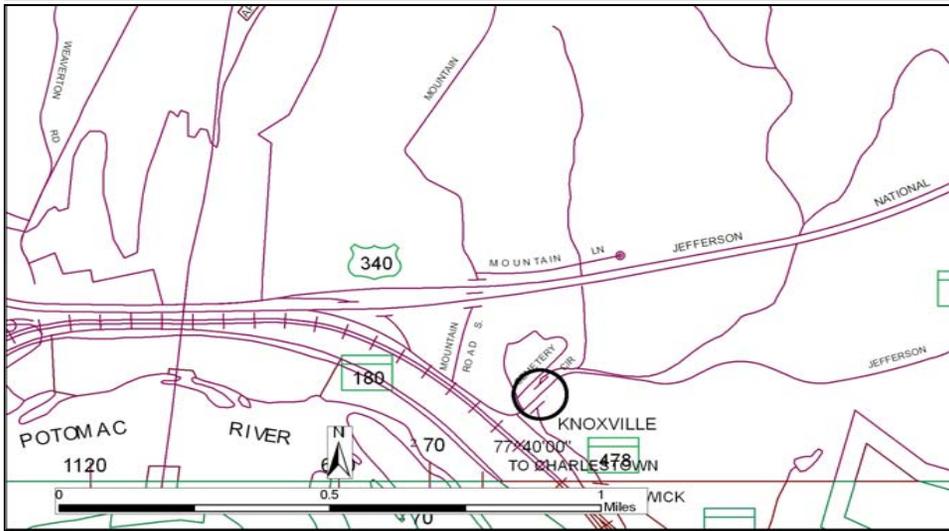
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 11,125 (MD 355) 17,100 (MD 80)

PROJECTED (2030) - 26,000 (MD 355) 46,000 (MD 80)

OPERATING COST IMPACT \$75,100 per year



PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Replaced structure 10178 over tributary of Potomac River.

JUSTIFICATION: The existing structure was structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	874	866	8	0	0	0	0	0	0	8	
Right-of-way	125	74	51	0	0	0	0	0	0	51	
Construction	2,034	339	1,695	0	0	0	0	0	0	1,695	
Total	3,033	1,279	1,754	0	0	0	0	0	0	1,754	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Urban Local

FEDERAL - Minor Collector

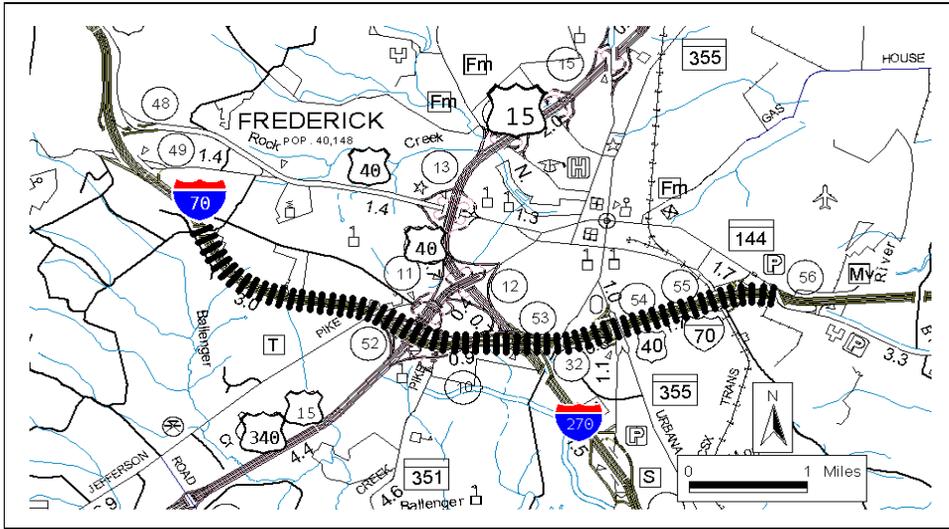
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 1,450

PROJECTED (2030) - 15,550

OPERATING COST IMPACT N/A



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (5.30 miles).

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated (the Frederick Bypass) and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the existing 4 lane section to 6 lanes and reconstruction of the interchanges.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C and MD 475 from South Street to Monacacy Boulevard (Line 1)
- I-70, Phase 2D (Line 2)
- I-270 and US 15 Multi-Modal Corridor Study (Line 9)

STATUS: Partial Engineering and Right-of-way underway. An additional \$3.2 million is needed to complete Engineering and \$4.1 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	6,945	6,667	50	228	0	0	0	0	0	278	0
Right-of-way	21,494	21,494	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	29,690	29,412	50	228	0	0	0	0	0	278	0
Federal-Aid	13,848	13,598	45	205	0	0	0	0	0	250	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

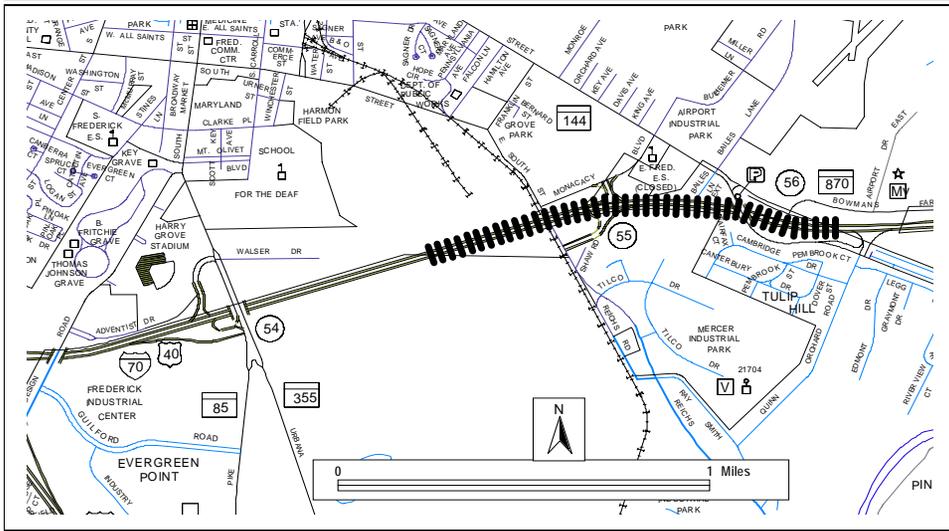
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 95,150

PROJECTED (2030) - 141,200

OPERATING COST IMPACT N/A



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Construction of Patrick Street intersection improvements, widen I-70 east of MD 355 to east of MD 144, (1.57 miles) replace the I-70 bridge over Reich's Ford Road, construct a new on-ramp from MD 144 to westbound I-70 and construct new exit/entrance ramps from eastbound/westbound I-70 to Reich's Road (Phase 2D).

JUSTIFICATION: Signed as I-70, this section was constructed as US 40 Relocated and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick and improve Interstate travel .

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C and MD 475 from South Street to Monacacy Boulevard (Line 1)
- I-70, Mt. Phillip Road to MD 144FA (Line 6)
- I-270 and US 15 Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3657	0	0	0	0	IM
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPEND THRU 2008			2009	2010	2011	2012			2013	2014
						
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	4,063	0	100	2,000	1,963	0	0	0	4,063	0		
Construction	0	0	0	0	0	0	0	0	0	0		
Total	4,063	0	100	2,000	1,963	0	0	0	4,063	0		
Federal-Aid	3,657	0	90	1,800	1,767	0	0	0	3,657	0		

FUNCTION:

- STATE - Principal
- FEDERAL - Interstate

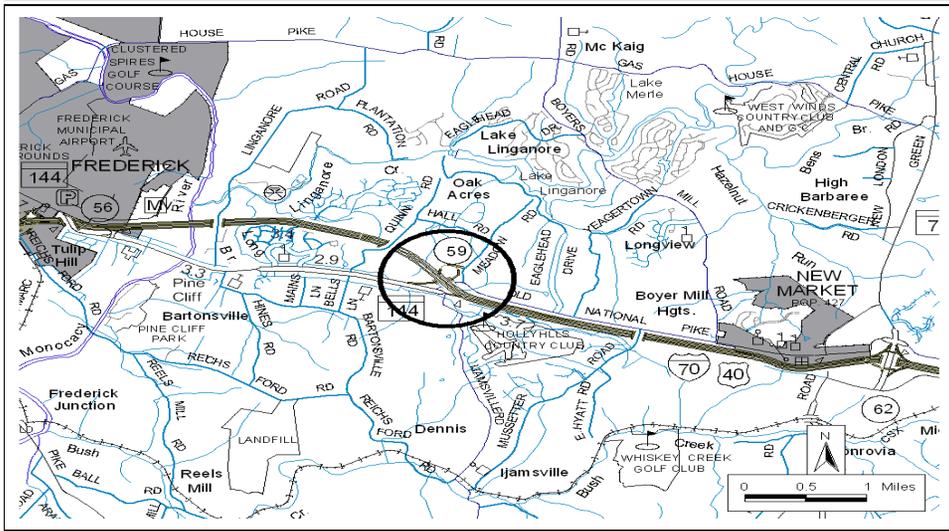
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 88,050

PROJECTED (2030) - 102,900

OPERATING COST IMPACT \$28,000 per year



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road.

JUSTIFICATION: This project will look at providing the missing westbound ramps to and from I-70. This will alleviate traffic on lower functioning routes into the City of Frederick.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning on hold.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Planning funding due to economic downturn.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	48	48	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	48	48	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Urban Interstate
 FEDERAL - Principal Arterial

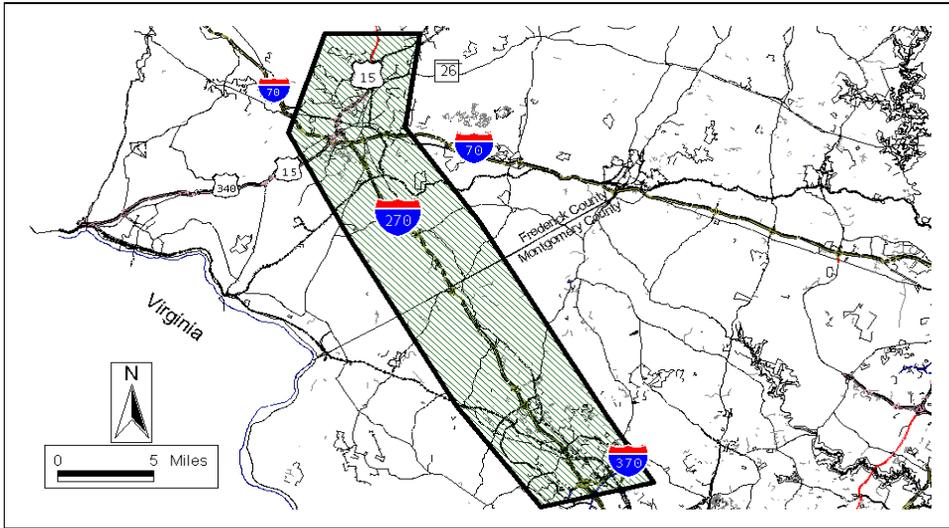
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 79,575

PROJECTED (2030) - 106,400

OPERATING COST IMPACT N/A



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Line 1)
- MD 80 and MD 355 Relocated (Line 4)
- I-70, Mt. Phillip Road to MD 144 (Line 6)
- I-70, Phase 2D (Line 7)
- US 15, Interchange at Monocacy Boulevard (Line 10)

STATUS: Project Planning underway. An additional \$0.2 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012		
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	17,172	15,989	750	433	0	0	0	0	0	0	1,183	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,057	1,057	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	18,229	17,046	750	433	0	0	0	0	0	0	1,183	0
Federal-Aid	12,020	11,192	525	303	0	0	0	0	0	0	828	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

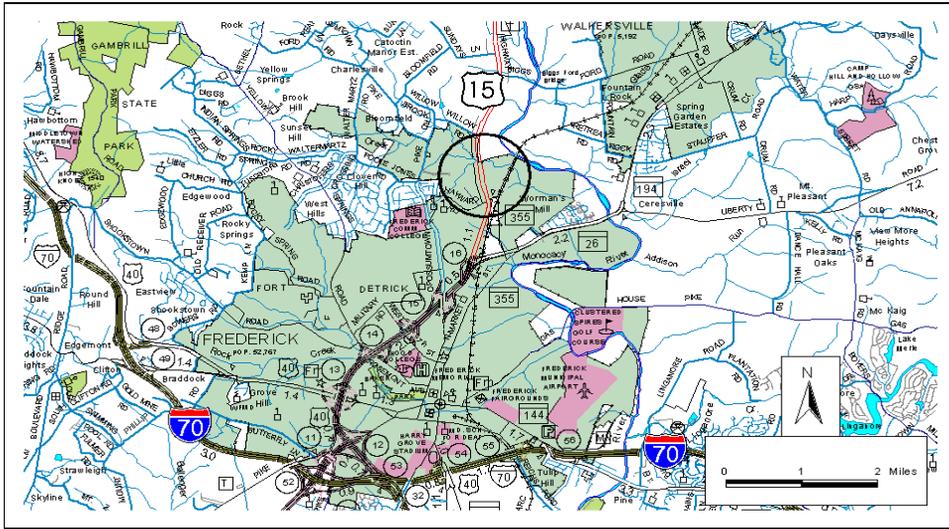
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 45,550 - 89,050 (US -15)
91,700 - 230,800 (I-270)

PROJECTED (2030) - 56,900 - 141,000 (US 15)
109,500 - 261,900 (I-270)

OPERATING COST IMPACT N/A



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Study to develop interchange options at Monocacy Boulevard. (BRAC Related)

JUSTIFICATION: This project will examine a new interchange and Park-and-Ride lot in the vicinity of US 15 and Monocacy Boulevard to safely accommodate future traffic volumes associated with planned development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$5.6 million is needed to complete Engineering. County and City funded Planning. Potential cost sharing with County and City on Engineering costs. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			YEAR					
					2011	2012	2013	2014		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	226	0	226	0	0	0	0	0	226	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	226	0	226	0	0	0	0	0	226	
Federal-Aid	226	0	226	0	0	0	0	0	226	

FUNCTION:

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

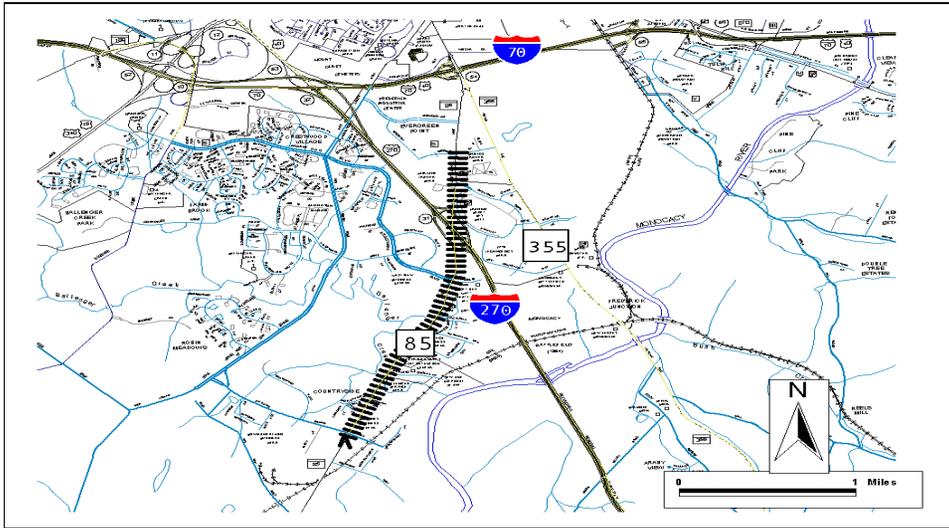
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 37,850

PROJECTED (2030) - 60,250

OPERATING COST IMPACT N/A



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Upgrade MD 85 to a multi-lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would relieve congestion and provide capacity for planned commercial development along the MD 85 corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$9.9 million is needed to complete Engineering. County funding partial Engineering for \$1.5 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	5,323	682	253	497	305	3,586	0	0	0	4,641	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,854	1,213	253	497	305	3,586	0	0	0	4,641	0
Federal-Aid	4,453	86	453	778	780	2,356	0	0	0	4,367	0

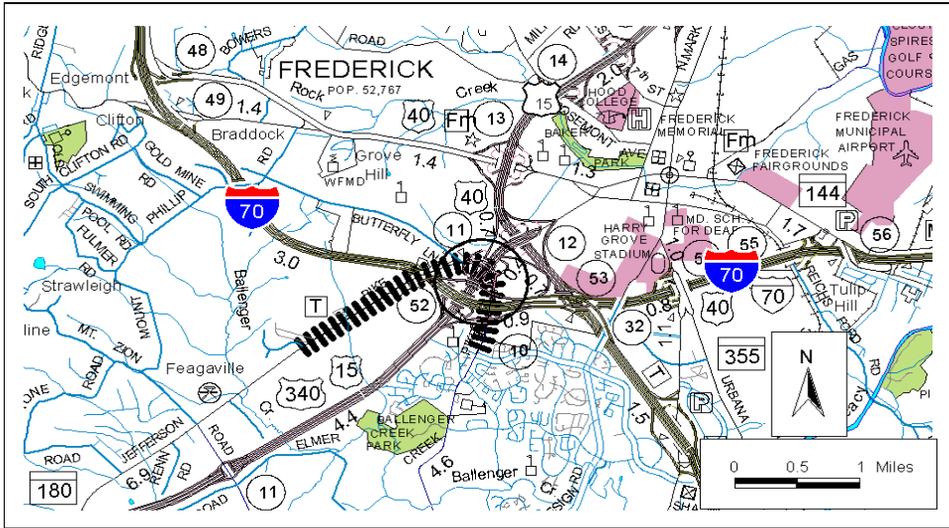
FUNCTION :

STATE - Major Collector
 FEDERAL - Urban Minor Arterial
 STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 8,700 - 46,450
 PROJECTED (2030) - 11,500 - 64,000

OPERATING COST IMPACT N/A



PROJECT: MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Study to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Drive to Corporate Drive, while supporting existing and planned development.

JUSTIFICATION: Land adjacent to existing MD 180 and MD 351 is experiencing rapid growth. Businesses and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Mt. Phillip Road to MD 144 (Line 6)
- I-270 and US 15, Multi-Modal Corridor Study (Line 9)
- Butterfly Lane Improvements (Frederick County)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. County contributing \$0.5 million to Planning cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,000	414	586	0	0	0	0	0	0	586	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	414	586	0	0	0	0	0	0	586	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 25,925

PROJECTED (2030) - 40,600

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 75	Green Valley Road; MD 874 to Park and Ride; resurface	564	Completed
2	MD 75	Green Valley Road; Arlington Mill Road to Old Annapolis Road; deep patch	193	Completed
3	MD 75	Green Valley Road; Old Annapolis Road to MD 874; deep patch	446	Completed
4	MD 75	Green Valley Road; Carroll County line to 1st Handboard Road; resurface	761	Completed
5	MD 77	Foxville Road; Park Center Road to Hunting Creek; resurface	291	Completed
6	MD 351	Ballenger Creek Pike; Farmbrook Drive to Ballenger Center Circle; resurface	250	Completed
7	MD 550	Sabillasville Road; Washington County line to Brown Quarry Road; resurface	376	Completed
8	MD 880	Michaels Mill Road; MD 85 to MD 80; resurface	387	Completed
<u>Bridge Replacement/Rehabilitation</u>				
9	MD 77	Rocky Ridge Road; over Branch of Owens Creek; box culverts	577	Completed
<u>Safety/Spot Improvement</u>				
10	US 15	Catoclin Mountain Highway; W. Patrick Street to Willow Road; guard rail	919	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
11	US 15	Catoctin Mountain Highway; north of Orndorff Road to Pennsylvania State Line; resurface	1,347	FY 2009
<u>Safety/Spot Improvement</u>				
12	US 15	Catoctin Mountain Highway; at MD 464; roundabout	1,497	Under construction
13	US 40 ALT	Old National Pike; at Willows Tree Drive and Beechtree Drive; reconstruct shoulders to provide left turn (Funded for preliminary engineering by the county)	100	PE Underway
14	US 40 ALT	Old National Pike; at Mt. Phillip Road ; widen to provide left turn lanes	287	Completed
15	I 70 EB	Eisenhower Memorial Highway; curve west of Mt. Tabor Road; adjust super elevation	1,266	Completed
16	MD 80	Fingerboard Road; at Ijamsville Road/Big Woods Road; realign Ijamsville Road to intersect MD 80 opposite Big Woods Road, remove over-vertical curve and widen to provide separate turn lanes and new signal (Project is dependent upon County participation)	1,760	FY 2009
<u>Community Safety and Enhancements</u>				
17	MD 144 FB	Main Street; through Town of New Market to Bye Alley; streetscape (Project on Hold)	4,919	FY 2009
18	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only) (Project on Hold)	500	PE Underway
<u>Sidewalks</u>				
19	US 40	West Patrick Street; US 15 to McCain Drive; retrofit sidewalk - 2,413 linear feet	240	FY 2009
20	MD 464	Souder Road; MD 17 to Maple, 2nd, 9th: retrofit sidewalks	150	FY 2009

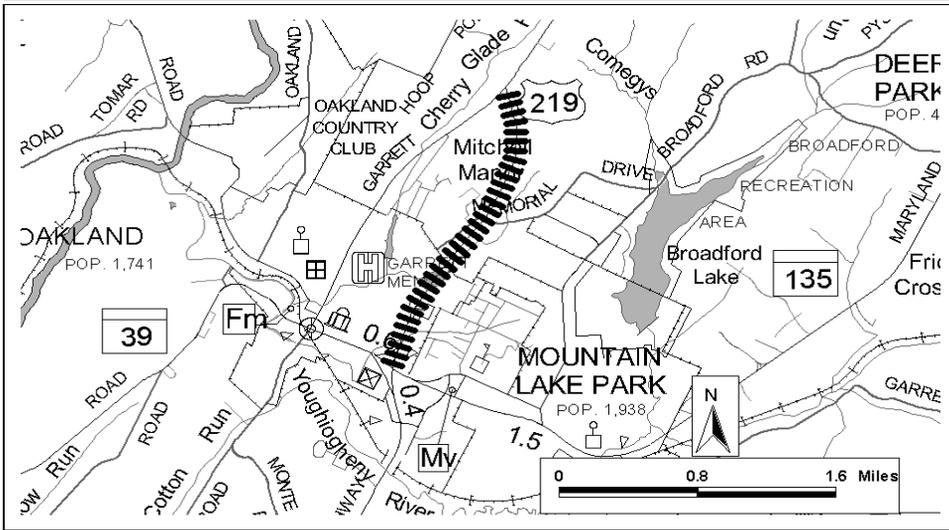
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
21		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	FY 2010
22		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	3,000	FY 2009
<u>Archaeological Planning & Research</u>				
23		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Underway
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
24		Catoclin Aqueduct; stabilize and restore the Catoclin Aqueduct	1,728	FY 2009
<u>Environmental Mitigation</u>				
25		Tuscarora Creek Stream stabilization between MD 180 and US 340; stabilization of stream banks and stream beds along 1300 linear feet of tributaries to Tuscarora Creek with rock vanes, rip rap walls, rock step pools and realignment of stream	290	FY 2009
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
26		Frederick Tourist Center adjacent to the Historic National Road, (on East Street); rehabilitate and adaption of a vacant warehouse as the tourist center	1,465	FY 2009
27		Eisenhower Memorial Highway (I-70) ; South Mountain Visitors Center; reconstruct expansion of one of the undersized and outmoded facility (The money shown here is the enhancement cost, the total cost of the project is \$21,051,239.)	10,653	FY 2009



Garrett



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate and shoulders will accommodate pedestrians in open sections. Shoulders and wide curb lanes will accommodate bicycles.

JUSTIFICATION: Existing US 219 through Oakland experiences congestion because of the frequency of entrances and intersections along with restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland, improving safety and reducing congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering and Partial Right-of-way underway. An additional \$3.6 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,279	1,279	0	0	0	0	0	0	0	0	0
Engineering	4,084	3,716	368	0	0	0	0	0	0	368	0
Right-of-way	3,702	1,902	1,800	0	0	0	0	0	0	1,800	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,065	6,897	2,168	0	0	0	0	0	0	2,168	0
Federal-Aid	2,152	1,733	419	0	0	0	0	0	0	419	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

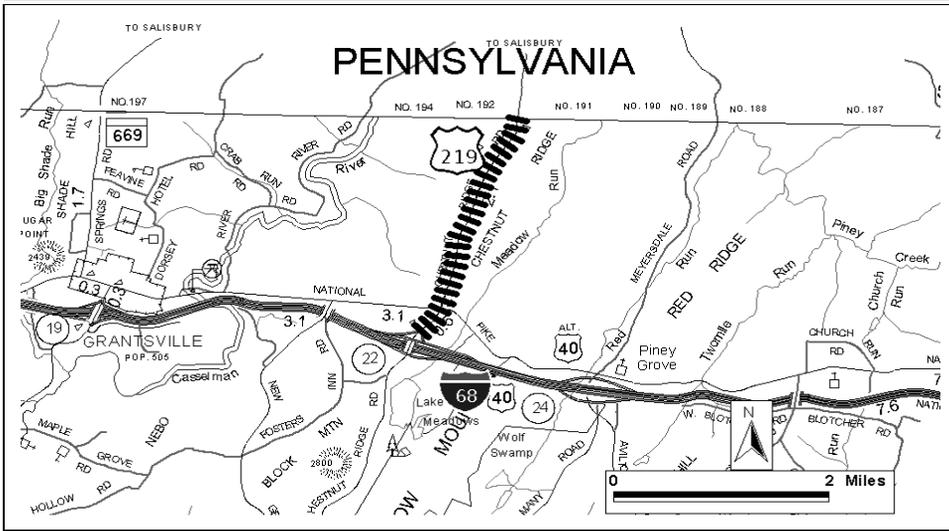
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 7,000 - 16,025

PROJECTED (2030) - 7,800 (Bypass)
 18,200 (US 219)

OPERATING COST IMPACT N/A



PROJECT: US 219 North, Chestnut Ridge Road

DESCRIPTION: Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study of US 219, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

JUSTIFICATION: Improvements along the US 219 North Corridor would enhance accessibility and promote economic development in the Appalachian Region.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 220, I-68 to West Virginia State Line (Allegheny County - Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial protective Right-of-way funding due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR BUDGET		FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU 2008	YEAR 2009	YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	3,088	2,053	300	735	0	0	0	0	1,035	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,088	2,053	300	735	0	0	0	0	1,035	0
Federal-Aid	2,408	1,601	234	573	0	0	0	0	807	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 4,475

PROJECTED (2030) - 6,970

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 42	Friendsville Road; Bishoff Road to Keisner Road; resurface	366	Completed
2	I 68	National Freeway; MD 42 bridge 11039 to west of Old Morgantown Road bridge 11048; resurface	4,910	Completed
3	MD 669	Springs Road; US 40 Alt. to Pennsylvania state line; resurface	512	Completed
<u>Bridge Replacement/Rehabilitation</u>				
4	I 68	National Freeway; Lower New Germany Road to Water Street; rehab of 6 bridge decks eastbound and westbound	2,893	Completed
<u>Safety/Spot Improvement</u>				
5	MD 135	Maryland Highway; US 219 through Mt. Lake Park; friction improvement	572	Completed
<u>Sidewalks</u>				
6	MD 560	Paul Street; Alley number 4 to First Avenue west side 496 linear feet; Ally number 4 to Hoye Street east side 765 linear feet; retrofit sidewalk	99	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
7	MD 42	Friendsville Road; Kisner Road to Youghioghney River Bridge; resurface	1,667	Under construction
8	MD 135	Bloomington Road; Lee Road to Allegany County Line; resurfacing	1,539	Completed

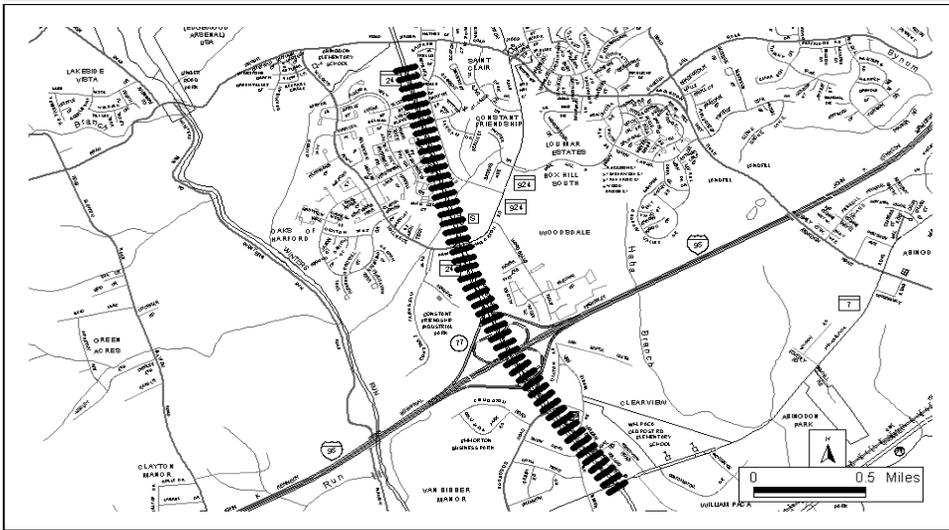
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
9		MD 546 over US 40 Alt; US 219 over I 68 and MD 495 over I 68; bridge deck overlay	1,671	Under construction
10	US 40 Alt	National Pike; over Casselman River; bridge deck replacement	2,827	Completed
<u>Safety/Spot Improvement</u>				
11	I 68	National Freeway; MD 42 bridge to west of Old Morgantown Road bridge; right-of-way fencing	1,004	Completed
<u>Community Safety and Enhancements</u>				
12	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Funded for concept development only) (Project on Hold)	200	Concepts Completed
13	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Funded for preliminary engineering only) (Project on Hold)	500	PE Underway
<u>Enhancements</u>				
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
14	US 40 ALT	National Pike; Bridge over Casselman River; rehabilitate of the 1932 structurally deficient US 40 Alternate bridge over Casselman River	1,413	FY 2009



Harford



PROJECT: MD 24, Vietnam Veterans Memorial Highway

DESCRIPTION: Construct improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924 intersection to a grade-separated interchange. Phase 1 includes minor improvements to the I-95/MD 24 interchange and a grade-separated interchange at the MD24/MD 924 intersection. Future phases will be further investigated as part of the I-95 Section 200 project planning study. (BRAC Related)

JUSTIFICATION: This project would provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95, Section 200 (MdTA)
- I-95, Interchange at MD 24 (MdTA)
- BRAC Intersection Improvements at APG (Statewide Line 7)

STATUS: Construction underway. The Authority is funding Engineering, Right-of-way and Construction (the costs for those phases are shown in the Authority's program). Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,550	1,550	0	0	0	0	0	0	0	0
Engineering	85	85	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,635	1,635	0	0	0	0	0	0	0	0
Federal-Aid	1,085	1,085	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Expressway

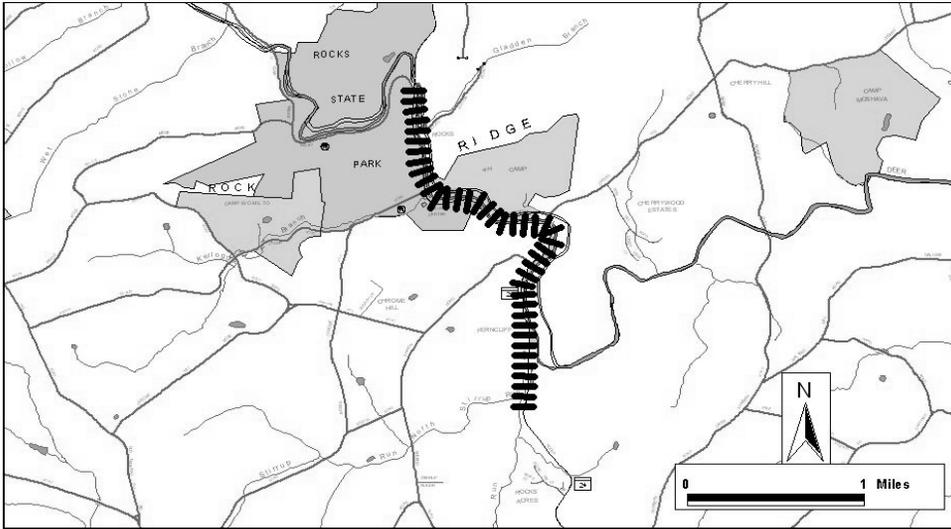
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 68,900

PROJECTED (2030) - 114,500

OPERATING COST IMPACT N/A



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be reconstructed, with slopes repaired and guardrail replaced from South of Sharon Road to North of Stirrup Run Culvert.

JUSTIFICATION: This project will provide safety improvements and improve traffic operations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	<u>PROJECT CASH FLOW</u>										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,300	72	500	728	0	0	0	0	1,228	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,950	0	0	2,385	5,215	350	0	0	7,950	0	
Total	9,250	72	500	3,113	5,215	350	0	0	9,178	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

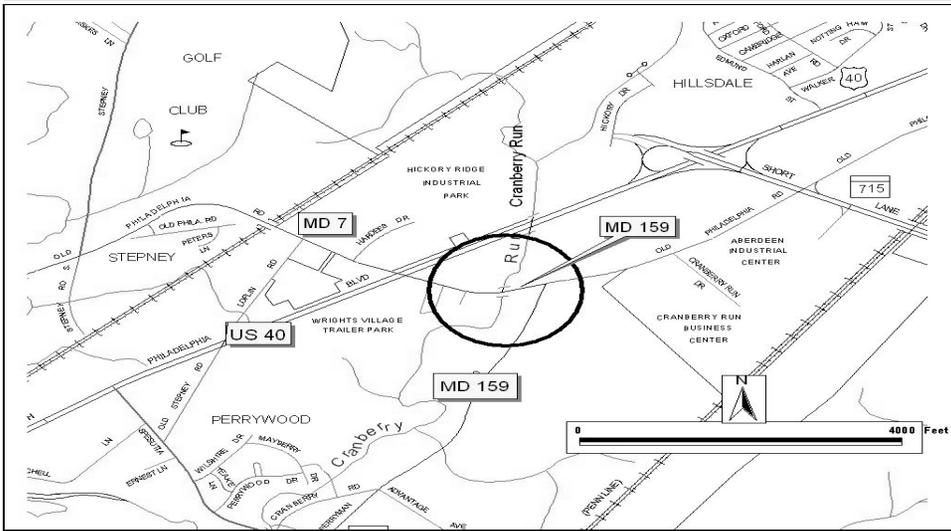
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 3,800

PROJECTED (2030) - 7,750

OPERATING COST IMPACT N/A



PROJECT: MD 159, Philadelphia Road

DESCRIPTION: Replaced Bridge 12039 over Cranberry Run.

JUSTIFICATION: This project replaced the existing deteriorating structure and provided improved structural and traffic safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
Perryman Access Study (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	512	493	19	0	0	0	0	0	0	19	0
Right-of-way	47	28	17	1	1	0	0	0	0	19	0
Construction	1,393	212	1,181	0	0	0	0	0	0	1,181	0
Total	1,952	733	1,217	1	1	0	0	0	0	1,219	0
Federal-Aid	1,255	364	891	0	0	0	0	0	0	891	0

FUNCTION :

STATE - Minor Collector

FEDERAL - Minor Arterial

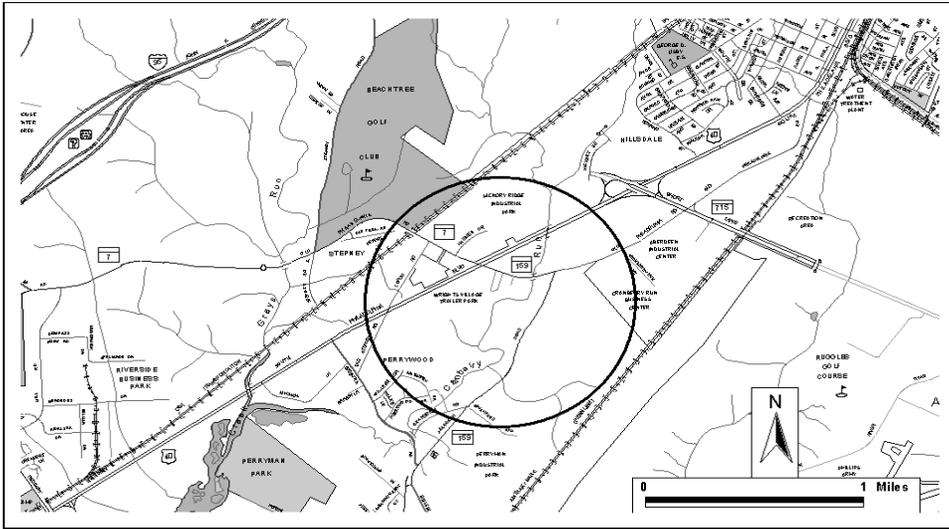
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 6,050

PROJECTED (2030) - 18,200

OPERATING COST IMPACT N/A



PROJECT: Perryman Access Study

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to the state road network. Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles. (BRAC Related)

JUSTIFICATION: This project would improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network. This project includes the transfer of MD 159 to the County after construction.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 40, Interchange at MD 715 (Line 7)
BRAC Intersection Improvements at APG (Statewide Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	247	247	0	0	0	0	0	0	0	0
Engineering	200	0	25	175	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	447	247	25	175	0	0	0	0	200	0
Federal-Aid	173	173	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

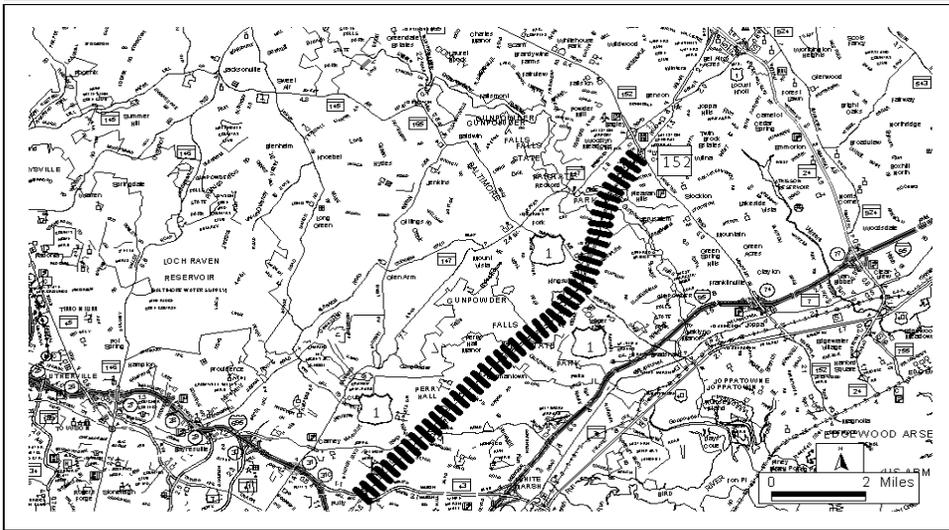
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 6,100

PROJECTED (2030) - 18,200

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This improvement would relieve congestion and improve safety and traffic operations on US 1. This project would also provide capacity for the planned residential and commercial development along US 1.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 1, MD 152 to Hickory Bypass (Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,202	1,202	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

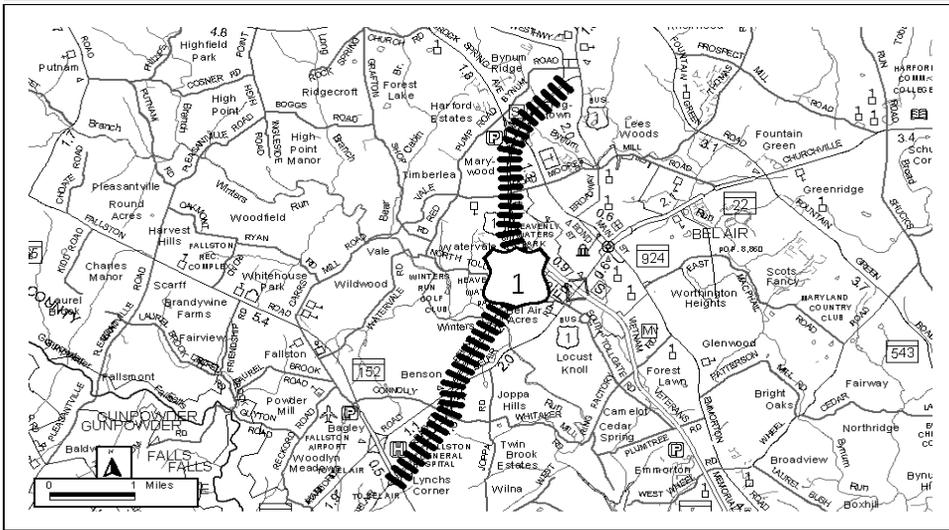
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 36,400

PROJECTED (2030) - 45,100

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multi-lane highway from MD 152 to the Hickory Bypass (5.50 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve the safety and operational characteristics of US 1.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 1, MD 43 to MD 152 (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	2008	2009			2010	2011	2012	2013			2014
	2008	2009			2010	2011	2012	2013			2014
Planning	2,269	2,269	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	286	286	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,555	2,555	0	0	0	0	0	0	0	0	
Federal-Aid	1,588	1,588	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

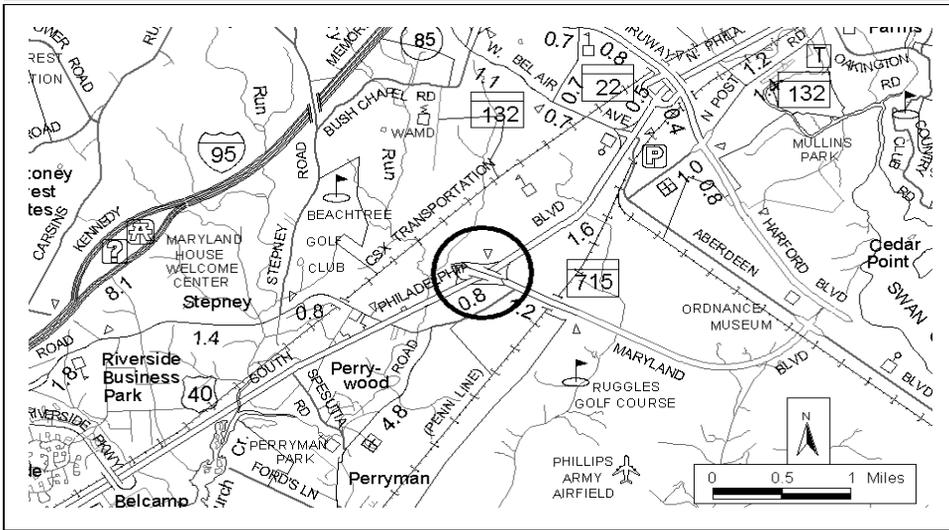
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 38,100

PROJECTED (2030) - 65,400

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Study to construct interchange improvements to address operational issues at MD 715. (BRAC Related)

JUSTIFICATION: This project will improve safety and operations along US 40. It will also improve access to the town of Aberdeen, Aberdeen Proving Grounds and industrial parks in the area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Perryman Access Study (Line 4)
BRAC Intersection Improvements at APG (Statewide Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	THRU 2008			2009	2010	2011	2012	2013			2014
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,206	303	750	153	0	0	0	0	0	903	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,206	303	750	153	0	0	0	0	0	903	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 33,700

PROJECTED (2030) - 76,500

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Bel Air Road; Forge Hill Road to MD 136; resurface	236	Completed
2	MD 136	Whiteford Road; MD 165 to MD 624; resurface	658	Completed
3	MD 138	Troyer Road; Baltimore County line to MD 23; resurface	396	Completed
4	MD 146	Jarrettsville Pike; Baltimore County line to Pocock Road; resurface	613	Completed
5	MD 147	Harford Road; Baltimore County line to MD 152; resurface	109	Completed
6	MD 152	Fallston Road; US 1 to Connolly Road; resurface	850	Completed
7	MD 165	Baldwin Mill Road; Baltimore County line to MD 152; resurface	522	Completed
8	MD 543	Fountain Green Road; MD 7 to Wheel Road; resurface	320	Completed
9	MD 924	Emmorton Road; Gordon Street to Maulsby Avenue; resurface	80	Completed
<u>Sidewalks</u>				
10	MD 924	North Main Street; Broadway to Maulsby Avenue; retrofit sidewalk - 1,215 linear feet	174	Completed
<u>Enhancements</u>				
<u>Pedestrian and Bicycle Safety and Educational Activities</u>				
11		Ma and Pa Heritage Trail Extension; Tollgate parking lot of Phase 1 to Edgeley Grove Farm; construction of additional two miles	892	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<u>Fiscal Years 2009 and 2010</u>		
		<u>Resurface/Rehabilitate</u>		
12	MD 132	W. Belair Avenue; Beards Hill Road to MD 462; resurface	1,528	Under construction
		<u>Safety/Spot Improvement</u>		
13	US 1	Belair Road; south of Connolly Road/Whitaker Mill Road to north of MD 147/US 1 Business; widen each intersection to provide separate left turn lanes and widen to provide a continuous center-turning lane in between	2,223	FY 2009
14	MD 924	Emmorton Road; Woodsdale Road to south of St. Clair Road; provide center turn lane, resurface and safety	1,854	FY 2009
		<u>Community Safety and Enhancements</u>		
15	MD 755	Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape	3,961	Under construction
16	MD 924	Main Street; Phase II - MD 22 to Gordon Street ; streetscape	8,580	Completed
		<u>Environmental Preservation</u>		
17		Magness Farm Wetland Restoration - Creamery Road; wetland restoration (This project is a split funded project with the Enhancement Program)	441	Completed
		<u>Sidewalks</u>		
18	US 40	Pulaski Highway; at Bata Boulevard; sidewalk retrofit - 80 linear feet	40	FY 2009
19	MD 924	Emmorton Road; Holly Wreath Drive to Holly Wreath Court; retrofit sidewalk - 65 linear feet	35	FY 2009

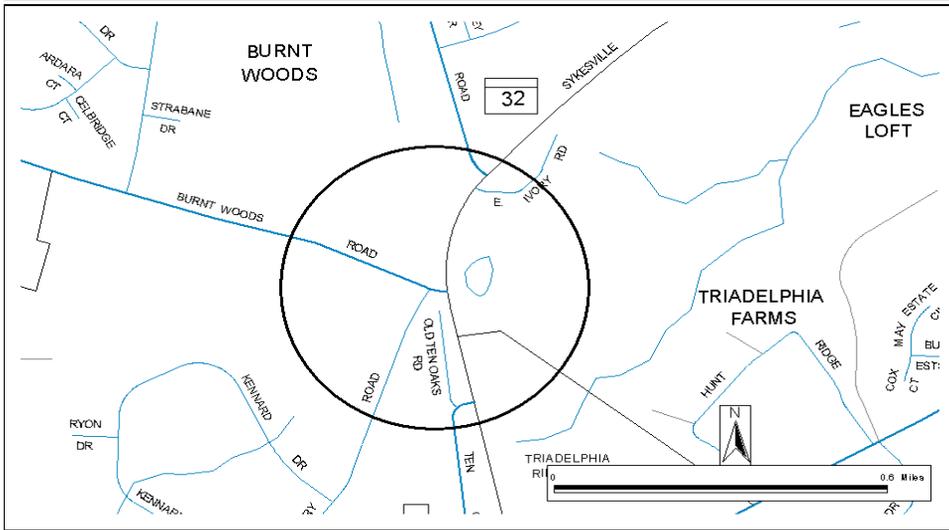
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<u>Fiscal Years 2009 and 2010 (cont'd)</u>		
		<u>Intersection Capacity Improvements</u>		
20	MD 155	Level Road; at MD 462; construct roundabout (Funded for preliminary engineering only)	335	FY 2009
		<u>Enhancements</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
21		Magness Farm Wetland Restoration; restoration of 6 acres of tidal wetlands (This project is a split funded project with the Environmental Preservation Program)	315	Completed
		<u>Congressional Earmarks</u>		
22		Edgewood; Train station streetscaping and parking improvements (Earmark \$1.5 million; PE, CO) Sponsor: Maryland Transit Administration	0	



Howard



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Constructed a new interchange at Burntwoods Road.

JUSTIFICATION: This project improved safety and operations and relieved congestion in the heavily traveled corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 32, Interchange at Linden Church Road (Line 2)
- MD 32 MD 108 to I-70 (Line 6)
- MD 32, Wellworth Way Access Management (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost increase of \$1.0 million is due to Right-of-way needs.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,633	2,633	0	0	0	0	0	0	0	0	0
Right-of-way	7,009	5,725	1,284	0	0	0	0	0	0	1,284	0
Construction	18,829	12,145	4,919	1,765	0	0	0	0	0	6,684	0
Total	28,471	20,503	6,203	1,765	0	0	0	0	0	7,968	0
Federal-Aid	20,553	14,080	5,015	1,458	0	0	0	0	0	6,473	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

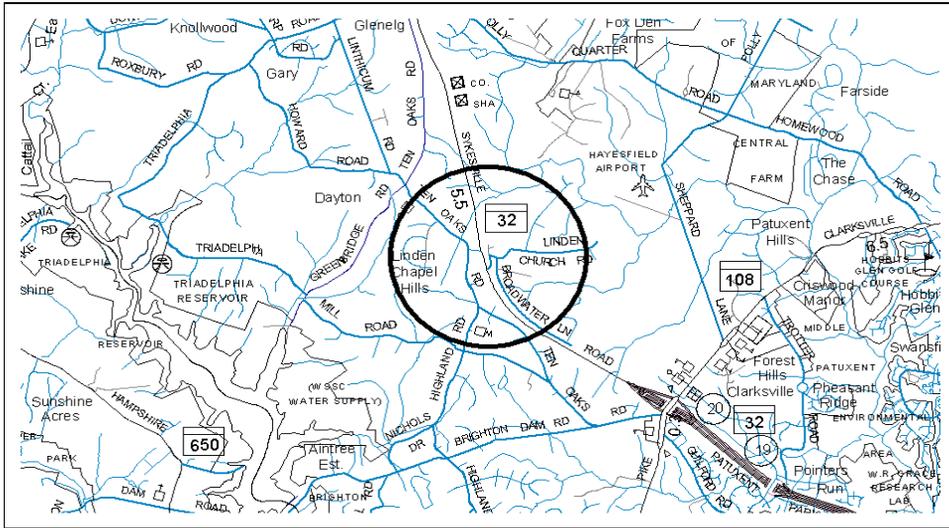
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 30,050

PROJECTED (2030) - 51,550

OPERATING COST IMPACT \$15,000 per year



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct a new interchange at Linden Church Road.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in the heavily traveled corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32 MD 108 to I-70 (Line 6)
- MD 32, Wellworth Way Access Improvements (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Right-of-way to begin during current fiscal year. The County will fund the remaining Engineering, Right-of-way and Construction at \$28.9 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: State dollars reduced due to economic downturn. County+

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	816	316	500	0	0	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	816	316	500	0	0	0	0	0	0	500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

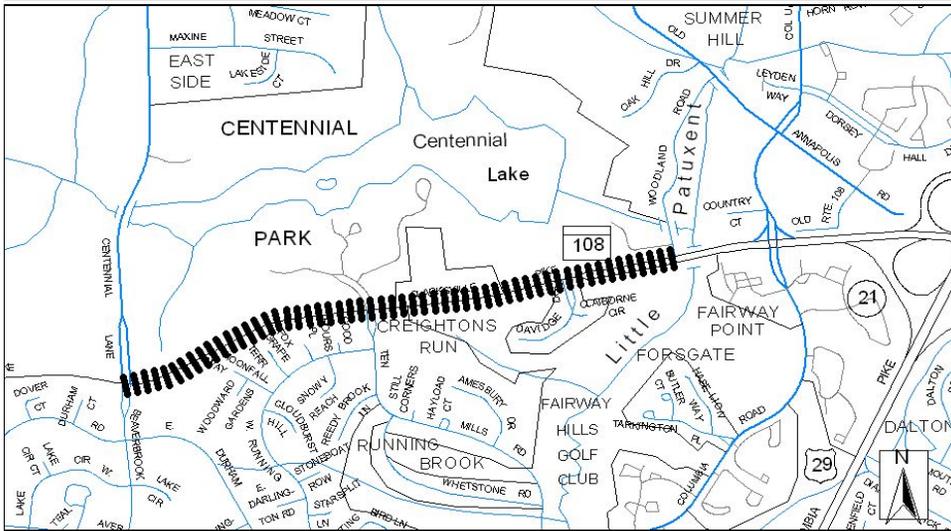
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 29,950

PROJECTED (2030) - 58,000

OPERATING COST IMPACT N/A



PROJECT: MD 108, Clarksville Pike

DESCRIPTION: Widen MD 108 from 2 to 4 lanes between Centennial Lane and Woodland Road (1.2 miles).

JUSTIFICATION: Additional capacity is needed to address increasing congestion resulting from continued growth in the Columbia area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Howard County is funding this project.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Urban Minor Arterial
- FEDERAL - Urban Minor Arterial

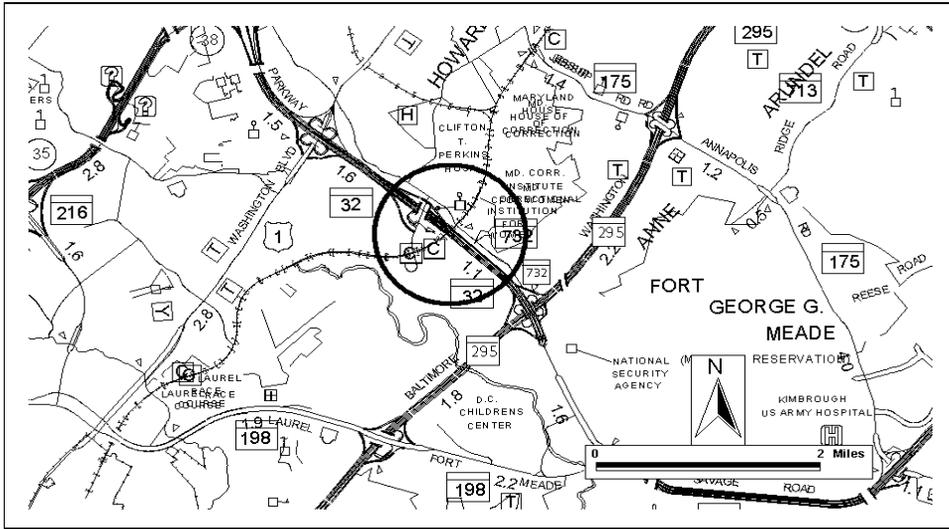
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 25,500

PROJECTED (2030) - 31,100

OPERATING COST IMPACT \$21,400 per year



PROJECT: MD 732, Guilford Road

DESCRIPTION: Replaced Bridge 13029 over CSX Railroad. Sidewalks and shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project replaced the existing deteriorating bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service. SHA, Anne Arundel County and Howard County shared the cost of construction. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			PROJECT CASH FLOW					
					2009	2010	2011	2012			2013	2014
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	58	58	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,466	2,466	0	0	0	0	0	0	0	0
Total	2,524	2,524	0	0	0	0	0	0	0	0
Federal-Aid	43	43	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Local

FEDERAL - Local

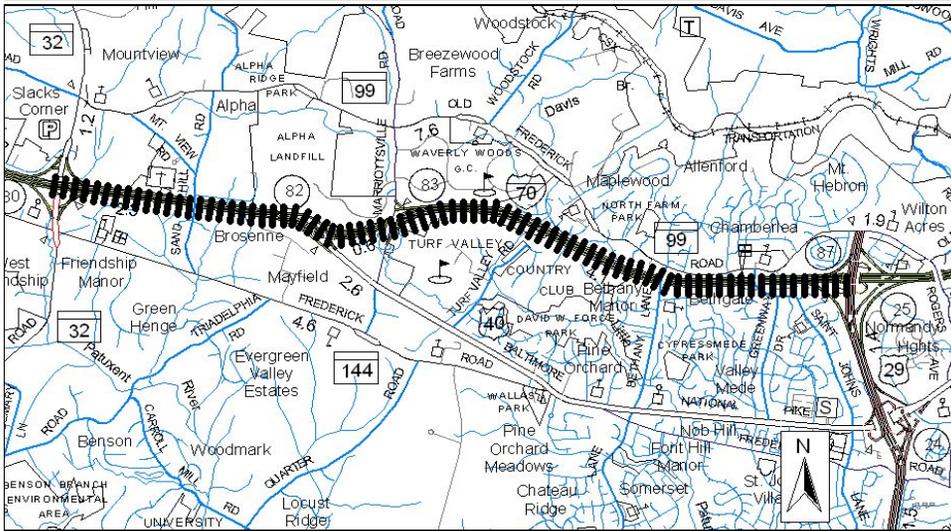
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 12,100

PROJECTED (2030) - 34,100

OPERATING COST IMPACT N/A



PROJECT: I-70

DESCRIPTION: Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles)

JUSTIFICATION: This project would ease increasing congestion and improve safety along this segment of I-70.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Marriottsville Road, US 40 to MD 99 (County Project)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning underway. An additional \$2.1 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Planning funds due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008				2011.....2012.....2013.....			.....2014.....
Planning	855	590	265	0	0	0	0	0	0	265	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	855	590	265	0	0	0	0	0	0	265	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Urban Interstate

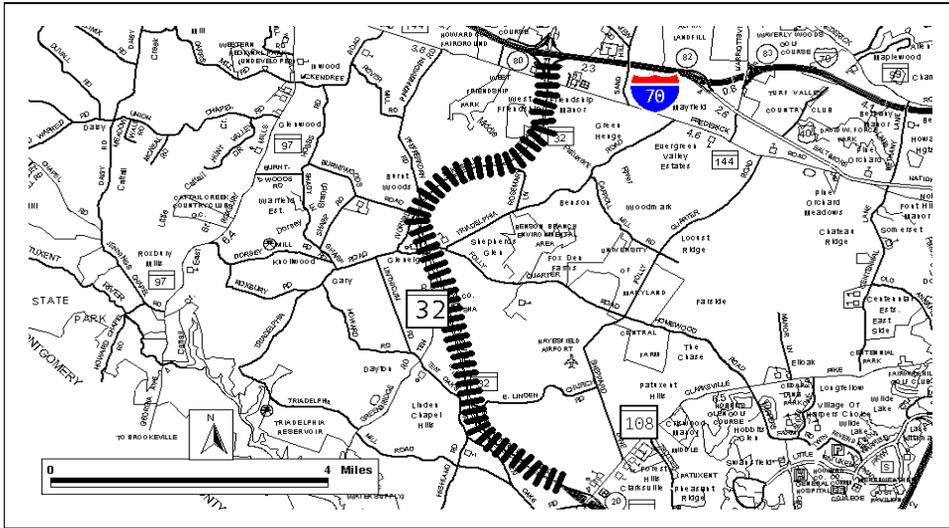
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 79,875

PROJECTED (2030) - 134,850

OPERATING COST IMPACT N/A



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Study to upgrade existing MD 32 from MD 108 to I-70 to address safety concerns (9.06 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: This project would address safety problems which have been experienced as a result of increasing traffic volumes on the existing 2 lane roadway.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32, Interchange at Linden Church Road (Line 2)
- MD 32, Wellworth Way Access Management (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete. Protective Right-of-way funding to be used as properties become available.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial protective Right-of-way funding due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			.....2011.....	.....2012.....	.....2013.....	.....2014.....	
	Planning	3,657			3,657	0	0	0		
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	5,228	2,169	100	2,959	0	0	0	0	3,059	
Construction	0	0	0	0	0	0	0	0	0	
Total	8,885	5,826	100	2,959	0	0	0	0	3,059	
Federal-Aid	2,560	2,560	0	0	0	0	0	0	0	

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

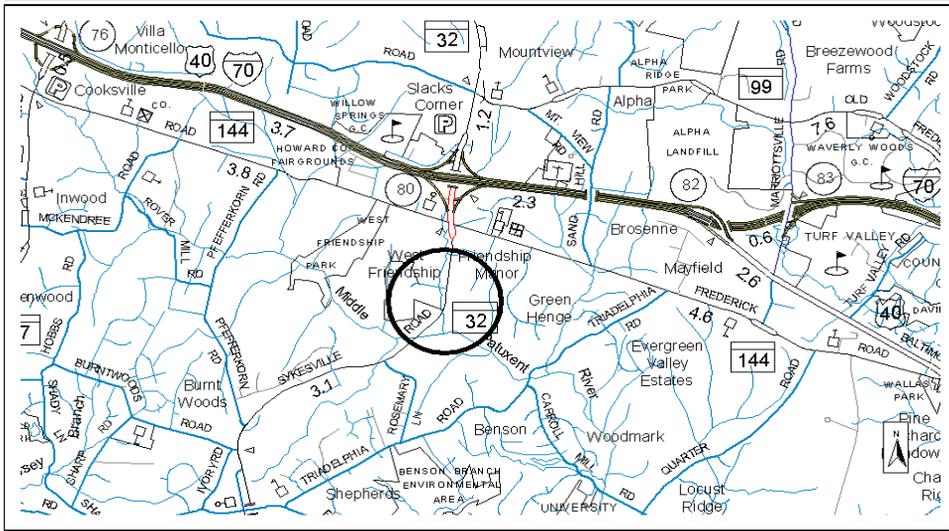
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 30,050

PROJECTED (2030) - 51,550

OPERATING COST IMPACT N/A



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct access management improvements by relocating private driveways from MD 32 to Wellworth Way and Rosemary Lane, local roads.

JUSTIFICATION: This project will improve safety and operations by removing direct private driveway access to MD 32.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32, Interchange at Linden Church Road (Line 2)
- MD 32 MD 108 to I-70 (Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	2011	2012	2013	2014			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	900	658	242	0	0	0	0	0	0	242	0
Right-of-way	16	14	2	0	0	0	0	0	0	2	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	916	672	244	0	0	0	0	0	0	244	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

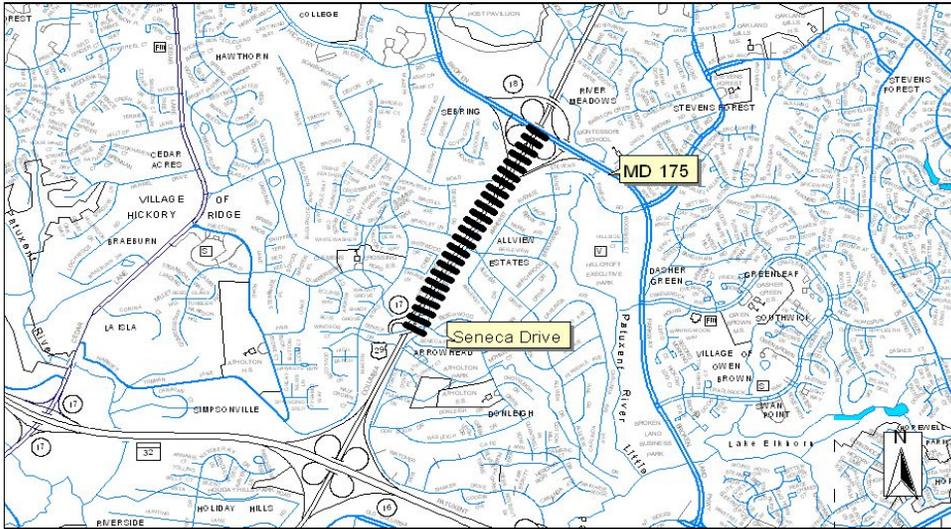
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 28,300

PROJECTED (2030) - 32,900

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from Seneca Drive to MD 175 from 2 to 3 lanes (2.8 miles).

JUSTIFICATION: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 29, Middle Patuxent River to Seneca Drive (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	2959	0	0	0	HP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. The County is contributing \$2.0 million for Engineering. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,640	431	250	250	2,709	0	0	0	3,209	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,640	431	250	250	2,709	0	0	0	3,209	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

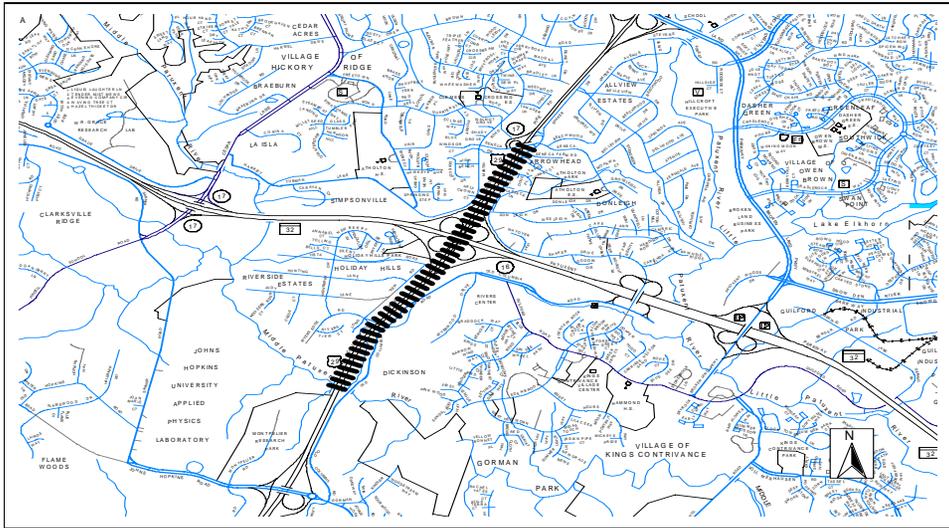
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 77,650

PROJECTED (2030) - 94,850

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive from 2 to 3 lanes (1.7 miles).

JUSTIFICATION: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 29, Seneca Drive to MD 175 (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway and being done under the segment from Seneca Drive to MD 175 (Line 8). The County is contributing \$2.0 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Right-of-way funding (previously shown in the segment from Seneca Drive to MD 175) due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway

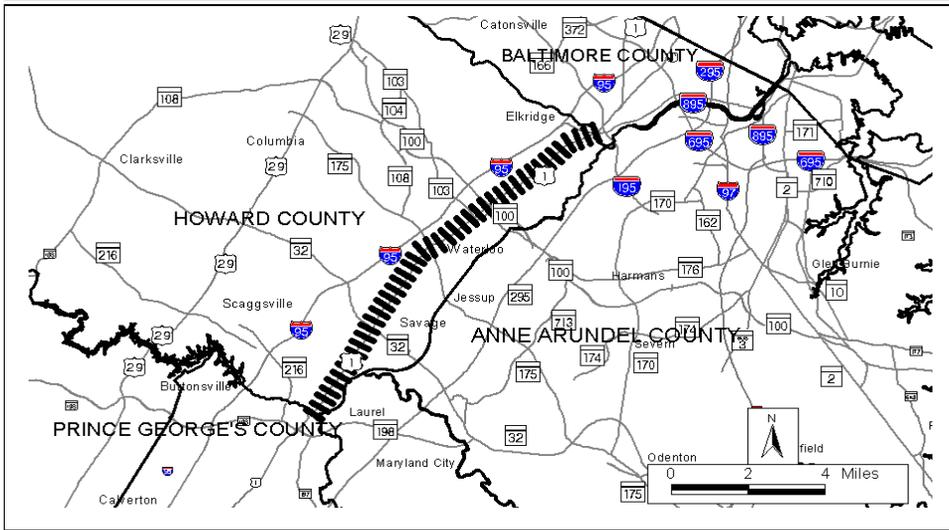
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 71,975

PROJECTED (2030) - 91,225

OPERATING COST IMPACT N/A



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Study of potential improvements along the US 1 corridor from the Prince George's County Line to the Baltimore County Line, including potential interchange improvements at MD 175, Guilford and Corridor Roads (11.0 miles).

JUSTIFICATION: Howard County rezoned the entire US 1 corridor and completed a Corridor Revitalization Study which identified several needed improvements along US 1. This study will address the impacts of the rezoning and the Study on the US 1 corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning (Corridor Planning) underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,250	556	250	250	194	0	0	0	694	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,250	556	250	250	194	0	0	0	694	0	
Federal-Aid	1,000	458	195	195	152	0	0	0	542	0	

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 37,900

PROJECTED (2030) - 52,300

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 32	Sykesville Road; North of MD 108 to North of West Linden Church Road; resurface	1,344	Completed
2	MD 103	Montgomery Road; Old Montgomery Road to Rising Sun Lane; resurface	207	Completed
3	MD 108	Clarksville Pike; US 29 to West End Columbia Road; resurface	553	Completed
4	MD 108	Clarksville Pike; MD 32 to Linden Linthicum Lane; resurface	546	Completed
5	MD 144 A	Frederick Road; MD 94 to Daisy Road; resurface	274	Completed
6	MD 144 A	Frederick Road; MD 97 to MD 32; resurface	288	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
7	MD 175 WB	Rouse Parkway; Dobbin Road to US 29; resurfacing	1,693	Completed
<u>Bridge Replacement/Rehabilitation</u>				
8	US 29 SB	Columbia Pike; over I 70; bridge deck replacement	3,432	FY 2009
<u>Safety/Spot Improvement</u>				
9	US 29	Columbia Pike; north of mile marker 15 to south of MD 100; guard rail	1,354	FY 2009
10	US 29	Columbia Pike NB; at Old Columbia Road; geometric improvements	513	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
11	US 40	Baltimore National Pike; at Rogers Avenue; intersection improvement (Howard County is funding this project)	0	FY 2009
12	I 95	at MD 100; widen I 95 northbound for compressed collector distributor lane, widen southbound I 95 for decel lane to eastbound MD 100 (Funded for preliminary engineering only)	250	FY 2009
<u>Noise Barriers</u>				
13	US 29	Columbia Pike; from 3000 feet north of MD 216 to 3400 north of MD 216; correction of sound barrier	464	Under construction
<u>Environmental Preservation</u>				
14		Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run (This project is a split funded project with the Enhancement Program)	430	FY 2009
15	MD 32	Sykesville Road; Nixon Farm Mitigation site; wetland enhancement	1,099	FY 2009
16	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Enhancement Program; This project also shows in Prince George's County)	297	FY 2009
<u>Sidewalks</u>				
17	US 1	Washington Avenue; Troy Hill North to Ducketts Lane and Ducketts Lane to Loudon Avenue; retrofit sidewalk - 1,036 linear feet	86	FY 2009
18	MD 216	Scaggsville Road; Reservoir High School and Fulton Elementary School; retrofit sidewalk - 6,800 linear feet	89	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Truck Weight</u>				
19	MD 32	Sykesville Road; south of I 70; construct virtual weigh station	150	FY 2009
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
20		Broken Land Parkway Pathway; Cradlerock Way to Stevens Forest Road; construct an eight foot wide pathway	386	FY 2009
<u>Environmental Mitigation</u>				
21		Brampton Hills stream restoration project; restoration of eroded stream channel behind MD 100 noise walls; Environmental Mitigation.	579	FY 2010
22		Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run (This project is a split funded project with the Environmental Preservation Program)	650	FY 2009
23	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Environmental Preservation Program; This project also shows in Prince George's County)	297	FY 2009

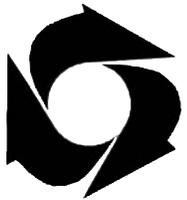


Kent

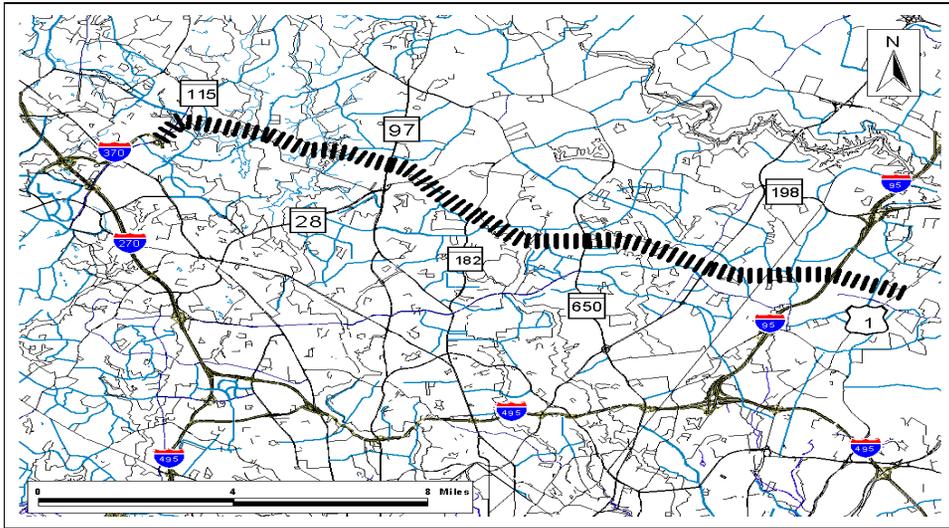
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 292	Still Pond Road; Town limits of Still Pond; resurface	135	Completed
2	MD 299	Massey Road; MD 330 to Cecil County line; resurface	172	Completed
3	MD 445	Tolchester Road; Carter Avenue to MD 21; resurface	58	Completed
<u>Sidewalks</u>				
4	MD 213	Dennis Church Hall; intersection of MD 213 and MD 313; retrofit sidewalks - 745 linear feet	114	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
5	MD 20	Chestertown Road; Old Fairlee Road to MD 446; resurface	585	FY 2009
6	MD 514	Flatland Road; MD 20 to Stockton Startt Road; resurface	200	FY 2009
<u>Congressional Earmarks</u>				
7		Construct Chestertown Trail (Earmark \$240,000; PE, CO)	0	



Montgomery



PROJECT: InterCounty Connector

DESCRIPTION: Construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

JUSTIFICATION: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 124, Airpark Road to Fieldcrest Road (Line 3)
- US 29 Interchanges (Lines 8,9)
- MD 28/MD 198, MD 97 to I-95 (Line 10)
- I-95/Contee Road Interchange (Prince George's County - Line 10)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 27)

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority Project Funds.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,292	19,292	0	0	0	0	0	0	0	0
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

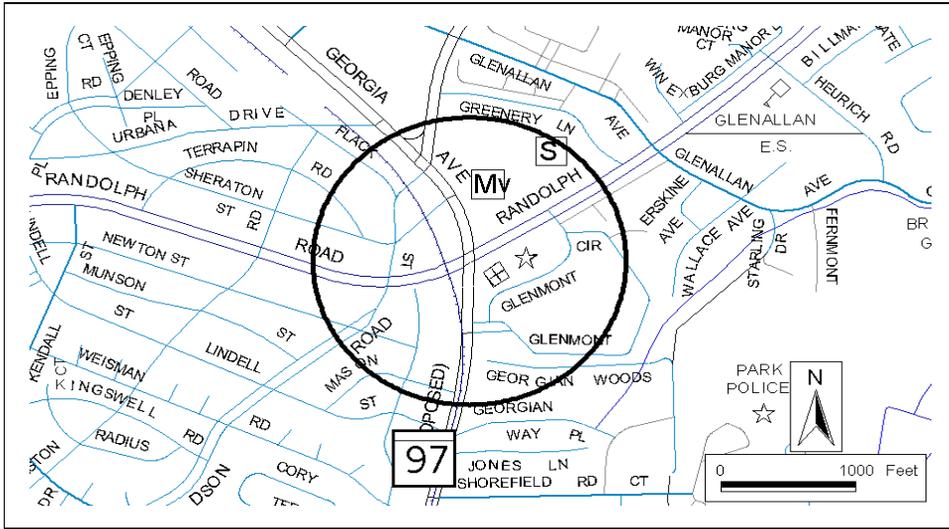
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - 30,400 - 96,500

OPERATING COST IMPACT N/A



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct interchange improvements at Randolph Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would relieve congestion at the existing intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering and Right-of-way underway. County to provide \$14.4 million for Right-of-way and Utilities. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost increase of \$4.4 million is due to increased inflation resulting from a delay in Construction.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	3,910	3,410	500	0	0	0	0	0	500	0
Right-of-way	23,193	708	10,506	11,979	0	0	0	0	22,485	0
Construction	53,106	0	0	0	0	0	0	15,324	15,324	37,782
Total	81,306	5,215	11,006	11,979	0	0	0	15,324	38,309	37,782
Federal-Aid	8,564	3,155	2,305	3,104	0	0	0	0	5,409	0

FUNCTION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

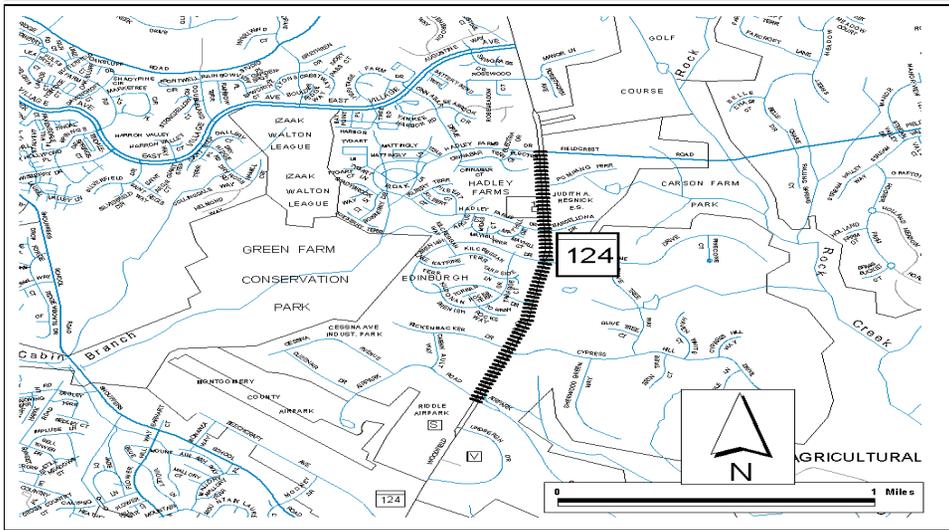
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 52,500

PROJECTED (2030) - 59,100

OPERATING COST IMPACT N/A



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Construct a 6 lane divided highway from south of Airpark Road to north of Fieldcrest Road (1.14 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 1)
- MD 124, Midcounty Highway to Warfield Road (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease of \$2.6 million is due to reduced Right-of-way needs from court settlements.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	2,114	2,114	0	0	0	0	0	0	0	0	0
Engineering	2,256	2,256	0	0	0	0	0	0	0	0	0
Right-of-way	16,122	10,463	5,659	0	0	0	0	0	0	5,659	0
Construction	34,272	4,463	11,112	11,625	7,072	0	0	0	0	29,809	0
Total	54,764	19,296	16,771	11,625	7,072	0	0	0	0	35,468	0
Federal-Aid	39,623	11,467	13,263	9,275	5,618	0	0	0	0	28,156	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

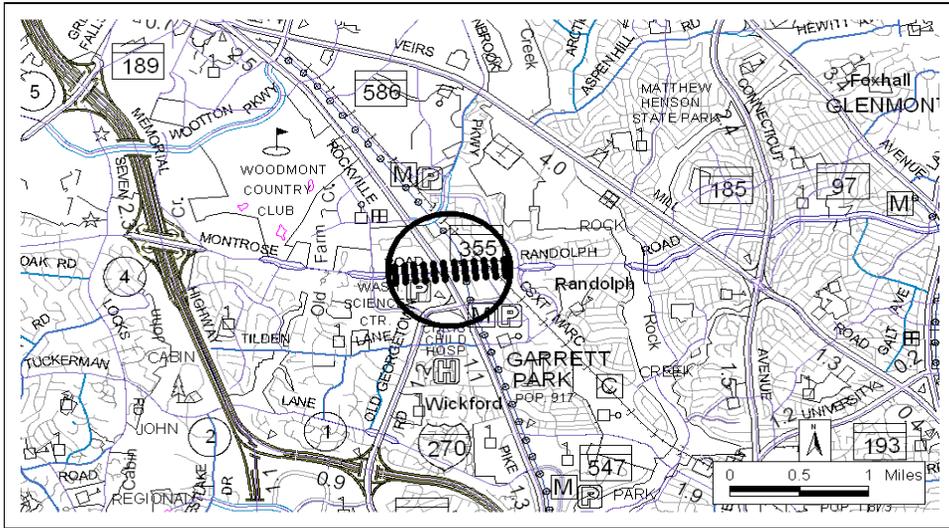
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 21,500

PROJECTED (2030) - 48,000

OPERATING COST IMPACT \$3,500 per year



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct an interchange at Randolph Road/Montrose Parkway. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. A hiker/biker path will be included as part of this project.

JUSTIFICATION: This project will improve safety and relieve traffic congestion that occurs at the Randolph/Montrose Roads intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 1)
- MD 355, CSX Railroad/ Parklawn Drive (Line 16)
- Montrose Parkway East (Montgomery County Project)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway. County provided funds to advance construction and SHA will reimburse the County for advancing construction. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	THRU 2008	2009	2010	2011	2012	2013			2014
Planning	0	0	0	0	0	0	0	0	0
Engineering	1,640	1,640	0	0	0	0	0	0	0
Right-of-way	16,777	11,256	4,248	955	318	0	0	5,521	0
Construction	29,012	2,106	10,578	10,457	5,871	0	0	26,906	0
Total	47,429	15,002	14,826	11,412	6,189	0	0	32,427	0
Federal-Aid	23,328	2,652	8,172	8,110	4,394	0	0	20,676	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

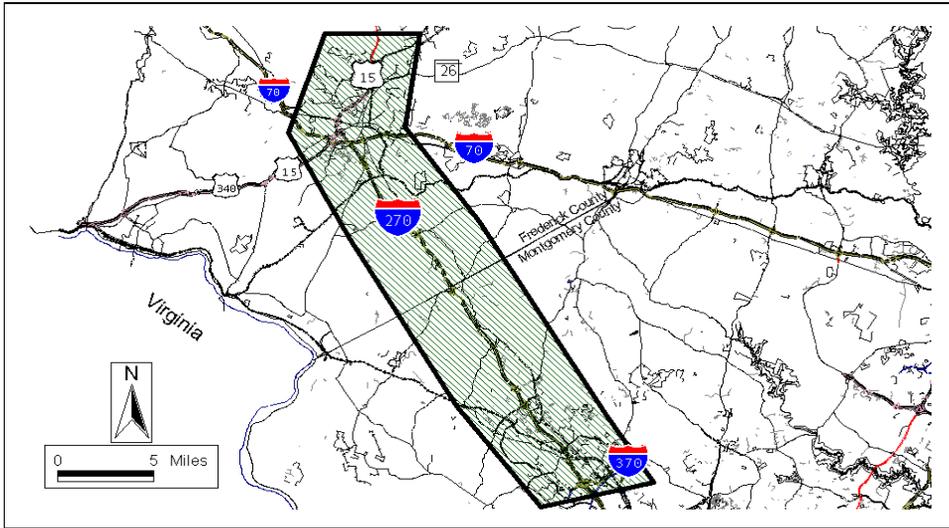
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 56,250

PROJECTED (2030) - 98,125

OPERATING COST IMPACT \$81,900 per year



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-270/Watkins Mill Road Extended Interchange (Line 6)
- I-70, Phase 2B,2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Frederick Co - Line 1)
- I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 6)
- I-70, Phase 2D (Frederick Co. -Line 7)
- US 15, Interchange at Monocacy Boulevard (Frederick County - Line 10)

STATUS: Project Planning underway. An additional \$0.2 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	17,172	15,989	750	433	0	0	0	0	1,183	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,057	1,057	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,229	17,046	750	433	0	0	0	0	1,183	0
Federal-Aid	12,020	11,192	525	303	0	0	0	0	828	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

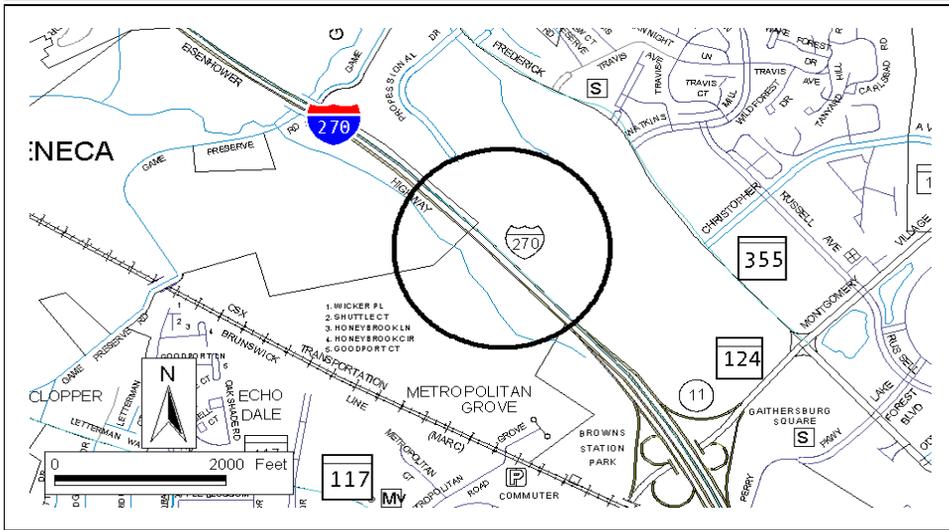
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 45,550 - 89,050 (US -15)
91,700 - 230,800 (I-270)

PROJECTED (2030) - 56,900 - 141,000 (US 15)
109,500 - 261,900 (I-270)

OPERATING COST IMPACT N/A



PROJECT: I-270/Watkins Mill Road Extended

DESCRIPTION: Construct a new interchange at Watkins Mill Road Extended.

JUSTIFICATION: This project would support economic development and relieve existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It would provide access from I-270 to the Metropolitan Grove Road (MARC) commuter rail station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 1)
I-270 and US 15 Multi-Modal Corridor Study (Line 5)

STATUS: Partial Engineering underway. Potential cost sharing with County for Engineering. The cost shown is SHA share only. The County and SHA are discussing cost sharing arrangements that could allow Engineering to proceed.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,170	1,170	0	0	0	0	0	0	0	0
Engineering	770	496	274	0	0	0	0	0	274	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,940	1,666	274	0	0	0	0	0	274	0
Federal-Aid	818	818	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

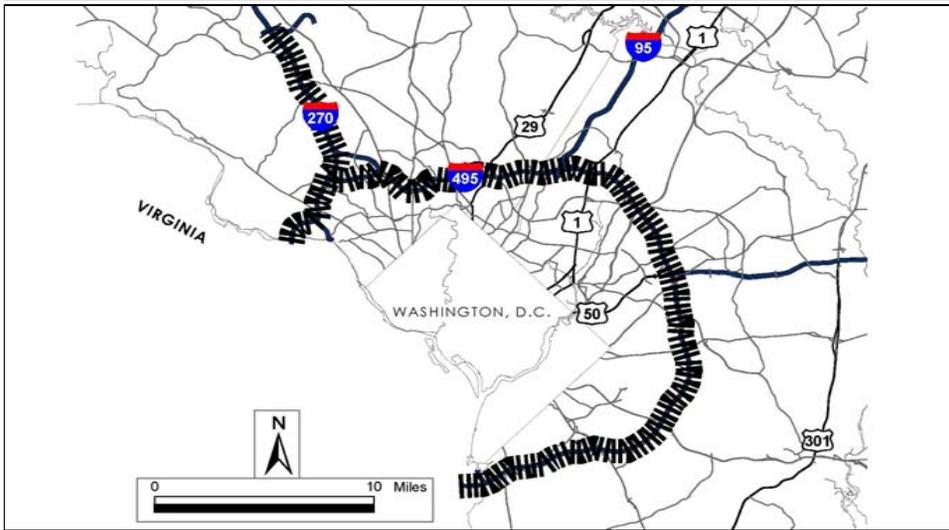
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 159,700

PROJECTED (2030) - 191,500

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
 MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 16,17)
 Purple Line Study (MTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning underway. An additional \$3.0 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Planning funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	11,029	11,019	10	0	0	0	0	0	10	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,029	11,019	10	0	0	0	0	0	10	0
Federal-Aid	7,720	7,713	7	0	0	0	0	0	7	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

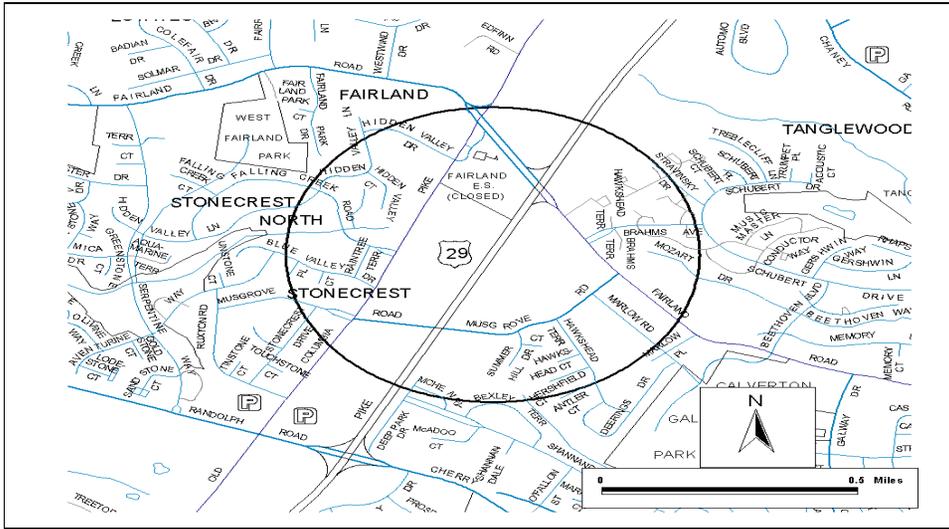
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 112,750 - 246,825

PROJECTED (2030) - 144,100 - 278,100

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct an interchange at Musgrove/Fairland Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 1)
- US 29 Interchanges (Lines 9)
- MD 28/MD 198, MD 97 to I-95 (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$1.8 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2008			2011	2012	2013	2014			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,478	978	500	0	0	0	0	0	0	500	0
Right-of-way	6,616	6,616	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,094	7,594	500	0	0	0	0	0	0	500	0
Federal-Aid	6,195	5,845	350	0	0	0	0	0	0	350	0

FUNCTION:

- STATE - Other Principal Arterial
- FEDERAL - Other Principal Arterial

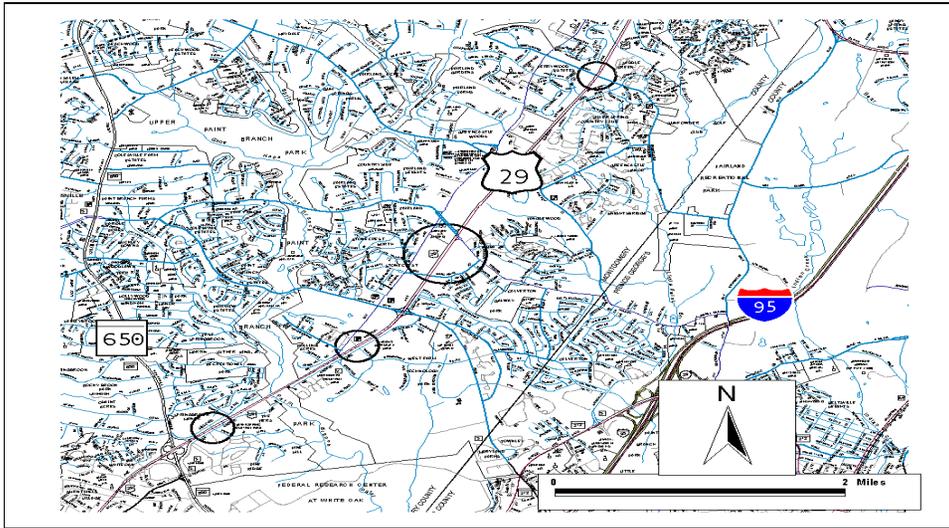
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 54,000

PROJECTED (2030) - 81,100

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct interchanges at Stewart Lane, Tech Road, Greencastle Road and Blackburn Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 1)
- US 29, Interchanges (Lines 8)
- MD 28/MD 198, MD 97 to I-95 (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	420	0	0	0	PLH
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. Funds shown in FY 10 are Federal Appropriation Earmark Funds. An additional \$25.2 million is needed to complete Engineering and \$22.3 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	2,488	2,488	0	0	0	0	0	0	0	0	0
Engineering	5,646	5,186	40	420	0	0	0	0	0	460	0
Right-of-way	545	545	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,679	8,219	40	420	0	0	0	0	0	460	0
Federal-Aid	3,215	2,767	28	420	0	0	0	0	0	448	0

FUNCTION:

- STATE - Other Principal Arterial
- FEDERAL - Other Principal Arterial

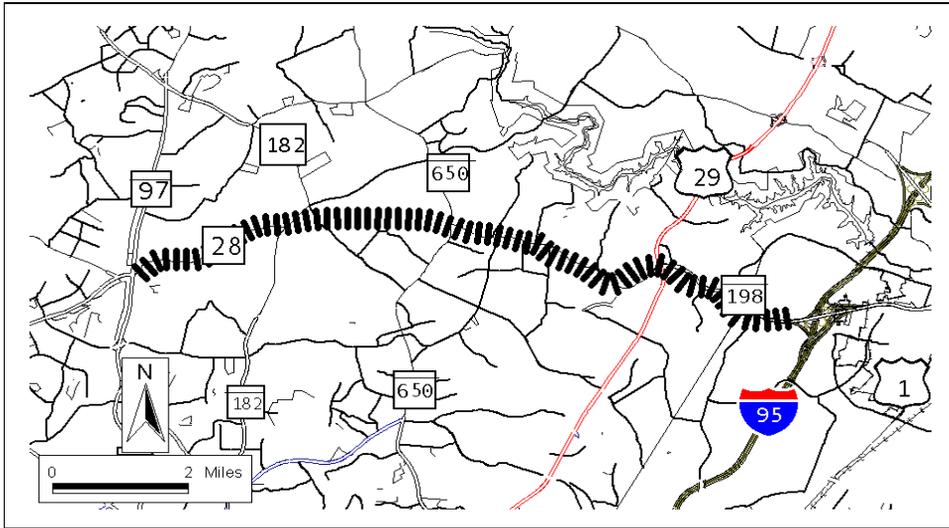
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 51,500 - 58,500

PROJECTED (2030) - 67,000 - 81,500

OPERATING COST IMPACT N/A



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 1)
- US 29 Interchanges (Lines 8,9)
- MD 97/MD 28 Interchange (Line 12)
- I-95/Contee Road Interchange (Prince George's County - Line 10)
- MD 201 Extended/US 1, I-95/I-495 to Muirkirk Road (Prince George's County - Line 27)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	4,113	3,313	530	270	0	0	0	0	800	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	109	2	0	107	0	0	0	0	107	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,222	3,315	530	377	0	0	0	0	907	0
Federal-Aid	2,879	2,319	371	189	0	0	0	0	560	0

FUNCTION:

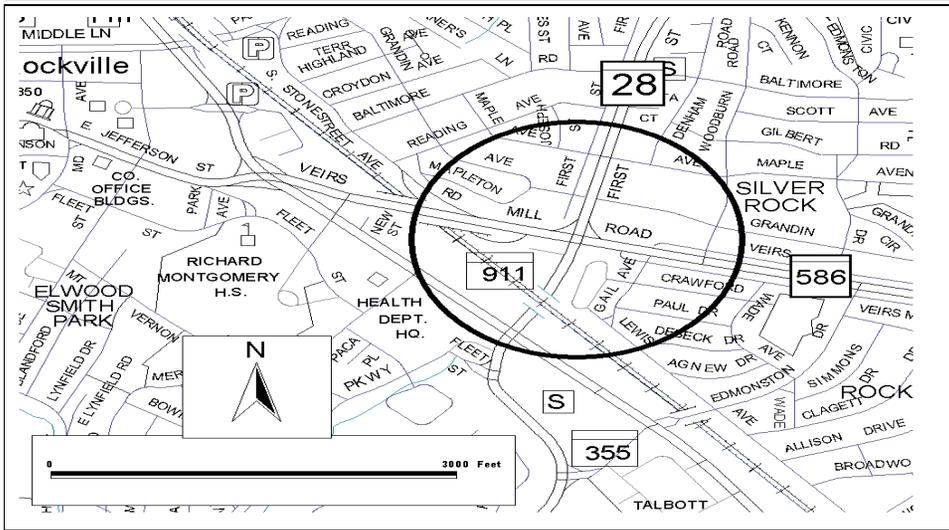
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2008) -** 24,250 - 45,525 (MD 28)
20,500 - 52,350 (MD 198)
- PROJECTED (2030) -** 41,325 - 51,775 (MD 28)
36,875 - 62,250 (MD 198)

OPERATING COST IMPACT N/A



PROJECT: MD 28, Rockville Town Center

DESCRIPTION: Study to construct interchange/intersection improvements at MD 28/MD 586/MD 911. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would relieve congestion at the existing intersection and facilitate development plans in the Rockville Town Center.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	1,903	1,827	76	0	0	0	0	0	0	76	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,903	1,827	76	0	0	0	0	0	0	76	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

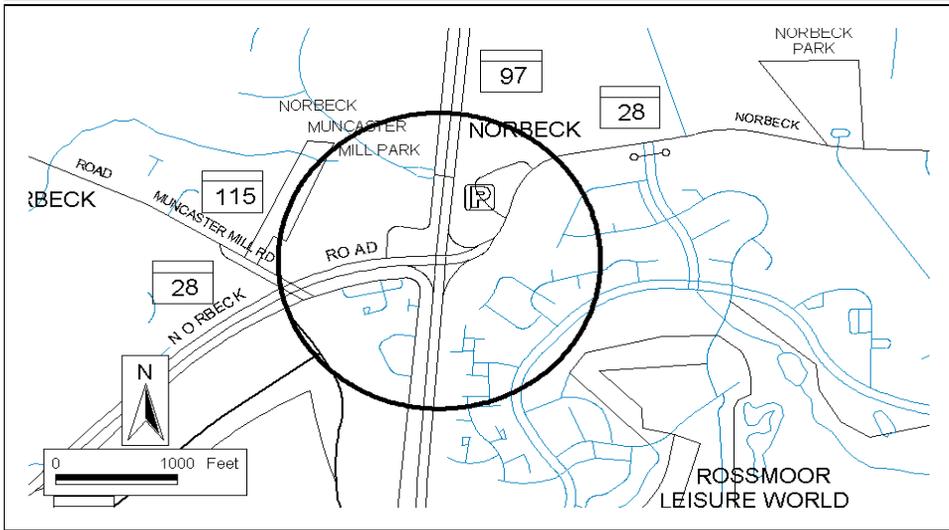
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 38,000

PROJECTED (2030) - 42,100

OPERATING COST IMPACT N/A



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct interchange improvements at MD 28/Norbeck Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve congestion at the existing intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 1)
MD 28/MD 198, MD 97 to I-95 (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$1.3 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,982	1,982	0	0	0	0	0	0	0	0	
Engineering	836	826	10	0	0	0	0	0	0	10	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,818	2,808	10	0	0	0	0	0	0	10	
Federal-Aid	1,972	1,965	7	0	0	0	0	0	0	7	

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

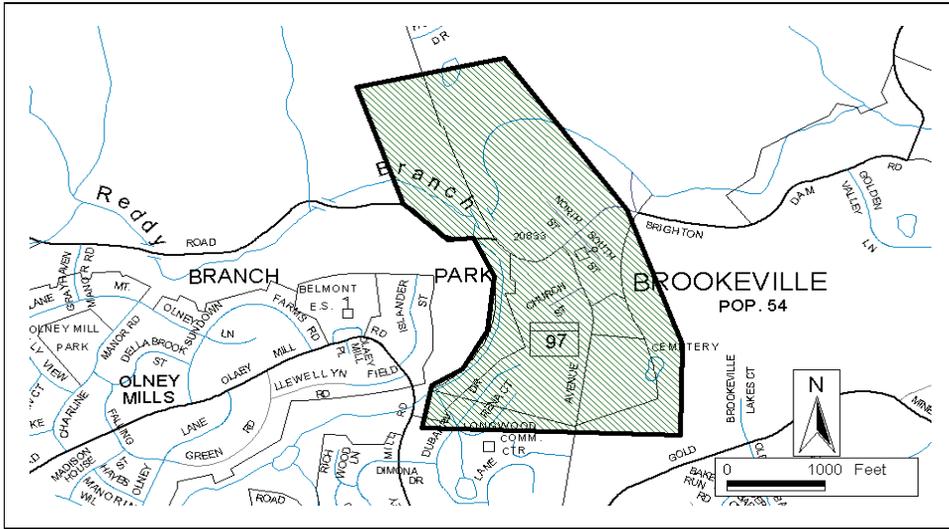
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 45,525

PROJECTED (2030) - 51,775

OPERATING COST IMPACT N/A



PROJECT: MD 97 (Brookeville Bypass)

DESCRIPTION: Study to construct a 2 lane highway from south of Brookeville to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

JUSTIFICATION: This project would relieve traffic congestion in the town of Brookeville and improve traffic operations and safety on existing MD 97. This funding is for completion of the environmental document.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete. The County and SHA are discussing cost sharing arrangements that could allow Engineering and Right-of-way to proceed.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	2,053	2,053	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,053	2,053	0	0	0	0	0	0	0	0	0
Federal-Aid	1,436	1,436	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

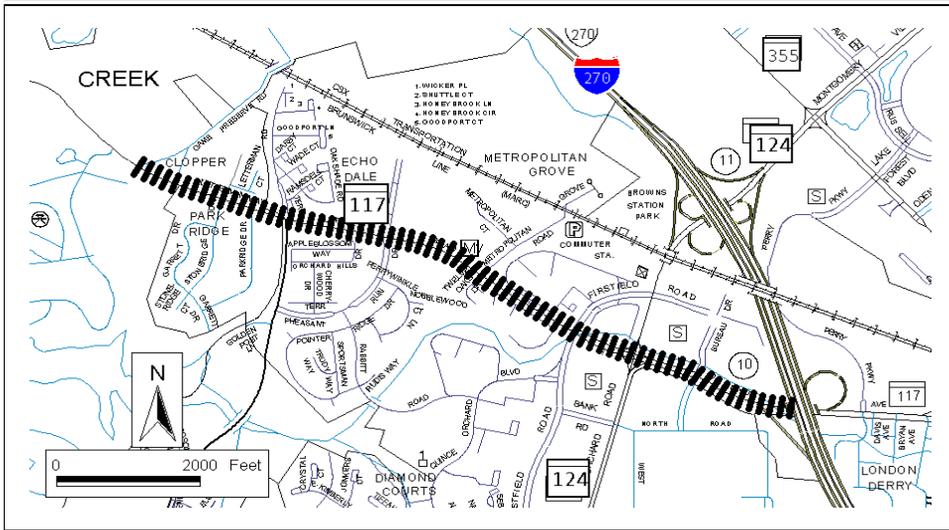
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 18,500

PROJECTED (2030) - 25,600

OPERATING COST IMPACT N/A



PROJECT: MD 117, Clopper Road

DESCRIPTION: Construct intersection capacity improvements from Great Seneca Park to I-270 (1.73 miles). Sidewalks will be included where appropriate, including multi-use pathway on the south side. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to relieve existing and future congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270/Watkins Mill Road Extended Interchange (Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$1.5 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	2,554	1,897	20	637	0	0	0	0	0	657	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,584	2,927	20	637	0	0	0	0	0	657	0
Federal-Aid	721	721	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

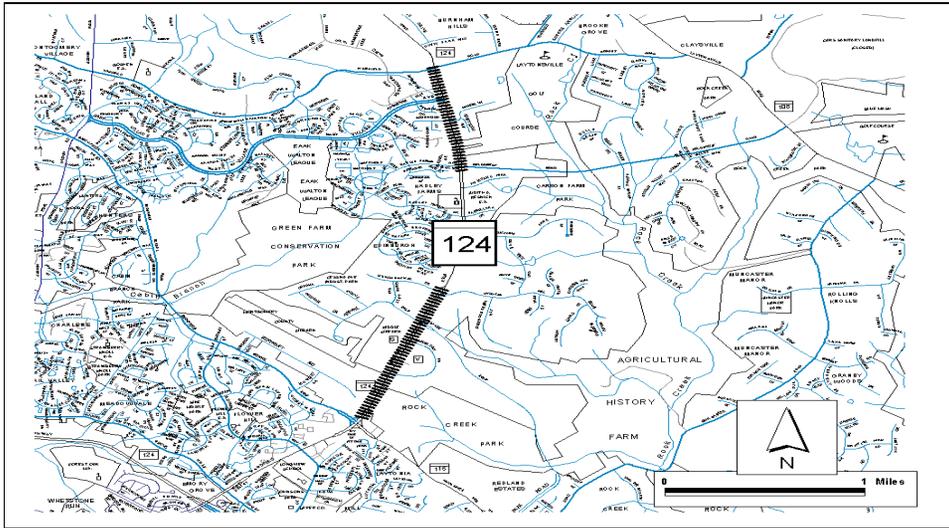
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 45,750

PROJECTED (2030) - 57,800

OPERATING COST IMPACT N/A



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road (2.3 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 1)
- MD 124, Airpark Road to Fieldcrest Road (Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	118	0	0	0	HPP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$0.6 million is needed to complete Engineering. The County and SHA are discussing cost sharing arrangements that could allow Engineering and partial Right-of-way to proceed for the Segment from Midcounty Highway to Airpark

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed Engineering for the segment from Fieldcrest Road to Warfield Road and removed Right-of-way for the segment from MidCounty Highway to Airpark Road due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	1,224	138	35	1,051	0	0	0	0	1,086	0
Right-of-way	4	4	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,342	2,256	35	1,051	0	0	0	0	1,086	0
Federal-Aid	118	0	118	0	0	0	0	0	118	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

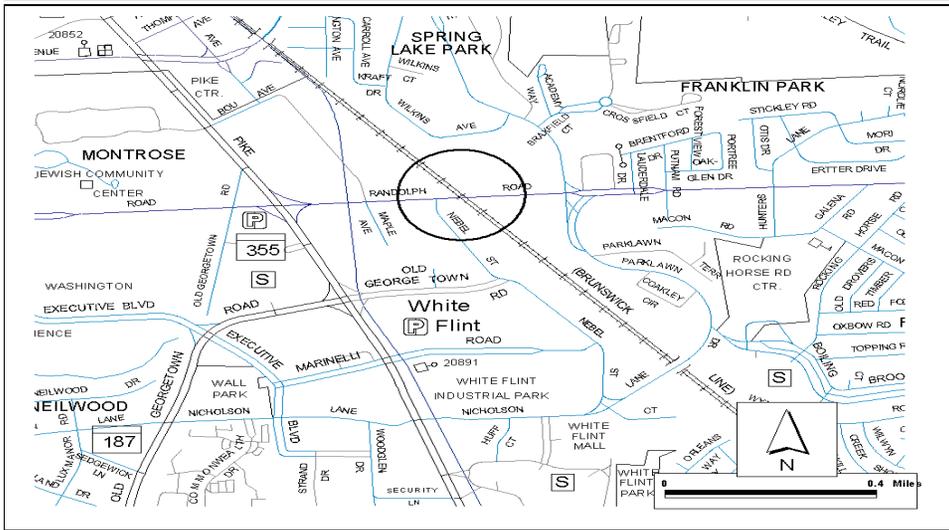
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 21,500

PROJECTED (2030) - 48,000

OPERATING COST IMPACT N/A



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a CSX Railroad grade separated crossing and interchange improvements at Parklawn Drive. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would improve safety and relieve traffic congestion that occurs at the Parklawn Drive intersection and at the CSX railroad crossing.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 1)
- MD 355, Interchange at Randolph Road/Montrose Parkway (Line 4)
- Montrose Parkway East (Montgomery County Project)

STATUS: Project Planning complete. The County and SHA are discussing cost sharing arrangements that could allow Engineering to proceed.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	THRU 2008	2009			2010	2011	2012	2013			2014
Planning	1,860	1,860	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,860	1,860	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 56,250 (MD 355)

PROJECTED (2030) - 98,125 (MD 355)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 124	Montgomery Village Avenue; Firstfield Road to MD 355; resurface	304	Completed
2	MD 185	Connecticut Avenue; MD 410 to Jones Bridge Road; resurface	354	Completed
3	MD 355	Frederick Avenue; MD 124; resurface	238	Completed
4	MD 650	New Hampshire Avenue; Millgrove Road to MD 108; resurface	119	Completed
<u>Bridge Replacement/Rehabilitation</u>				
5	CO 326	Grosvenor Lane; over I 270; bridge deck replacement	2,585	Completed
6	MD 355	Rockville Pike; bridge 15119 on MD 355 northbound over I 495 outer loop; bridge deck replacement	2,307	Completed
<u>Safety/Spot Improvement</u>				
7	MD 190	River Road; over Rock Run; drainage	1,091	Completed
<u>Sidewalks</u>				
8	MD 108	Olney Laytonsville Road; south of Golf Estates Drive to Maple Knoll Drive; retrofit sidewalks - 1,400 linear feet	45	Completed
<u>Enhancements</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
9		Rock Creek Watershed Restoration - stream restoration along Turkey Branch in the Rock Creek watershed	2,029	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Establishment of Transportation Museums</u>				
10		National Capital Trolley Museum Display Facility - expansion of the National Capital Trolley Museum by constructing a 5,000 square foot display barn on land adjacent to the present facilities in Northwest Branch Park	250	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
11	MD 97	Georgia Avenue; MD 586 to Randolph Road; resurface	3,689	Completed
12	MD 109	Beallsville Road; MD 28 to the Little Monocacy River; resurface	2,767	Completed
13	MD 118	Germantown Road; MD 28 to 200 feet west of Richter Farm Road; resurfacing	1,045	Completed
14	MD 586	Veirs Mill Road; Norbeck Road to Rock Creek; resurfacing	3,312	FY 2009
15	MD 650	New Hampshire Avenue; Shaw Avenue to Randolph Road; resurface	1,454	FY 2009
<u>Bridge Replacement/Rehabilitation</u>				
16	MD 109	Old Hundred Road; over Little Bennet Creek; bridge deck replacement	1,716	FY 2009
17	I 95	Ramp over westbound Clara Barton Parkway; bridge deck replacement	1,272	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
18		Areawide friction improvements - Phase II (Note: Cost for entire project shown in Montgomery and Prince George's County.)	2,450	Under construction
19	US 29	Columbia Pike; north of Stewart Lane to south of Blackburn Road; guard rail	1,143	Completed
20	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost)	850	Under construction
21	MD 182	Layhill Road; Norwood Road; add left turn bay on Norwood Road and eastbound MD 182 (funded for preliminary engineering only)	411	PE Underway
22	MD 198	Spencerville Road; at Good Hope Road; install channelization island to provide modified T intersection	802	FY 2009
<u>Community Safety and Enhancements</u>				
23	MD 97	Georgia Avenue; Tidewater Court to Queen Elizabeth/Prince Phillip Drive; pedestrian safety improvements.	551	FY 2009
24	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Prince George's County)	6,000	Under construction
<u>Environmental Preservation</u>				
25	US 29	Columbia Pike; Randolph Road to Dustin Road; landscaping	541	FY 2009
26	MD 97	Georgia Avenue; I 495 to MD 586; landscaping	141	FY 2009
27	MD 190	River Road; 300 feet south of Ridgefield Road to Burdette Road; landscaping	285	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Environmental Preservation (cont'd)</u>				
28	MD 650	New Hampshire Avenue; Wolf Drive to US 29; landscaping	92	FY 2009
<u>Sidewalks</u>				
29	MD 97	Georgia Avenue; Longwood Park Entrance to Market Street; retrofit sidewalk - 2,000 linear feet	487	FY 2009
30	MD 547	Knowles Avenue; crosswalk at Kensington Park Library; retrofit sidewalks - 100 linear feet	20	Completed
<u>Intersection Capacity Improvements</u>				
31	MD 27	Ridge Road; at Sweepstakes Road/Marlboro Pike; widen MD 27 to provide separated left and right turn lanes on NB MD 27 (Funded for preliminary engineering only)	141	PE Underway
32	MD 28	Veirs Mill Road; MD 586; Extend left-turn lanes along two approaches. (Funded for preliminary engineering only)	124	PE Underway
33	MD 108	Olney Laytonsville Road; at Bowie Mill Road; Install a Maryland "T" and a half signal (Funded for preliminary engineering only)	150	PE Underway
34	MD 108	Old Laytonsville Road; at Fieldcrest Road; provide separate westbound left turn lane	561	Under construction
35	MD 108	Sandy Spring Road; at MD 650; intersection reconstruct (Funded for preliminary engineering only)	631	FY 2009
36	MD 115	Muncaster Mill Road; at Bowie Mill Road; extend eastbound left turn (Funded for preliminary engineering only)	118	PE Underway
37	MD 193	University Boulevard; at MD 320; widen to provide right turn onto southbound MD 320	977	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

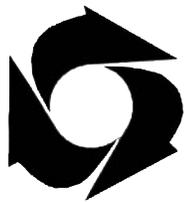
STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
38	MD 355	Frederick Road; at MD 118; extend southbound left turn lane.	685	FY 2009
39	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Funded for preliminary engineering only)	118	FY 2009
40	MD 650	New Hampshire Avenue; at Adelphi Road; widening for additional lanes	1,189	FY 2009
<u>Enhancements (cont'd)</u>				
<u>Pedestrian/Bicycle Facilities (cont'd)</u>				
41		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,255	FY 2009
42		Rock Creek Hiker-Biker Trail Bridge - construction of a 1,060 linear feet long by 8 feet wide trail with a 610 feet long by 12 feet wide pedestrian bridge over Veirs Mill Road	3,957	FY 2009
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
43		Olde Town Gaithersburg Rolling Stock Restoration; renovation and refurbishment of two historic rail cars	430	FY 2009
<u>Environmental Mitigation</u>				
44	US 29	Southbound stream channel stabilization; stabilization of 850 feet of an unnamed tributary to Rocky Gorge Reservoir	262	FY 2009
<u>Congressional Earmarks</u>				
45		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	

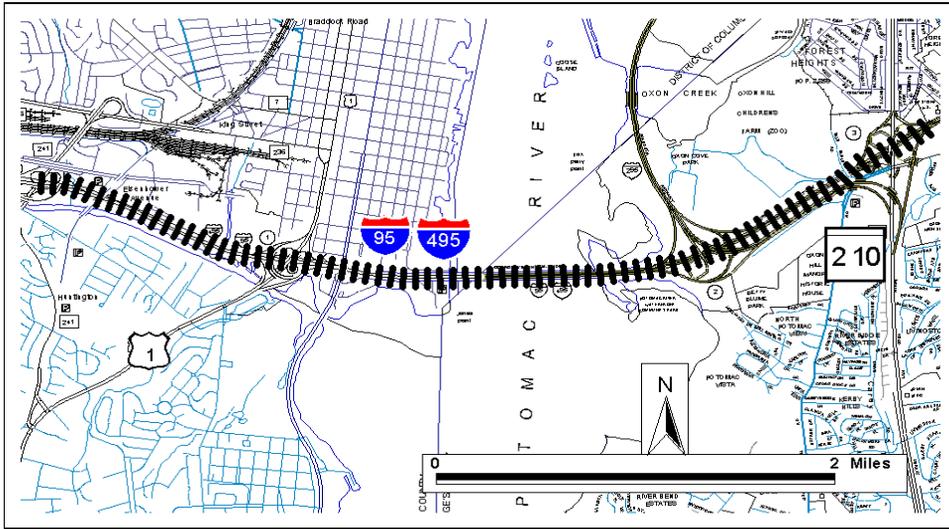
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
46		Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark \$2 million; CO)	0	
47		Gaithersurg revitalization extension of Teachers Way-Old Town (Earmark \$1.12 million; CO)	0	
48		Rockville; install pedestrian countdown signals at up to 39 intersections (Earmark \$150,000; CO)	0	
49		Rockville: Maryland Avenue and Market Street; Construction of intermodal access project including pedestrian safety improvements along the Baltimore Road corridor (Earmark \$4 million; PE,CO)	0	
50		Construct Potomac River Gorge stormwater mitigation project (Earmark \$500,000; CO) Sponsor: National Park Service	0	
51		Food and Drug Administration access road (Earmark \$500,000; CO)	0	



Prince George's



PROJECT: I-95/I-495 Woodrow Wilson Bridge Improvement

DESCRIPTION: Joint project with VDOT, DCDPW and FHWA to address congestion and operational problems associated with the Woodrow Wilson Bridge. The limits of the project are from Telegraph Road in Virginia to MD 210 in Maryland. A pedestrian/bicycle facility will be included in this project.

JUSTIFICATION: The bridge was nearing the end of its structural life and operating with traffic volumes significantly higher than its design capacity.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- MD 210, MD 228 to I-95/I-495 (Line 20)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 21)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	42968	26435	17052	0	0	WWB/HP

STATUS: Engineering and Construction underway. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2014			
					2011	2012	2013	2014				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	96,189	89,489	5,977	723	0	0	0	0	0	0	6,700	0
Right-of-way	3,578	3,516	62	0	0	0	0	0	0	0	62	0
Construction	1,218,525	1,109,822	42,099	12,909	0	0	0	0	0	0	55,008	53,695
Total	1,318,292	1,202,827	48,138	13,632	0	0	0	0	0	0	61,770	53,695
Federal-Aid	1,150,155	1,099,934	38,780	10,381	0	0	0	0	0	0	49,161	1,060

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

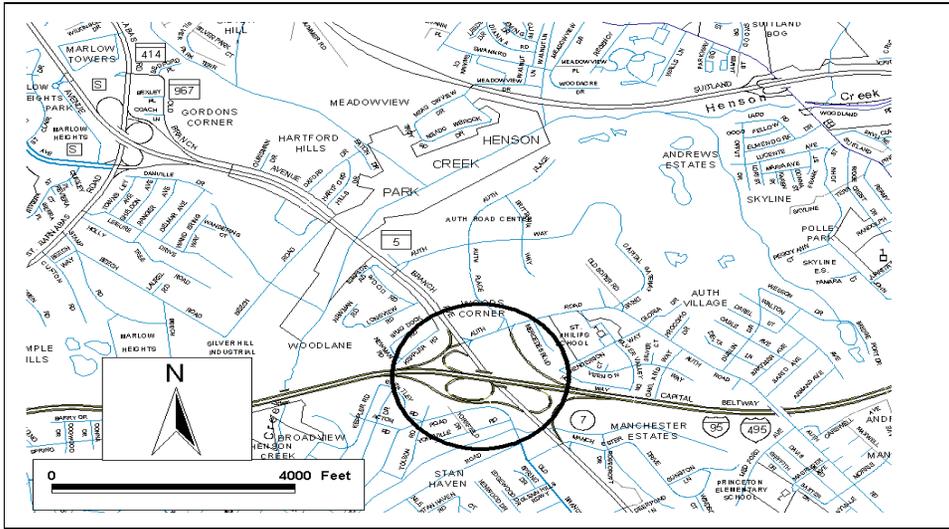
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 175,000

PROJECTED (2030) - 278,100

OPERATING COST IMPACT \$821,800 per year



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Reconstruct the interchange of MD 5 (Branch Avenue) and I-95/I-495 to improve access to the Branch Avenue Metro Station. This includes the construction of a flyover ramp from inner loop I-95/I-495 to Southbound MD 5 (Phase 1). Pedestrian/bicycle facilities will be included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods resulting in severe congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 14)
- MD 5, US 301 to I-95/I-495 (Line 18)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2014			
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,457	3,457	0	0	0	0	0	0	0	0	0	0
Right-of-way	10,855	10,813	42	0	0	0	0	0	0	0	42	0
Construction	36,621	31,392	4,079	1,150	0	0	0	0	0	5,229	0	0
Total	50,933	45,662	4,121	1,150	0	0	0	0	0	5,271	0	0
Federal-Aid	35,355	30,584	3,704	1,067	0	0	0	0	0	4,771	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

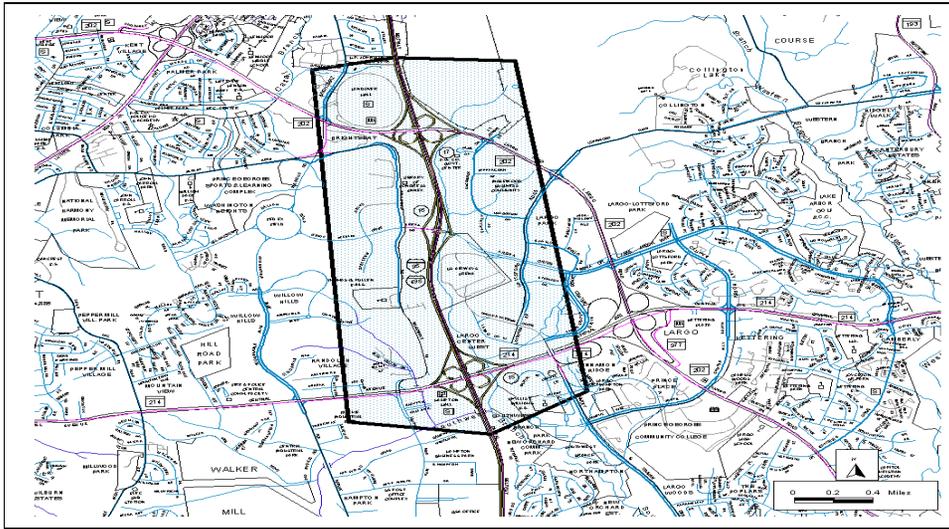
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 122,000 (MD 5)
187,000 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)
204,400 (I-95/495)

OPERATING COST IMPACT \$72,000 per year



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Convert the I-95/I-495 interchange at Arena Drive from a part time interchange to a full time interchange to handle the existing and proposed growth in the vicinity of FedEx Field and the Largo Town Center Metro Station (2.80 miles).

JUSTIFICATION: This interchange would provide access to existing and proposed development in the area and relieve safety concerns at the I-95/I-495 interchanges at MD 202 and MD 214.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
MD 202, at Brightseat Road (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,403	1,403	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0
Construction	30,853	14,199	13,702	2,952	0	0	0	0	16,654	0
Total	32,258	15,604	13,702	2,952	0	0	0	0	16,654	0
Federal-Aid	27,715	12,732	12,326	2,657	0	0	0	0	14,983	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

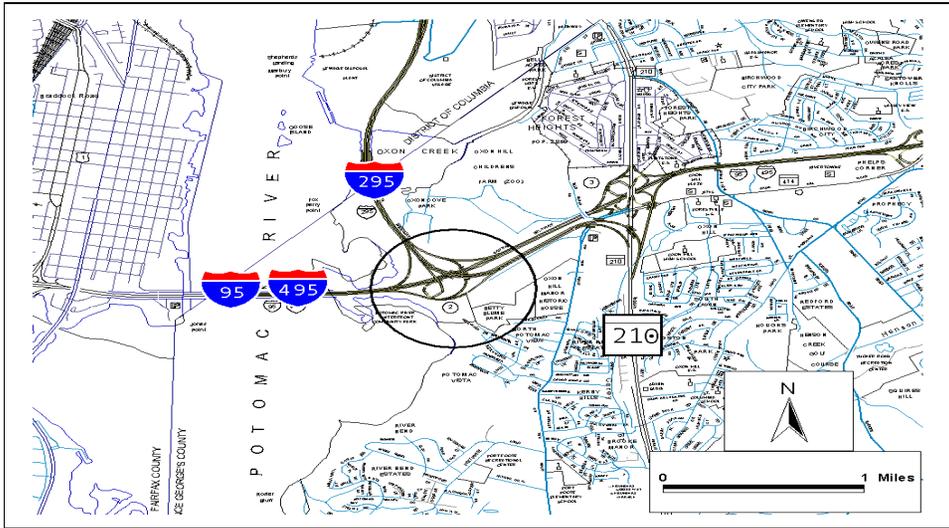
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 197,100

PROJECTED (2030) - 222,600

OPERATING COST IMPACT \$49,800 per year



PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Construct access improvements and MD 414 Extended.

JUSTIFICATION: This project supports the National Harbor project, which is a major economic development opportunity in Prince George's County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge Improvements (Line 1)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- MD 210, MD 228 to I-95/I-495 (Line 20)
- MD 210, Interchange at Kerby Hill/Livingston Road (Line 21)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Construction funding due to economic downturn.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	.....2011.....	.....2012.....	.....2013.....	.....2014.....	0	0	0	0
Engineering	300	300	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	38,750	28,686	10,064	0	0	0	0	0	0	10,064	0	0
Total	39,050	28,986	10,064	0	0	0	0	0	0	10,064	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Interstate

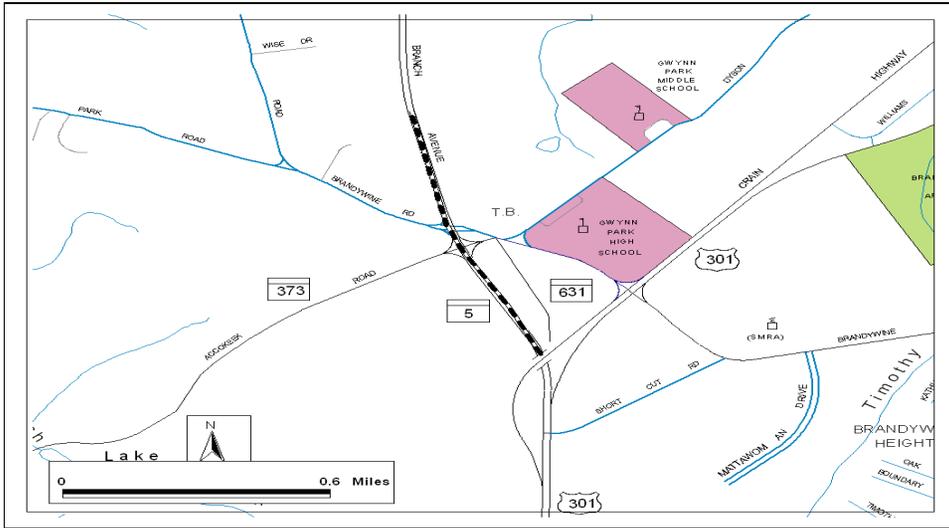
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 194,000

PROJECTED (2030) - 278,100

OPERATING COST IMPACT \$15,800 per year



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Widen existing MD 5 from 4 to 6 lanes from north of MD 373 to US 301 (1.07 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase as growth continues in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, Waldorf Area Project (Line 24)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	2923	0	0	0	0	HP
CO	0	7027	0	0	0	STP/HP

STATUS: Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease of \$0.8 million is due to reduced right-of-way needs and reduced inflation.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,747	8	1,762	1,977	0	0	0	0	0	3,739	0	0
Construction	9,008	0	0	7,566	1,442	0	0	0	0	9,008	0	0
Total	12,755	8	1,762	9,543	1,442	0	0	0	0	12,747	0	0
Federal-Aid	9,949	6	1,374	7,444	1,125	0	0	0	0	9,943	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

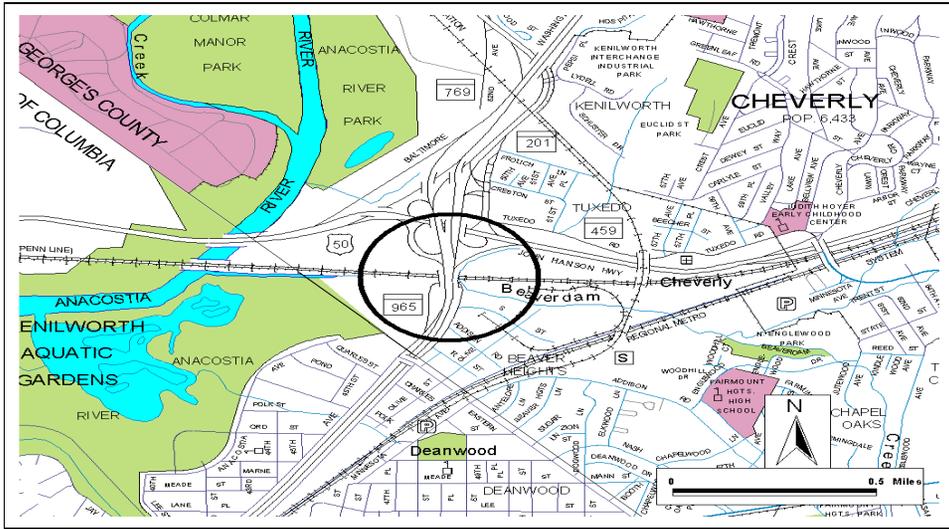
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 63,250

PROJECTED (2030) - 97,700

OPERATING COST IMPACT \$19,000 per year



PROJECT: MD 201, Kenilworth Avenue

DESCRIPTION: Replaced Bridge 16028 over Amtrak, MD 965 and Beaver Dam Branch.

JUSTIFICATION: The existing bridge was in a deteriorated condition. No acceleration lane existed on the southbound MD 201 bridge causing a stop condition for traffic from the eastbound US 50 ramp to southbound MD 201. This bridge was identified as a high accident location.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease of \$1.2 million is due to reduced work days.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	873	873	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	22,474	18,765	3,709	0	0	0	0	0	3,709	0	0
Total	23,347	19,638	3,709	0	0	0	0	0	3,709	0	0
Federal-Aid	18,713	15,734	2,979	0	0	0	0	0	2,979	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Urban Freeway Expressway

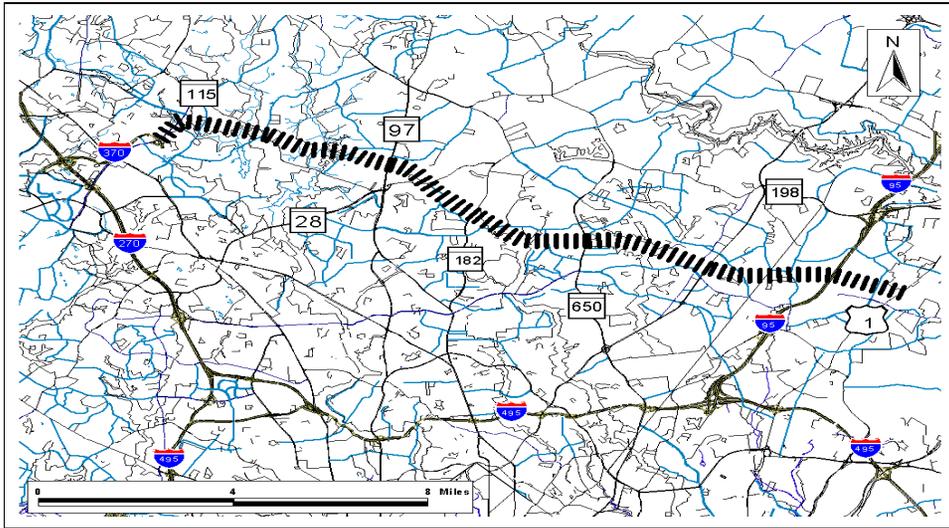
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 106,500

PROJECTED (2030) - 118,000

OPERATING COST IMPACT N/A



PROJECT: InterCounty Connector

DESCRIPTION: Construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

JUSTIFICATION: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

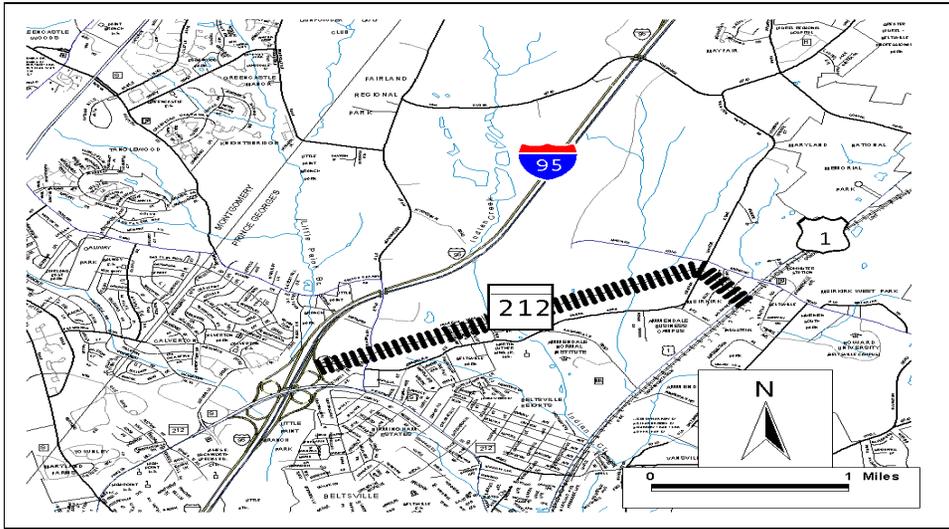
- I-95/Contee Road Interchange (Line 10)
- MD 28/MD 198, MD 97 to I-95 (Line 25)
- MD 201 Extended/US 1, I-95/I-495 to Muirkirk Road (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:										FUNCTION:			
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										STATE - Principal Arterial			
	PROJECT CASH FLOW										FEDERAL - Freeway - Expressway			
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	STATE SYSTEM: Primary			
Planning	0	0	0	0	0	0	0	0	0	0	0	0	DAILY TRAFFIC : (USAGE IMPACTS)	
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	CURRENT (2008) - N/A	
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0	0	0	PROJECTED (2030) - 30,400 - 96,500	
Construction	0	0	0	0	0	0	0	0	0	0	0	0	OPERATING COST IMPACT N/A	
Total	19,292	19,292	0	0	0	0	0	0	0	0	0	0		
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0	0	0		



PROJECT: MD 212 Relocated

DESCRIPTION: Prince George's County constructed a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.00 miles). This road will become MD 212. Sidewalks are included where appropriate, and wide curb lanes accommodate bicycles.

JUSTIFICATION: This project relieved the projected traffic congestion generated by proposed development and enhance safety within the limits of the project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to Muirkirk Road (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction by Prince George's County complete. The cost shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012			YEAR 2013	YEAR 2014
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	155	155	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	7,000	7,000	0	0	0	0	0	0	0	0	0	0	0
Total	7,155	7,155	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

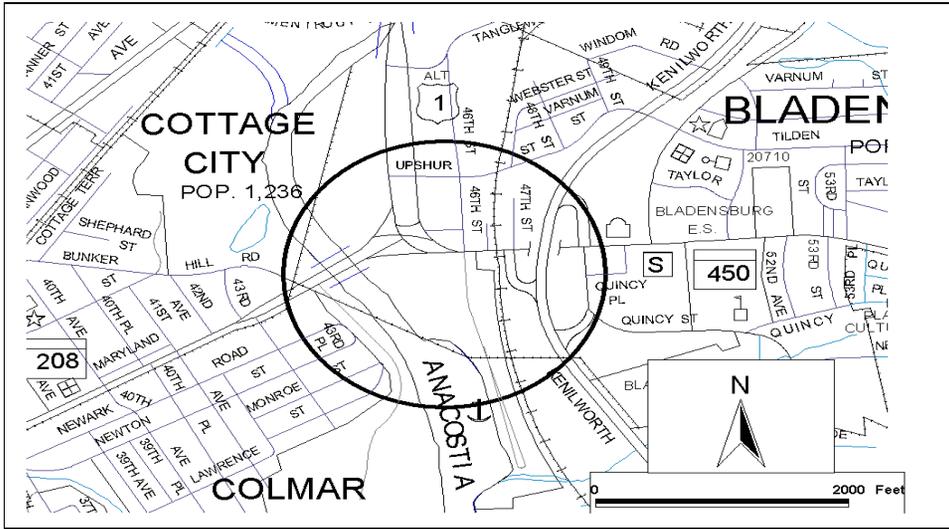
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 34,450

PROJECTED (2030) - 55,350

OPERATING COST IMPACT \$71,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross in Bladensburg.

JUSTIFICATION: This project will improve safety and relieve major traffic backups that occur at this railroad crossing and adjacent intersections.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	577	577	0	0	0	0	0	0	0	0
Engineering	3,411	3,411	0	0	0	0	0	0	0	0
Right-of-way	10,272	8,774	769	729	0	0	0	0	1,498	0
Construction	60,911	51,289	6,122	3,500	0	0	0	0	9,622	0
Total	75,171	64,051	6,891	4,229	0	0	0	0	11,120	0
Federal-Aid	65,125	55,539	6,101	3,485	0	0	0	0	9,586	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

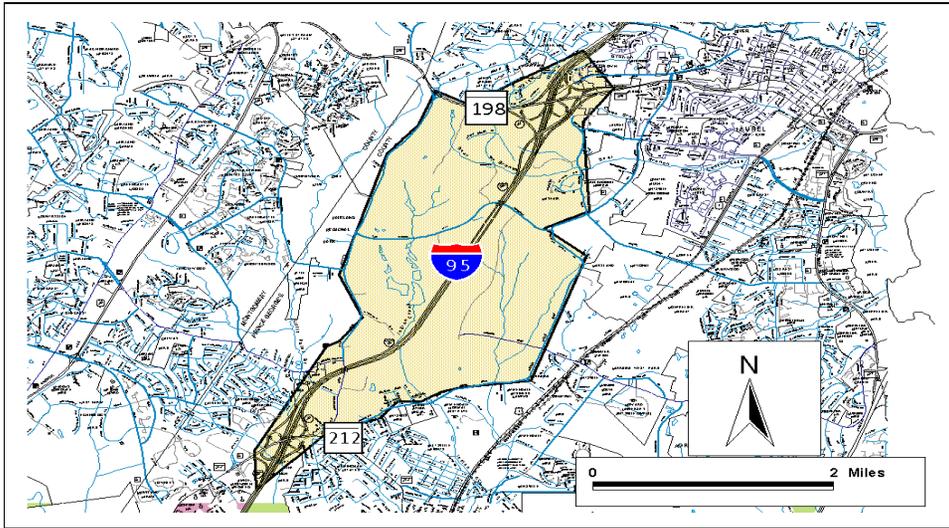
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 38,750

PROJECTED (2030) - 62,475

OPERATING COST IMPACT N/A



PROJECT: I-95

DESCRIPTION: Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.

JUSTIFICATION: This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for proposed development east and west of I-95.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 7)
- MD 28/MD 198, MD 97 to I-95 (Line 25)
- MD 201 Extended/US 1, I-95/I-495 to Muirkirk Road (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway with Developer funds. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$3.8 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	PROJECT CASH FLOW											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
				.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	1,313	1,313	0	0	0	0	0	0	0	0	0	
Engineering	1,695	1,695	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	3,008	3,008	0	0	0	0	0	0	0	0	0	
Federal-Aid	2,075	2,075	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

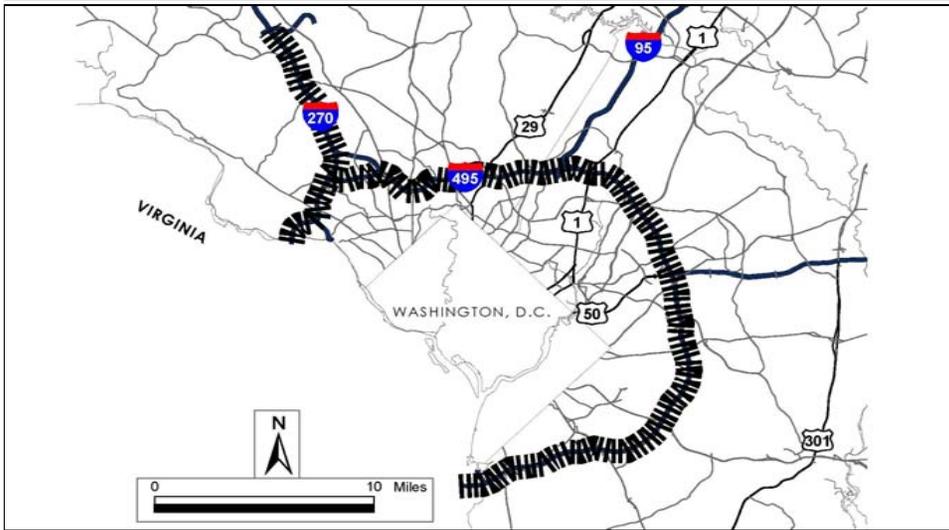
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 184,375

PROJECTED (2030) - 245,300

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-95/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
- I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
- I-95/I-495, Greenbelt Metro Station (Line 13)
- I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 14)
- MD 4, Interchange at Suitland Parkway (Line 16)

STATUS: Partial Project Planning underway. An additional \$3.0 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Planning funding due to economic downturn.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	11,029	11,019	10	0	0	0	0	0	10	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,029	11,019	10	0	0	0	0	0	10	0
Federal-Aid	7,720	7,713	7	0	0	0	0	0	7	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

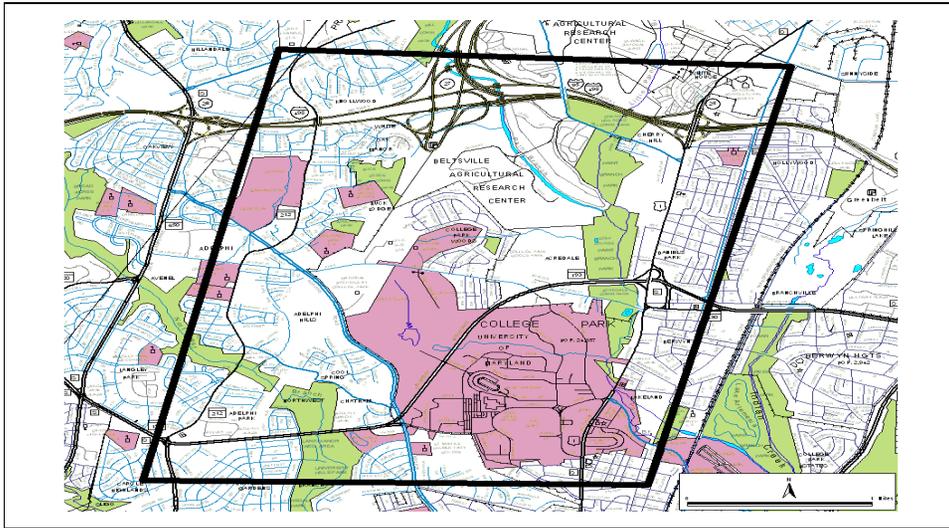
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 112,750 - 246,825

PROJECTED (2030) - 144,100 - 278,100

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, University of Maryland Access Study

DESCRIPTION: Study to provide improved access between the I-95/I-495 interchange and the University of Maryland campus in College Park (0.5 miles).

JUSTIFICATION: This project would provide an alternative means of access to the University of Maryland, College Park campus, thus enabling commuters to avoid congestion on area roadways.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
 US 1, College Avenue to Sunnyside Avenue (Line 31)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning underway. MDOT is coordinating the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland. This project will be deleted from the program and no further funding will be provided after FY 2009.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Planning funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	518	426	92	0	0	0	0	0	0	92	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	518	426	92	0	0	0	0	0	0	92	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

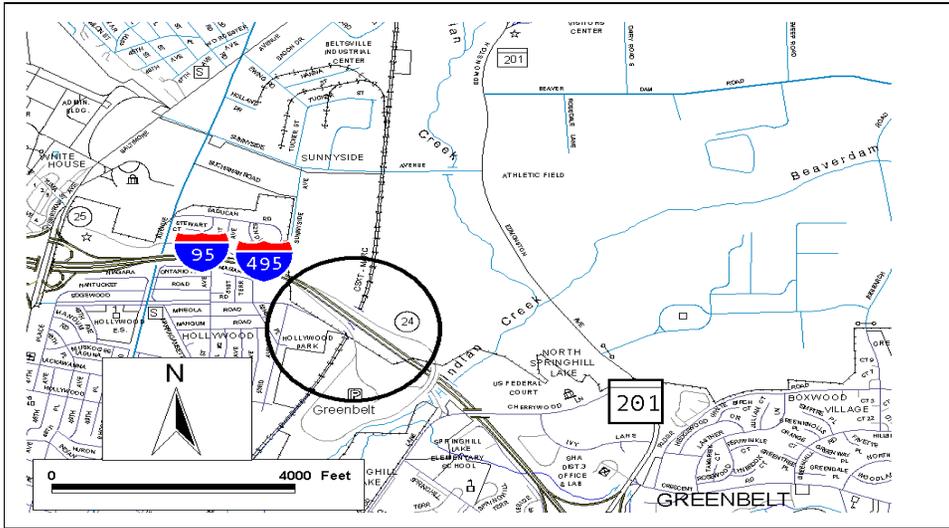
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - N/A

PROJECTED (2030) - 38,300

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to the Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	210	208	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,771	1,769	2	0	0	0	0	0	2	0
Federal-Aid	1,263	1,261	2	0	0	0	0	0	2	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

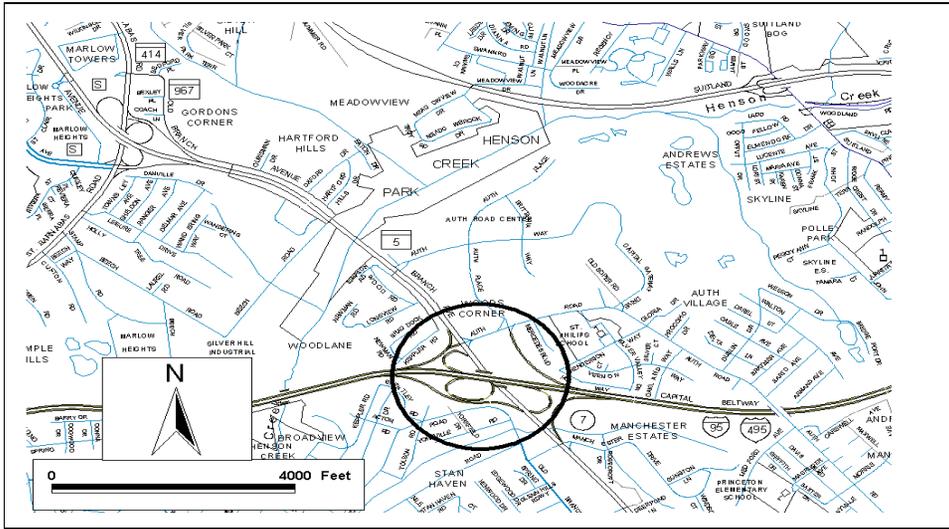
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 238,000

PROJECTED (2030) - 282,800

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to provide a long term solution for traffic congestion in this area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Ave. Metro Access - Phase 1 (Line 2)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	2011	2012	2013	2014	2015	2016		
Planning	777	777	0	0	0	0	0	0	0	0	0	0
Engineering	3,832	1,441	1,000	1,000	391	0	0	0	0	0	2,391	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,609	2,218	1,000	1,000	391	0	0	0	0	0	2,391	0
Federal-Aid	3,053	1,140	800	800	313	0	0	0	0	0	1,913	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

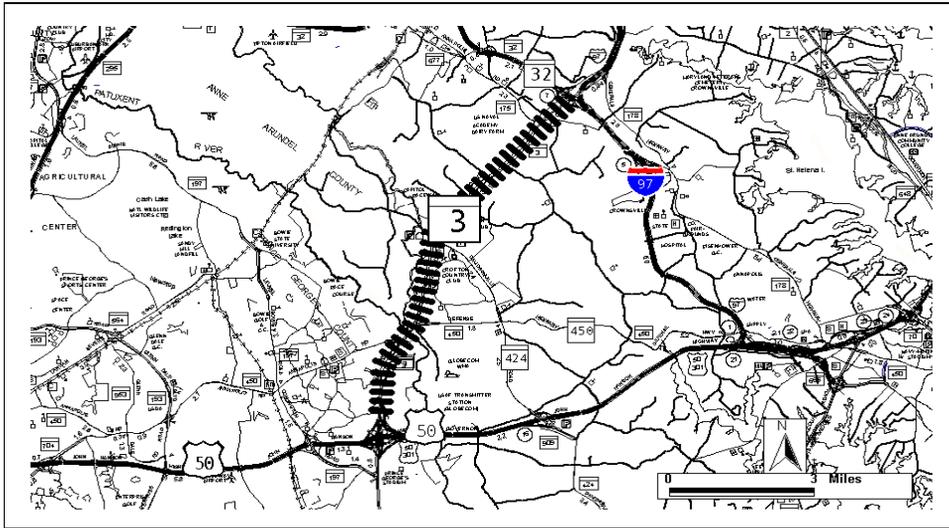
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 122,000 (MD 5)
187,000 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)
204,400 (I-95/495)

OPERATING COST IMPACT N/A



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 22)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Line 30)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	3,805	3,405	400	0	0	0	0	0	0	400	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,651	4,651	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,456	8,056	400	0	0	0	0	0	0	400	0
Federal-Aid	2,664	2,384	280	0	0	0	0	0	0	280	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

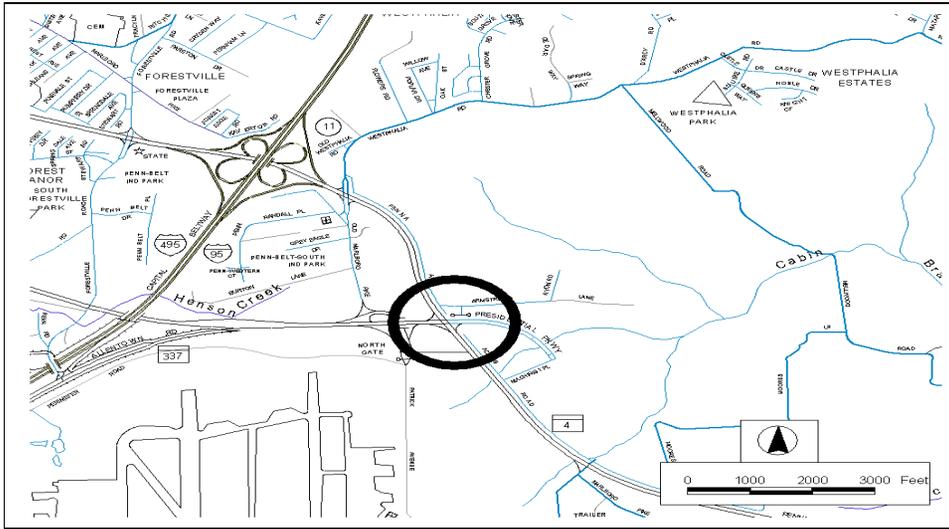
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 77,650

PROJECTED (2030) - 124,800

OPERATING COST IMPACT N/A



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate planned development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
MD 4, MD 223 to I-95/I-495 (Line 17)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering and partial Right-of-way underway. An additional \$0.8 million is needed to complete Engineering and an additional \$13.6 million is needed to complete Right-of-way, excluding Right-of-way donations

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,553	4,553	1,000	0	0	0	0	0	0	1,000	0
Right-of-way	1,383	866	517	0	0	0	0	0	0	517	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,936	5,419	1,517	0	0	0	0	0	0	1,517	0
Federal-Aid	5,366	4,069	1,297	0	0	0	0	0	0	1,297	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway

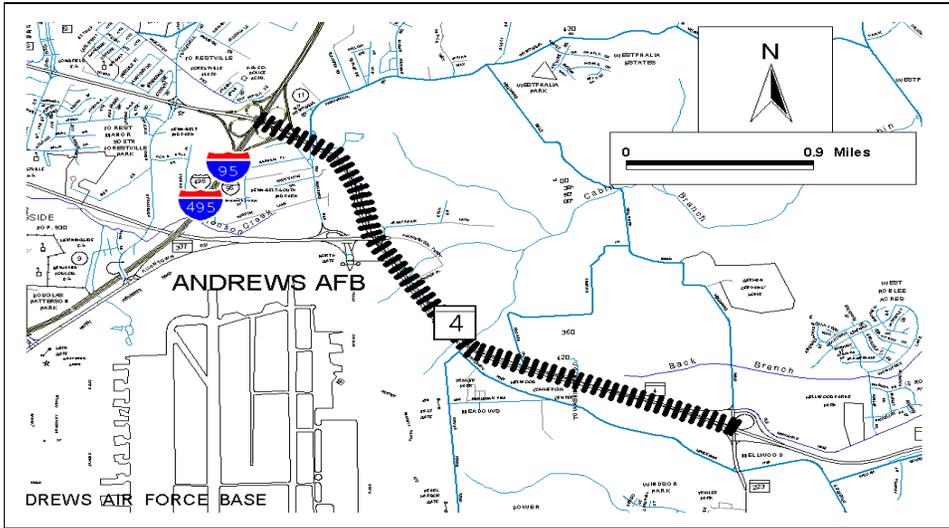
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 78,000

PROJECTED (2030) - 99,350

OPERATING COST IMPACT N/A



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Interchanges at Westphalia and Dower House Roads are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
MD 4, Interchange at Suitland Parkway (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Freeway - Expressway

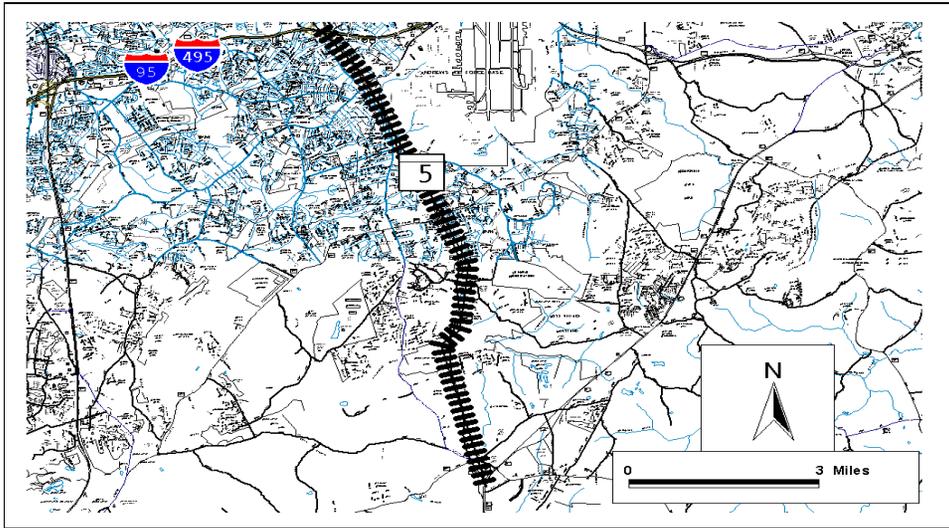
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 54,650

PROJECTED (2030) - 99,325

OPERATING COST IMPACT N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Avenue Metro Station Access - Phase 1 (Line 2)
- MD 5, MD 373 to US 301 (Line 5)
- I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 14)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, Waldorf Area Project (Line 24)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	2,322	831	650	488	353	0	0	0	1,491	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,210	10,719	650	488	353	0	0	0	1,491	0
Federal-Aid	6,372	6,372	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

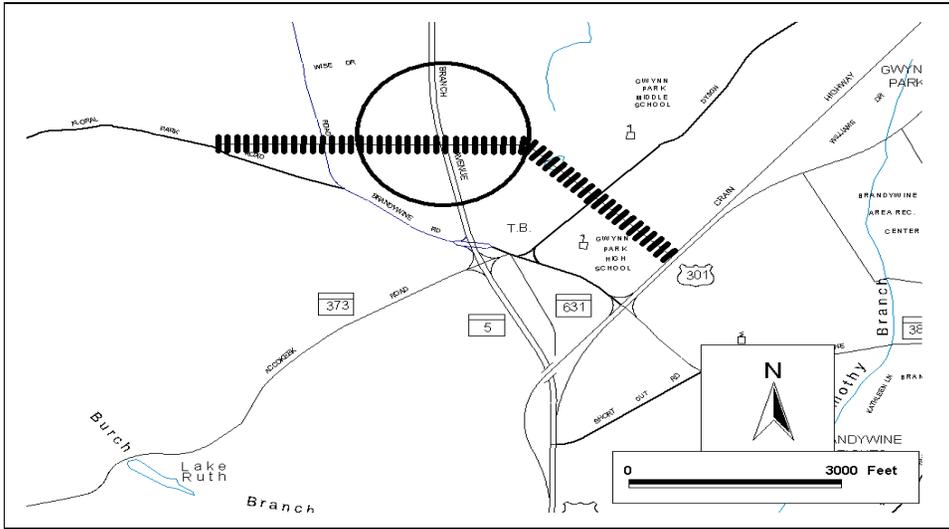
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 100,900

PROJECTED (2030) - 141,000

OPERATING COST IMPACT N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 5)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, Waldorf Area Project (Line 24)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,681	1,466	750	1,000	4,465	0	0	0	6,215	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,681	1,466	750	1,000	4,465	0	0	0	6,215	0
Federal-Aid	5,946	1,098	585	780	3,483	0	0	0	4,848	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

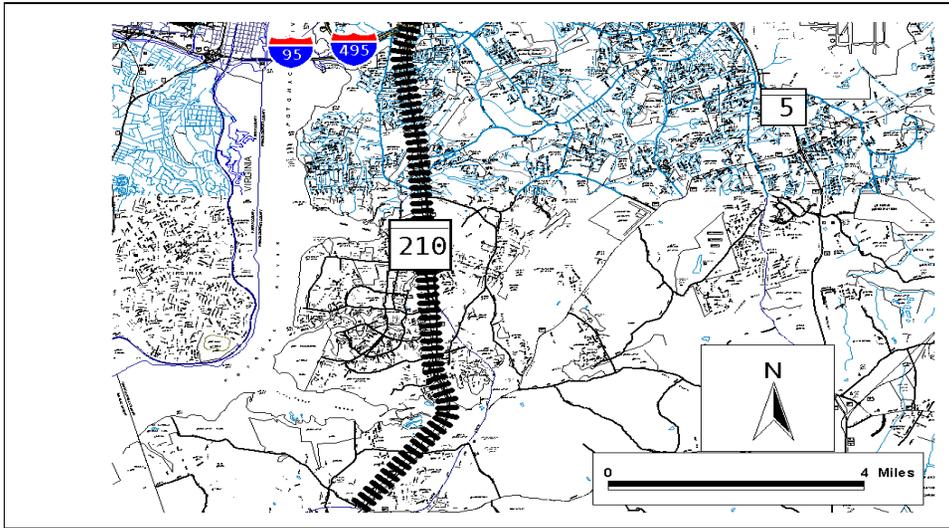
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 63,250

PROJECTED (2030) - 97,700

OPERATING COST IMPACT N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 21)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	TOTAL ESTIMATED COST (\$000)		EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
	PROJECT CASH FLOW					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
	POTENTIAL FUNDING SOURCE:												
Planning	3,022	3,022	0	0	0	0	0	0	0	0	0		
Engineering	1	1	0	0	0	0	0	0	0	0	0		
Right-of-way	980	980	0	0	0	0	0	0	0	0	0		
Construction	0	0	0	0	0	0	0	0	0	0	0		
Total	4,003	4,003	0	0	0	0	0	0	0	0	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

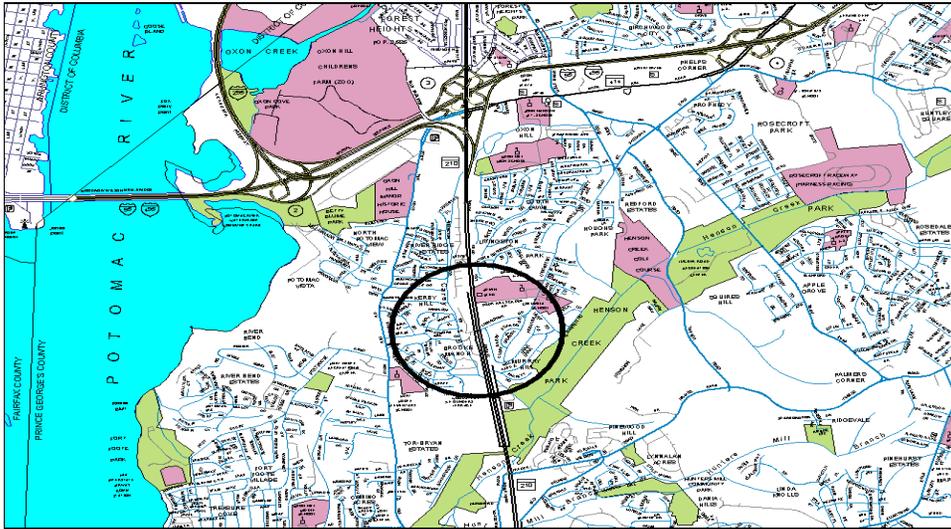
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 78,000

PROJECTED (2030) - 126,350

OPERATING COST IMPACT N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Reconstruct the existing MD 210 intersection at Kerby Hill Road/Livingston Road to a grade separated interchange. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- MD 210, MD 228 to 95/I-495 (Line 20)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$4.8 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,419	419	500	500	0	0	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,419	419	500	500	0	0	0	0	0	1,000	0
Federal-Aid	1,107	327	390	390	0	0	0	0	0	780	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

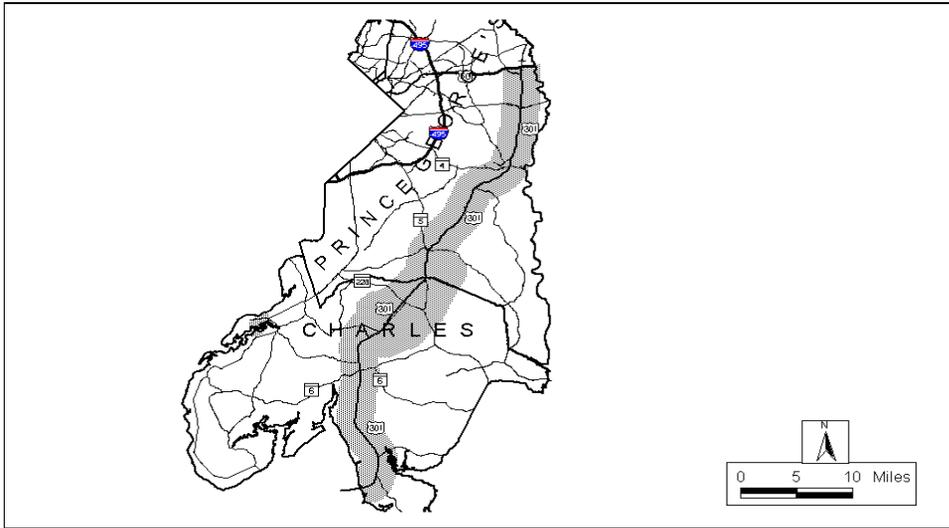
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 78,000

PROJECTED (2030) - 126,350

OPERATING COST IMPACT N/A



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 5)
- MD 3, US 50 to MD 32 (Line 15)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- US 301, Waldorf Area Project (Line 24)

STATUS: Project Planning on hold for the entire corridor, but proceeding with breakout projects in Bowie and Waldorf. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial protective Right-of-way funding due to economic downturn.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	10,747	10,558	189	0	0	0	0	0	0	189	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	51,481	43,500	2,000	500	0	3,000	2,481	0	0	7,981	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	62,228	54,058	2,189	500	0	3,000	2,481	0	0	8,170	0
Federal-Aid	7,523	7,391	132	0	0	0	0	0	0	132	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

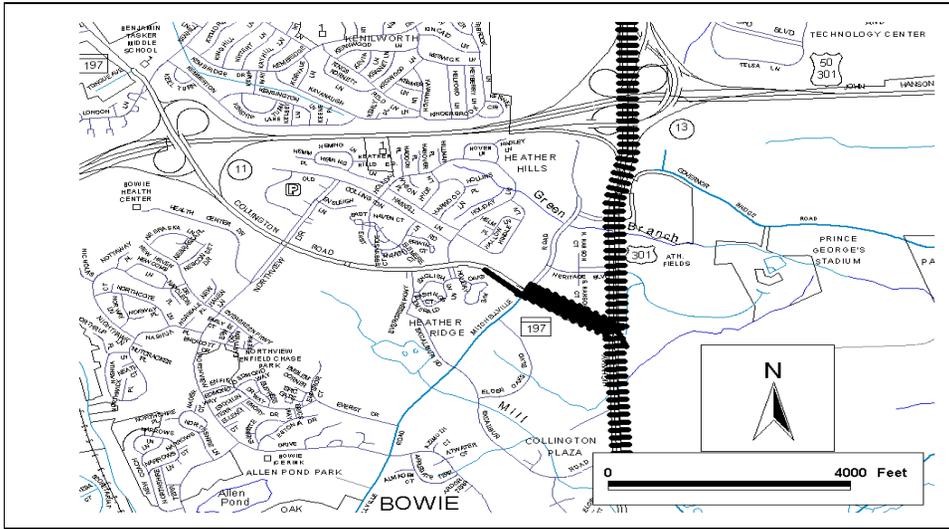
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 18,250(Charles) -
 86,000 (Prince George's)

PROJECTED (2030) - 27,300 (Charles) -
 114,300 (Prince George's)

OPERATING COST IMPACT N/A



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 3, US 50 to MD 32 (Line 15)
- US 301, South Corridor Transportation Study (Line 22)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	2,518	2,467	51	0	0	0	0	0	51	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,518	2,467	51	0	0	0	0	0	51	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

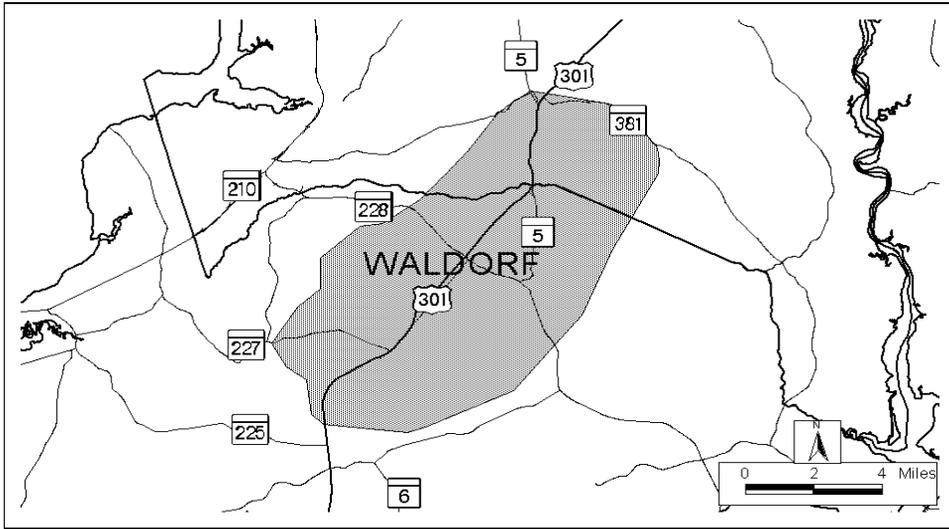
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 66,500

PROJECTED (2030) - 116,500

OPERATING COST IMPACT N/A



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade and widen US 301 through Waldorf and/or construct an access controlled bypass of Waldorf from Turkey Hill Road/Washington Ave. in Charles County to north of the US 301/MD 5 interchange at T.B. in Prince George's County.

JUSTIFICATION: Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 5)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
- US 301, South Corridor Transportation Study (Line 22)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning underway. An additional \$2.4 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost increase of \$1.8 million is due to addition planning needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	9,799	7,399	2,400	0	0	0	0	0	2,400	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,799	7,399	2,400	0	0	0	0	0	2,400	0
Federal-Aid	7,131	5,451	1,680	0	0	0	0	0	1,680	0

FUNCTION:

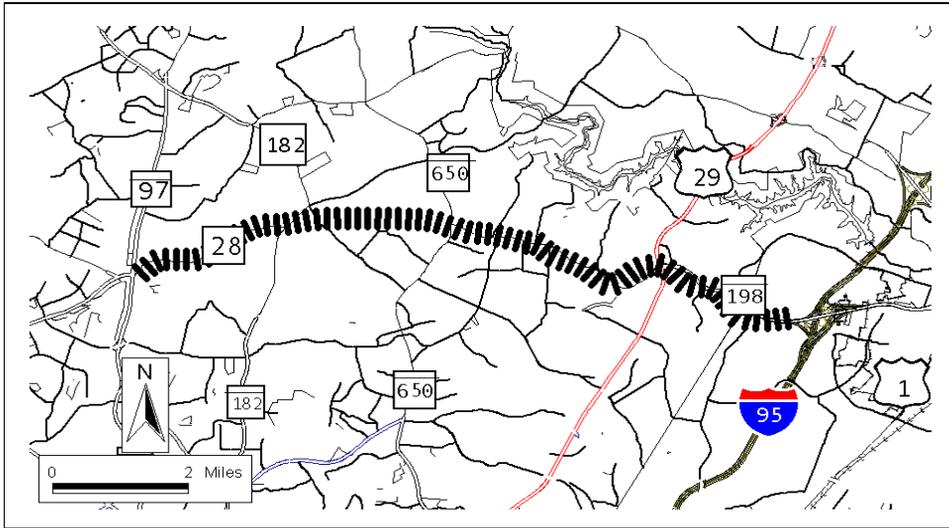
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2008) -** 59,300 (Charles) - 86,000 (Prince George's)
- PROJECTED (2030) -** 71,000 (Charles) - 114,300 (Prince George's)

OPERATING COST IMPACT N/A



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 7)
- I-95/Contee Road Interchange (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2014			
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	4,113	3,313	530	270	0	0	0	0	0	800	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	109	2	0	107	0	0	0	0	0	107	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	4,222	3,315	530	377	0	0	0	0	0	907	0	
Federal-Aid	2,879	2,319	371	189	0	0	0	0	0	560	0	

FUNCTION:

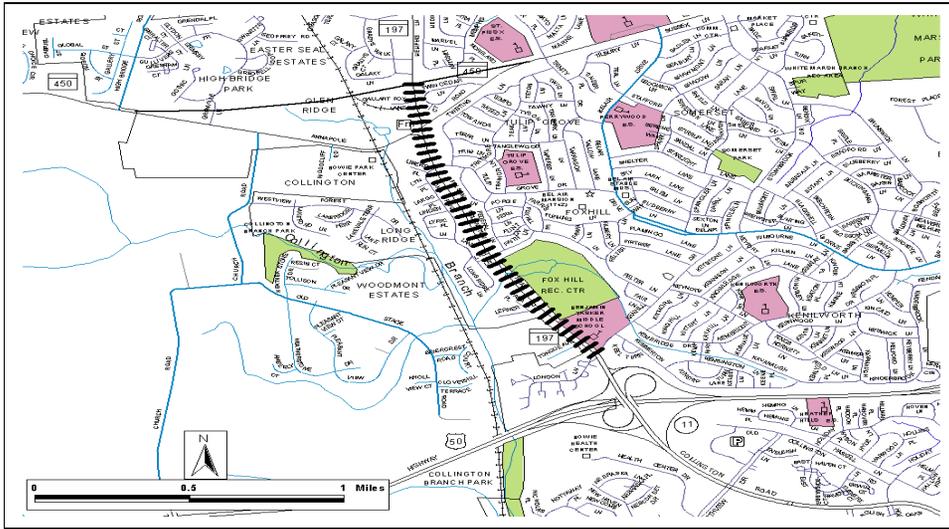
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2008) -** 24,250 - 45,525 (MD 28)
20,500 - 52,350 (MD 198)
- PROJECTED (2030) -** 41,325 - 51,775 (MD 28)
36,875 - 62,250 (MD 198)

OPERATING COST IMPACT N/A



PROJECT: MD 197, Collington Road

DESCRIPTION: Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. County contributing \$1.0 million to planning study. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY									
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	700	4	298	398	0	0	0	0	0	696	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	700	4	298	398	0	0	0	0	0	696	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

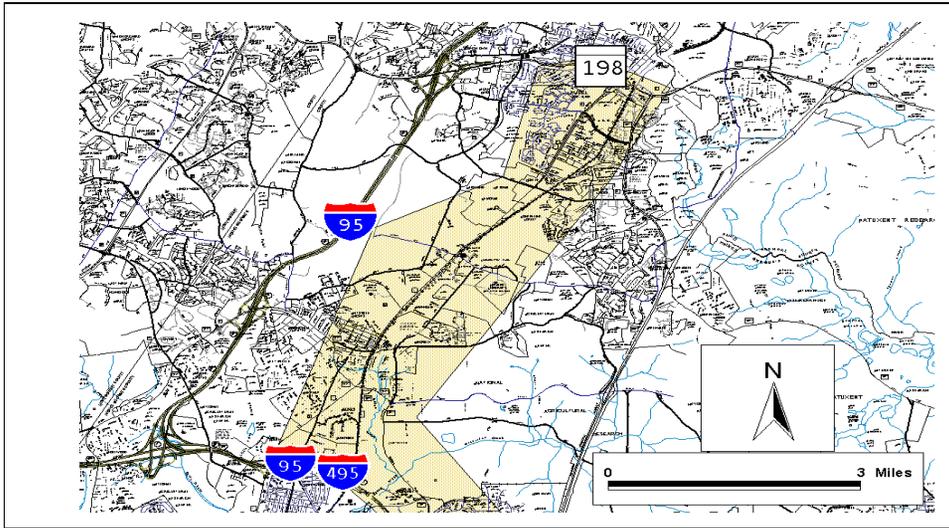
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 43,500

PROJECTED (2030) - 57,925

OPERATING COST IMPACT N/A



PROJECT: MD 201 Extended (Kenilworth Avenue)/US 1

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 7)
- MD 212 Relocated, US 1 to I-95 (Line 8)
- US 1, College Avenue to Sunnyside Avenue (Line 31)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning underway. An additional \$0.7 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Planning funding due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	6,543	6,183	360	0	0	0	0	0	360	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,543	6,183	360	0	0	0	0	0	360	0
Federal-Aid	4,580	4,328	252	0	0	0	0	0	252	0

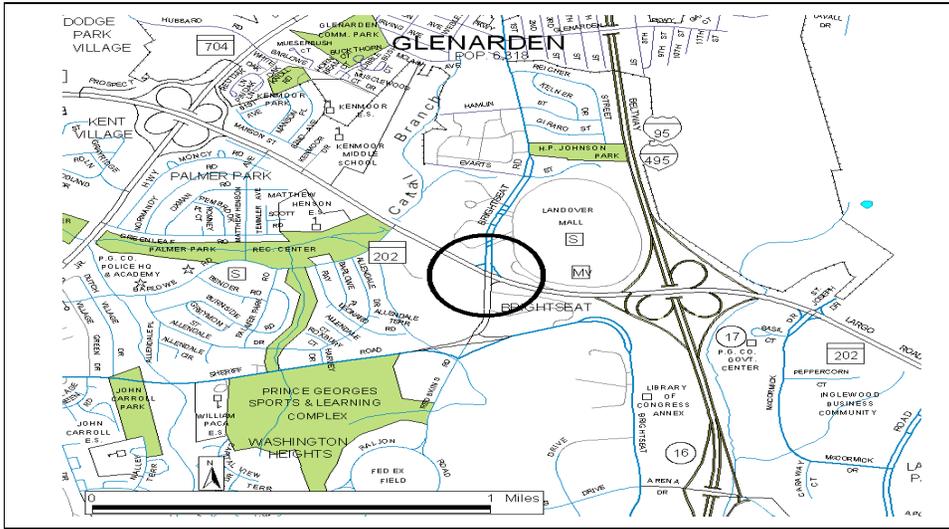
FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial
- STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2008) - 54,750
- PROJECTED (2030) - 62,300

OPERATING COST IMPACT N/A



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Landover Mall which is being planned for revitalization by the County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Interchange at Arena Drive (Line 3)
- I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$1.6 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	453	413	40	0	0	0	0	0	0	40	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	453	413	40	0	0	0	0	0	0	40	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

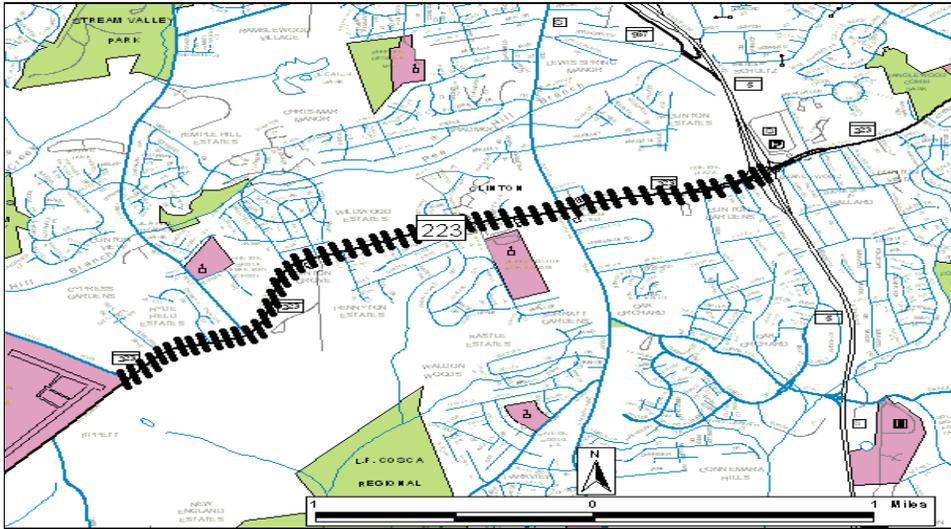
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 55,975

PROJECTED (2030) - 68,575

OPERATING COST IMPACT N/A



PROJECT: MD 223, Piscataway Road

DESCRIPTION: Reconstruct MD 223 from Steed Road to MD 5.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. Additional roadway capacity is needed to address this congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 at TB to I-95/495 (Line 18)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning underway. An additional \$2.3 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Planning funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012			YEAR 2013	YEAR 2014
					.....2011.....	.....2012.....	.....2013.....	.....2014.....						
Planning	598	428	170	0	0	0	0	0	0	0	0	0	170	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	598	428	170	0	0	0	0	0	0	0	0	0	170	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial

FEDERAL - N/A

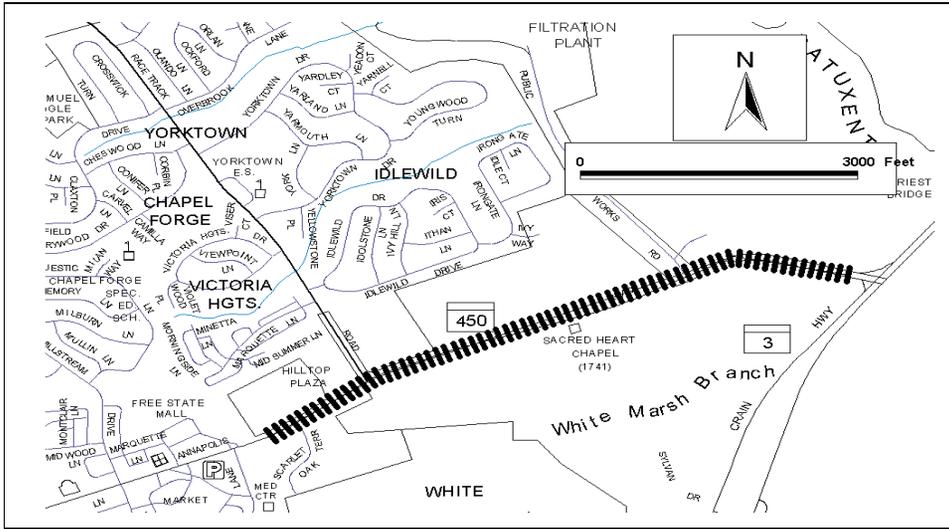
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 39,400

PROJECTED (2030) - 50,900

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease of \$1.9 million is due to a revised engineer's estimate.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	1,725	1,387	200	138	0	0	0	0	0	338	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,059	2,721	200	138	0	0	0	0	0	338	0
Federal-Aid	1,380	1,110	160	110	0	0	0	0	0	270	0

FUNCTION:

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

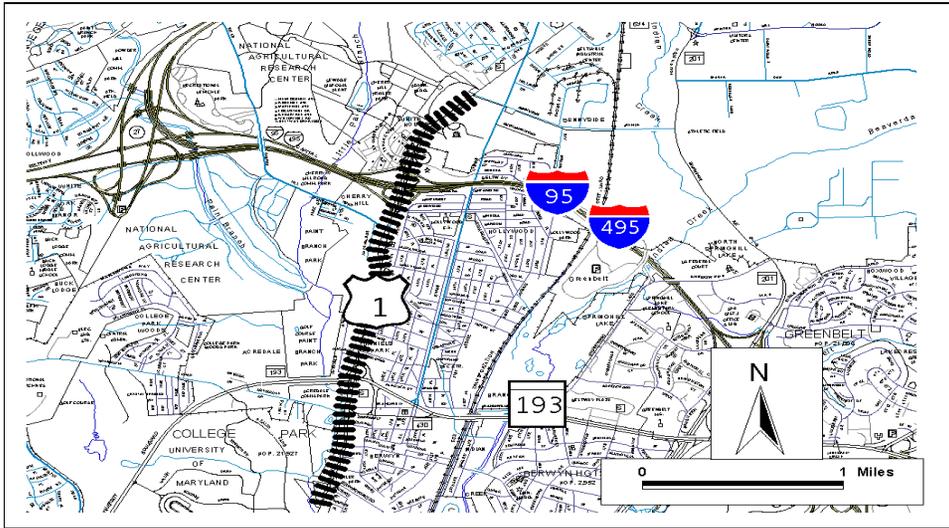
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 29,500

PROJECTED (2030) - 58,850

OPERATING COST IMPACT N/A



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, University of Maryland Connector Access Study (Line 12)
 MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed Engineering funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,337	1,337	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,337	1,337	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 59,000

PROJECTED (2030) - 71,800

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Baltimore Avenue; Knox Road to College Avenue; resurface	55	Completed
2	MD 4	Pennsylvania Avenue; ramp to Ritchie Marlboro Road; resurface	75	Completed
3	MD 193	Greenbelt Road; US 1 to Rhode Island Avenue; resurface	485	Completed
4	MD 197	Collington Road; Kenhill Drive; resurface	30	Completed
5	MD 202	Landover Road; US 50; resurface	89	Completed
6	MD 218	Suitland Road; DC line to MD 458; resurface	507	Completed
<u>Safety/Spot Improvement</u>				
7	I 95	Capital Beltway; at US 1; interchange lighting	1,200	Completed
8	MD 201	Kenilworth Avenue; MD 193 to I 495 ramp; geometric improvements	1,253	Completed
9	MD 212	Riggs Road; interchange at Sargent Road; additional left turn lane by restriping southbound MD 212	781	Completed
10	US 301	Crain Highway; Curtis Road to Leeland Road; guardrail	797	Completed
<u>Sidewalks</u>				
11	MD 704	9th Street; from Barlow Drive to Glenarder Parkway; retrofit sidewalk - 3,000 linear feet	170	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<u>Fiscal Year 2008 Completions (cont'd)</u>		
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
12		Functional Enhancement of Stormwater Management Facilities in Prince George's County - improvements to 24 existing stormwater management facilities	1,318	Completed
		<u>Fiscal Years 2009 and 2010</u>		
		<u>Resurface/Rehabilitate</u>		
13	MD 214	East Capital Street; DC line to Cindy Lane; resurface	2,632	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
14	MD 214	Central Avenue; over Patuxent River; bridge rehabilitation (Also shown in Anne Arundel County)	3,024	Completed
15	US 301 SB	Crain Highway; over MD 214; bridge deck replacement	3,432	FY 2009
		<u>Safety/Spot Improvement</u>		
16	MD 5	Branch Avenue; at Beech Road; intersection beacon upgrade	54	Completed
17	MD 193	Greenbelt Road; at Hanover Parkway; construct a second left turn lane	1,827	Under construction
18	MD 193	University Boulevard; at MD 212/Riggs Road; add westbound left turn lane and a third eastbound through lane (Funded for preliminary engineering only)	510	PE Underway
19	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave (Funded for preliminary engineering only)	200	Concepts Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
20	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; restriping	5,287	FY 2010
<u>Community Safety and Enhancements</u>				
21	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; streetscape (northbound)	2,244	Completed
22	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Montgomery County)	6,000	Under construction
<u>Noise Barriers</u>				
23	MD 450	Annapolis Road; West of Moylan Drive to 600 feet east of Moylan Drive; (Note: Construction to begin in Fiscal Year 2009); noise abatement type 2	734	FY 2009
24	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier	2,542	FY 2009
25	I 495	Capital Beltway; Temple Hill Road to MD 5; noise abatement	574	FY 2009
<u>Traffic Management</u>				
26	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization	1,840	FY 2010
<u>Environmental Preservation</u>				
27	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Enhancement Program; This project also shows in Howard County)	297	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Sidewalks</u>				
28	MD 201	Kenilworth Avenue; north of Sarvis Avenue to Good Luck Road; retrofit sidewalks - 1,100 linear feet	60	FY 2009
29	MD 212	Powder Mill Road; Roby Avenue to Odell Road; retrofit sidewalks	267	Completed
30	MD 564	9th Street; from Maple Avenue to 11th Street; retrofit sidewalk - 300 linear feet	150	Completed
<u>Intersection Capacity Improvements</u>				
31	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1 (Funded for preliminary engineering only)	118	PE Underway
32	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	8,351	FY 2010
33	MD 410	East West Highway; at MD 500; Add new turn lane, convert thru lane to turn lane. (Funded for preliminary engineering only)	300	PE Underway
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
34		Melrose Park Access Trail; construction of a 300 foot neighborhood access trail from Crittenden Street to 41st Street, Melrose Park and the Northwest Branch Trail	53	FY 2009
35		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	FY 2009
<u>Preservation of Abandoned Railway Corridors</u>				
36		College Park Trolley Trail - Calvert Road to Paint Branch Parkway; construct of final segment of the College Park Trail	200	FY 2009

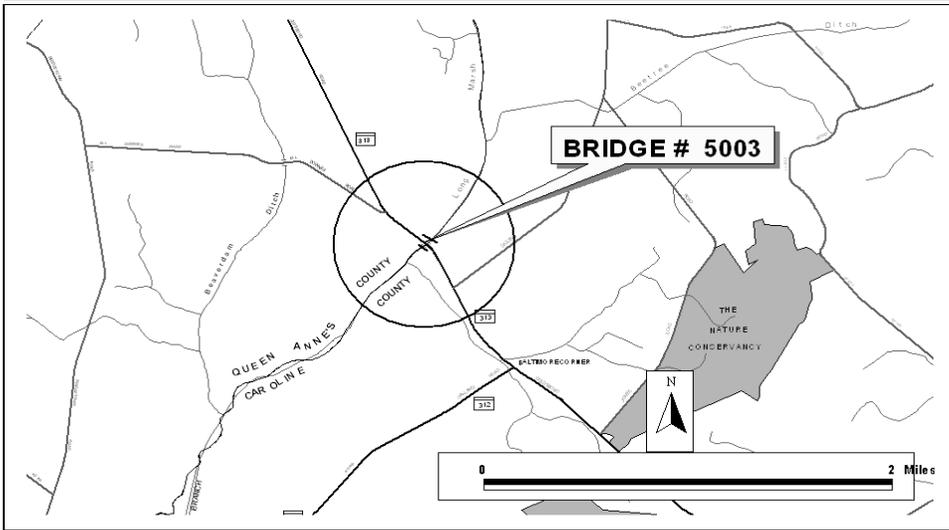
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Environmental Mitigation</u>				
37		Anacostia East Restoration - restoration of 22.5 acres of landfill to tidal wetlands to improve water quality from highway runoff	2,500	Underway
38	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Environmental Preservation Program; This project also shows in Howard County)	297	FY 2009
<u>Congressional Earmarks</u>				
39		Andrews Air Force Base/Suitland Road gateway project; project includes roadway, pedestrian improvements and landscaping (Earmark \$2.25 million; CO)	0	



Queen Anne's



PROJECT: MD 313, Greensboro Road

DESCRIPTION: Replaced Bridge 5003 over Long Marsh Ditch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This structure was deteriorated and required replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	629	629	0	0	0	0	0	0	0	0	
Right-of-way	67	67	0	0	0	0	0	0	0	0	
Construction	2,986	2,942	44	0	0	0	0	0	44	0	
Total	3,682	3,638	44	0	0	0	0	0	44	0	
Federal-Aid	2,302	2,272	30	0	0	0	0	0	30	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

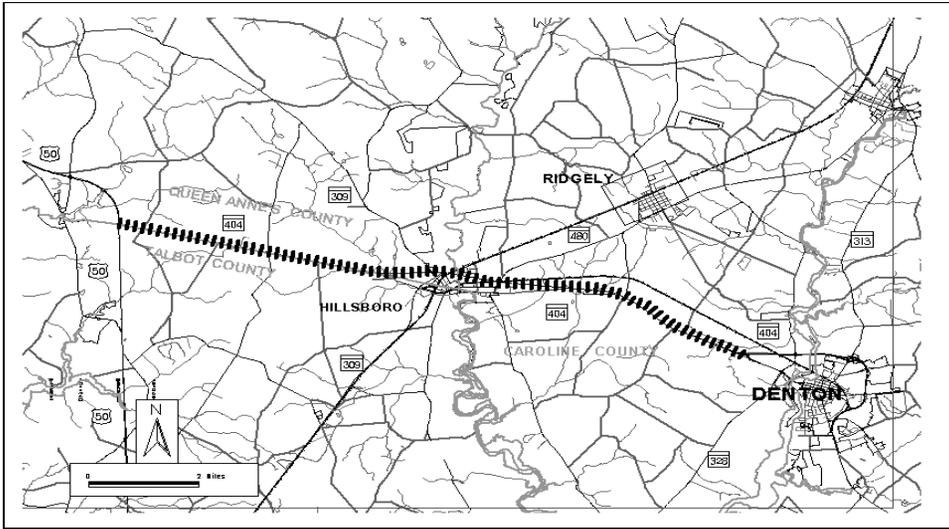
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 1,550

PROJECTED (2030) - 2,475

OPERATING COST IMPACT N/A



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 50, US 301 to MD 404 (Line 3)
 MD 404, West of Tuckahoe Road to East of MD 480 (Caroline County Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$26.3 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	4,597	4,517	80	0	0	0	0	0	80	0
Right-of-way	1,367	0	1,367	0	0	0	0	0	1,367	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,523	5,076	1,447	0	0	0	0	0	1,447	0
Federal-Aid	4,677	3,521	1,156	0	0	0	0	0	1,156	0

FUNCTION:

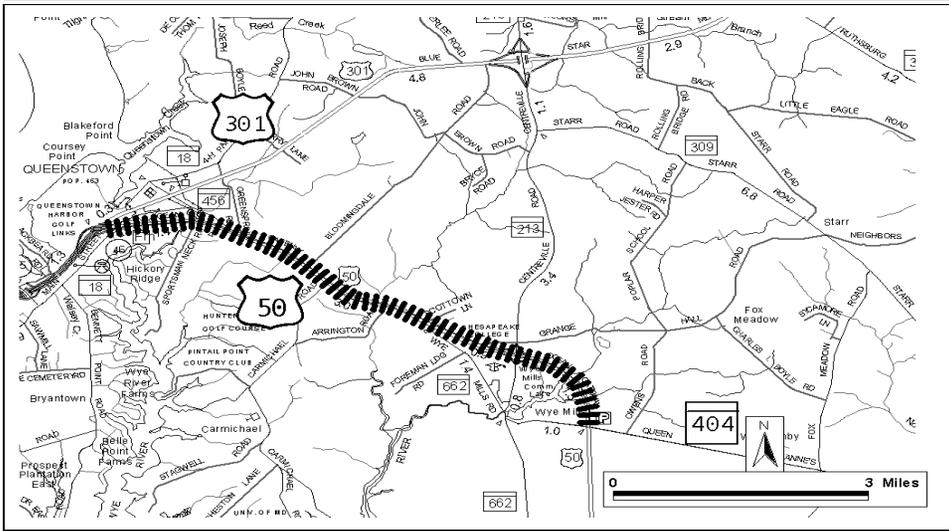
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 18,400
 24,200 (Summer)
PROJECTED (2030) - 25,850
 37,200 (Summer)

OPERATING COST IMPACT N/A



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire control of access and replace at-grade intersections with interchanges. Shoulders and service roads will accommodate bicycles and pedestrians.

JUSTIFICATION: This improvement is needed to provide increased capacity to relieve traffic congestion and for improved safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, US 50 to MD 404 Business (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$16.0 million is needed to complete Engineering. Partial Right-of-way underway. An additional \$51.5 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering and Right-of-way funding due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
	2008	THRU 2008			2009	2010	2011	2012			2013	2014
Planning	1,557	1,557	0	0	0	0	0	0	0	0		
Engineering	6,692	6,627	65	0	0	0	0	0	65	0		
Right-of-way	9,774	9,695	0	79	0	0	0	0	79	0		
Construction	0	0	0	0	0	0	0	0	0	0		
Total	18,023	17,879	65	79	0	0	0	0	144	0		
Federal-Aid	9,159	9,057	40	62	0	0	0	0	102	0		

FUNCTION:

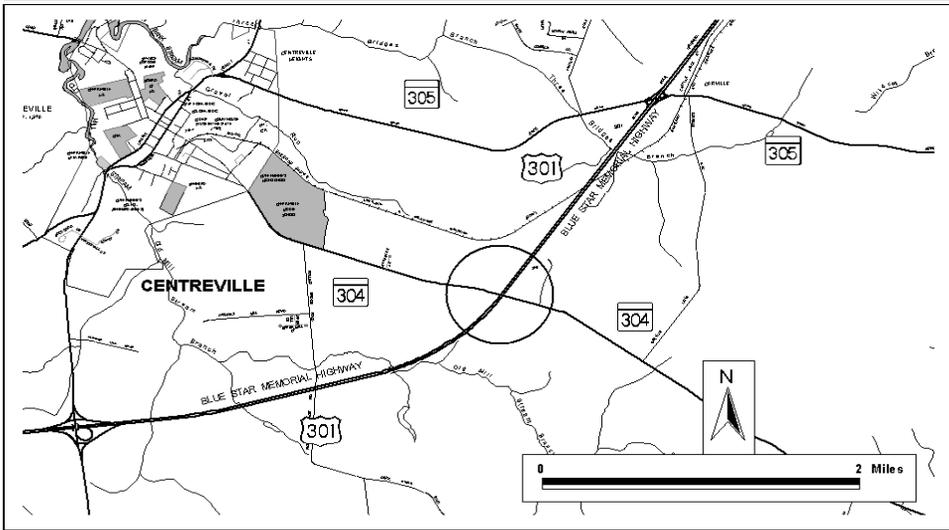
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 56,500
 85,800 (Summer)
PROJECTED (2030) - 87,400
 134,400 (Summer)

OPERATING COST IMPACT N/A



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Study to construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing at-grade intersection creates a conflict point on this high speed arterial. This project will improve safety and access control on US 301.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering on hold. An additional \$6.1 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,090	1,090	0	0	0	0	0	0	0	0
Engineering	53	53	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,143	1,143	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 20,500 (U301)
 4,675 (MD 304)
PROJECTED (2030) - 32,400 (US 301)
 7,350 (MD 304)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 18 A	Main Street; Cox Creek Bridge to Roundabout; resurface	107	Completed
2	MD 213	Church Hill Road; Union Church Road to Kent County line; resurface	318	Completed
3	US 301	Blue Star Memorial Highway; MD 305 to MD 302; resurface	2,062	Completed
4	MD 304	Corsica Neck Road; Beginning of SHA maintenance to Structure # 17029; resurface	207	Completed
5	MD 313	Goldsboro Road; Caroline County line to MD 302; resurface	112	Completed
6	MD 313	Goldsboro Road; Caroline County line to MD 302; resurface	35	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
7	US 301 SB	Blue Star Memorial Highway; south of MD 544 to Kent County Line; resurfacing	1,230	Under construction
<u>Safety/Spot Improvement</u>				
8	US 50	Ocean Gateway; at MD 213; realign eastbound and westbound US 50 left turns (Funded for preliminary engineering only)	240	PE Underway
9	MD 213	Centreville Road; at Coursevall Drive; geometric improvements	120	Completed

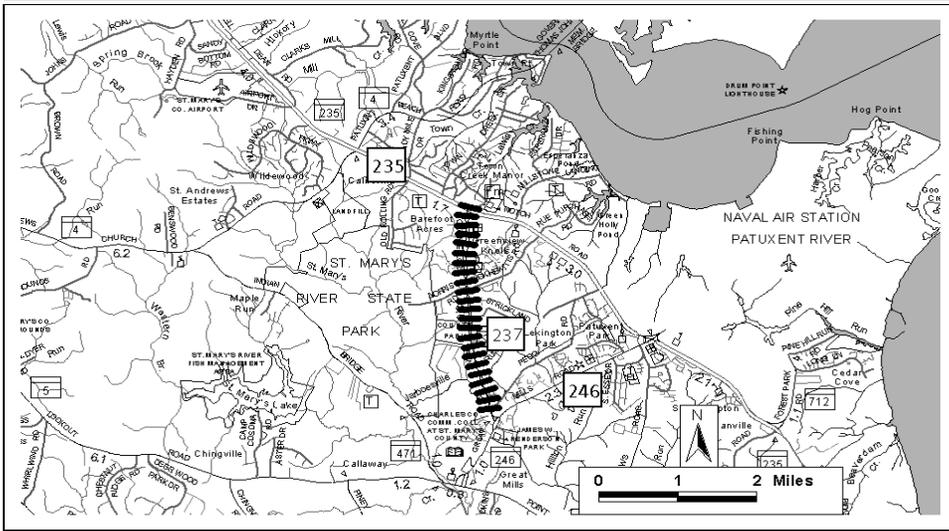
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
10	MD 213	Church Hill Road; stormwater retrofit for Gravel Run South	133	FY 2009
<u>Congressional Earmarks</u>				
11		Centreville Spur of Queen Anne's County Cross Island Trail construction; from Centerville to US Route 301 (Earmark \$305,600; PE,CO)	0	



St. Mary's



PROJECT: MD 237, Chancellors Run Road

DESCRIPTION: Upgrade and widen MD 237 to a multi-lane highway from Pegg Road to MD 235 (2.80 miles). Sidewalks will serve pedestrians. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The existing two lane roadway is narrow with minimal shoulders and some sharp horizontal and vertical curves. It experiences periods of congestion and will be incapable of handling projected peak hour traffic volumes resulting from residential and commercial growth in the Lexington Park area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease of \$7.1 million is due to court settlements and reduced Right-of-way needs.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2008			2011	2012	2013	2014			
Planning	747	747	0	0	0	0	0	0	0	0	
Engineering	3,233	3,233	0	0	0	0	0	0	0	0	
Right-of-way	13,736	8,046	2,747	1,932	1,011	0	0	0	5,690	0	
Construction	37,728	5,825	11,032	11,213	9,658	0	0	0	31,903	0	
Total	55,444	17,851	13,779	13,145	10,669	0	0	0	37,593	0	
Federal-Aid	31,587	4,601	9,350	9,586	8,050	0	0	0	26,986	0	

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

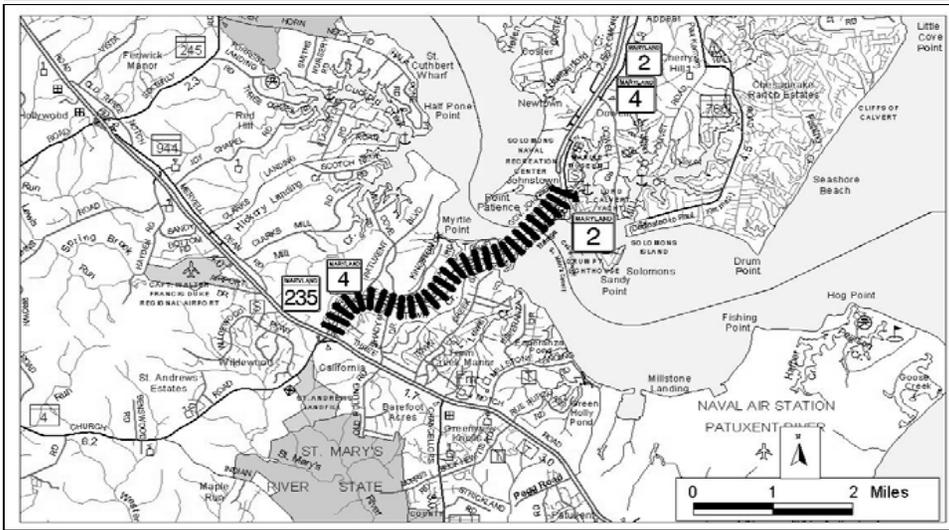
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 18,800

PROJECTED (2030) - 33,000

OPERATING COST IMPACT \$49,900 per year



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders or wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3757	0	0	0	0	NHS

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE			
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
				2011					2012			2013	2014	
Planning					5,500	683	1,300	1,500	1,500	517	0	0	4,817	0
Engineering					0	0	0	0	0	0	0	0	0	0
Right-of-way					0	0	0	0	0	0	0	0	0	0
Construction					0	0	0	0	0	0	0	0	0	0
Total					5,500	683	1,300	1,500	1,500	517	0	0	4,817	0
Federal-Aid					3,757	0	1,014	1,170	1,170	403	0	0	3,757	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

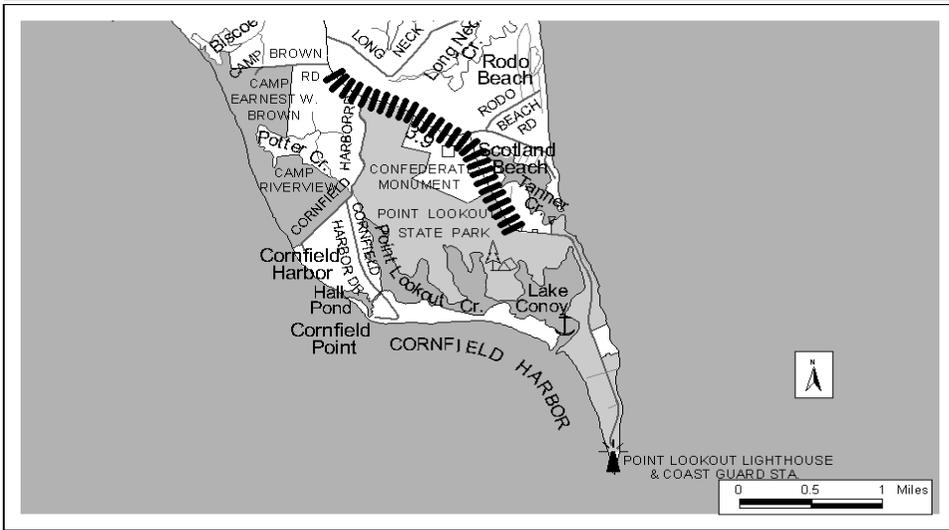
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 28,675

PROJECTED (2030) - 35,200

OPERATING COST IMPACT N/A



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 to provide shoulders from south of Camp Brown Road to the Ranger Station. (2.0 miles)

JUSTIFICATION: The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway and many recreational vehicles are too wide to safely travel the narrow road.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering on hold. An additional \$0.3 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	454	454	0	0	0	0	0	0	0	0	
Engineering	775	770	5	0	0	0	0	0	5	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,229	1,224	5	0	0	0	0	0	5	0	
Federal-Aid	543	539	4	0	0	0	0	0	4	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

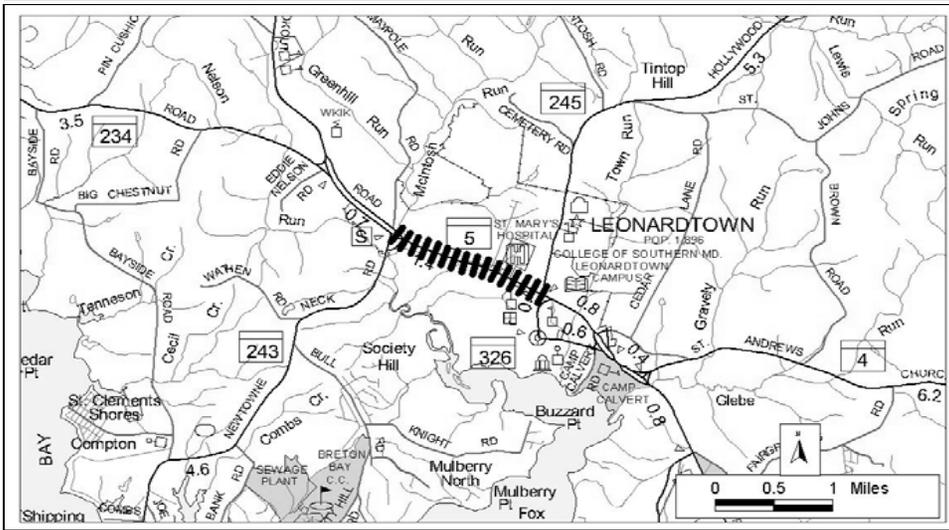
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 4,150 (Summer Peak)

PROJECTED (2030) - 4,875 (Summer Peak)

OPERATING COST IMPACT N/A



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.39 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	1,250	587	500	163	0	0	0	0	0	663	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,250	587	500	163	0	0	0	0	0	663	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 28,750

PROJECTED (2030) - 50,750

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 5 SB	Three Notch Road; Old Village Road to Charles County Line; resurface	1,298	Completed
2	MD 235	Three Notch Road; Saint Jerome Neck Road to Bay Forest Road; resurface	483	Completed
3	MD 235 SB	Three Notch Road; North Sandgates Road to Laurel Grove Road; resurface	985	Completed
<u>Safety/Spot Improvement</u>				
4	MD 234	Budds Creek Road; at MD 238; construct single lane roundabout	1,795	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Bridge Replacement/Rehabilitation</u>				
5	MD 234	Budds Creek Road; over St. Clements Creek; bridge deck replacement	1,398	FY 2009
<u>Community Safety and Enhancements</u>				
6	MD 5 BUS	Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape	4,058	Under construction
7	MD 246	Great Mills Road; West of Saratoga Drive to MD 235 in Lexington Park; streetscape	4,207	FY 2009
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
8		MD 5 Viewshed Protection	639	Underway

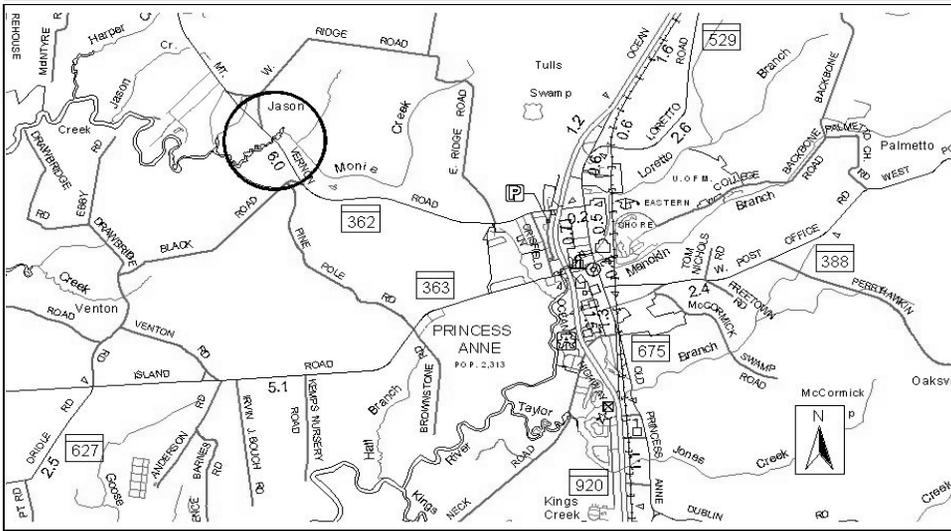
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<u>Fiscal Years 2009 and 2010 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
9		Three Notch Trail; Phase 5 the trail extends from John V. Baggett Park in Laurel Grove to MD 5 in Mechanicsville; construct 10 foot wide asphalt trail	771	FY 2010
		<u>Congressional Earmarks</u>		
10		St. Mary's College of Maryland pedestrian overpass (Earmark \$1 million) and (Earmark \$500,000; CO)	0	
11		Patuxent River Naval Air Museum and Visitor Center (Earmark \$3.37million ; CO)	0	



Somerset



PROJECT: MD 362, Mt. Vernon Road

DESCRIPTION: Replace Bridge 19005 over Monie Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This structure is deteriorated and requires replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1785	0	0	0	0	BR

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increase of \$0.8 million is due to an accelerated construction schedule to decrease detour time.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	THRU 2008	2009			20102011.....2012.....2013.....		2014.....
						2009	2010	2011			2012	2013	2014
Planning	0	0	0	0	0	0	0	0	0		
Engineering	435	181	254	0	0	0	0	0	254		
Right-of-way	0	0	0	0	0	0	0	0	0		
Construction	1,989	0	989	1,000	0	0	0	0	1,989		
Total	2,424	181	1,243	1,000	0	0	0	0	2,243		
Federal-Aid	1,928	138	990	800	0	0	0	0	1,790		

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

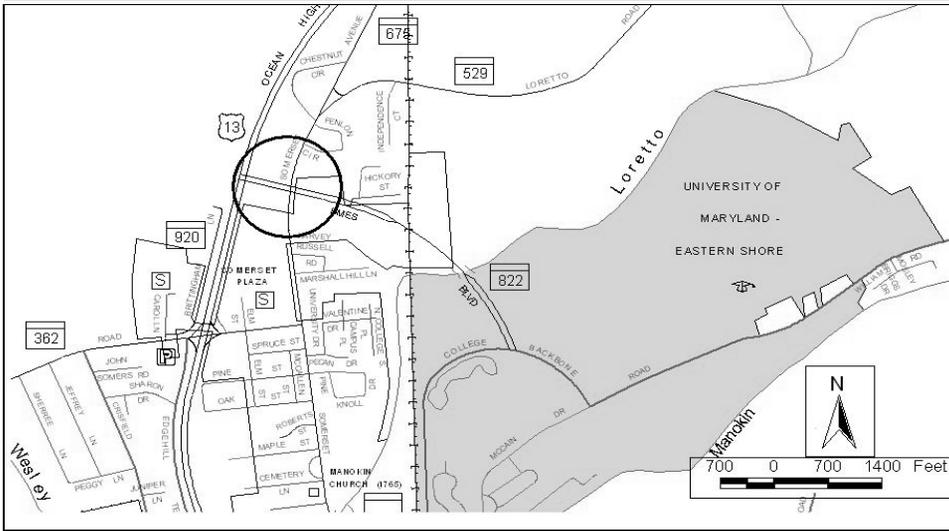
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 1875

PROJECTED (2030) - 2400

OPERATING COST IMPACT N/A



PROJECT: MD 822, University of Maryland Eastern Shore Access Road

DESCRIPTION: Construct a roundabout at the MD 675 intersection and sidewalks along MD 675.

JUSTIFICATION: This project will improve safety and operation of the MD 675 intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering complete.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	382	382	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	382	382	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 4,800

PROJECTED (2030) - 9,500

OPERATING COST IMPACT N/A

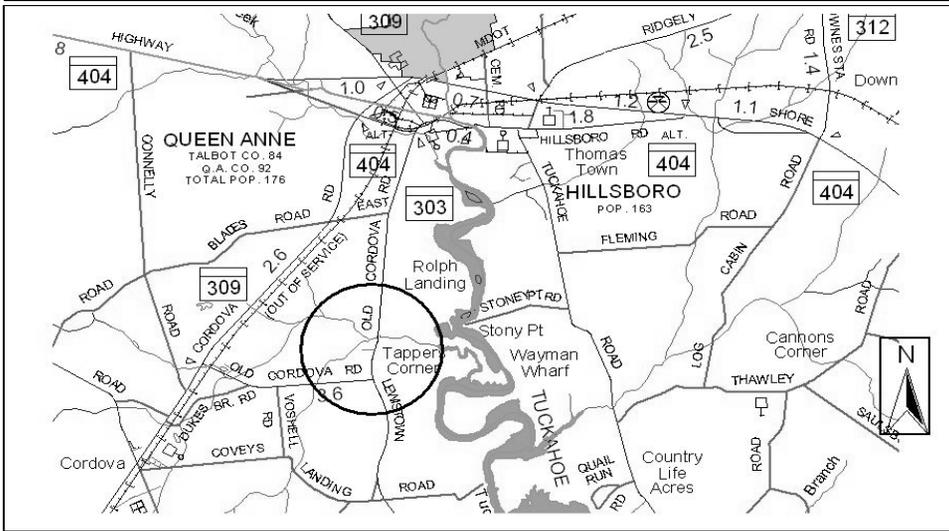
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13 SB	Ocean Highway; MD 362 to Manokin River and Somerset County rest area to MD 675D; resurface	278	Completed
2	MD 364	Dividing Creek Road; US 13 to bridge over Dividing Creek; resurface	251	Completed
3	MD 413	West Main Street; Dock Street to Mill Lane; resurface	605	Completed
4	MD 627	Oriole Road; Crab Island Road to Deal Island Road; resurface	166	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
5	US 13 NB	Ocean Highway; South Revells Neck Road to C. N. Baughn Road; resurface	441	Completed
6	MD 413	Cristfield Highway; Tulls Corner Road to bridge over Annemessex River; resurface	783	Under construction
<u>Congressional Earmarks</u>				
7		Ferry Terminal construction in Crisfield (Earmark \$800,000; PE, CO)	0	



Talbot



PROJECT: MD 303, Lewistown Road

DESCRIPTION: Replaced Bridge 20020 over Tuckahoe Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The bridge was structurally deficient and needed to be replaced.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2008			2011	2012	2013	2014			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	204	192	12	0	0	0	0	0	0	12	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,025	224	801	0	0	0	0	0	0	801	
Total	1,229	416	813	0	0	0	0	0	0	813	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Local

FEDERAL - Local

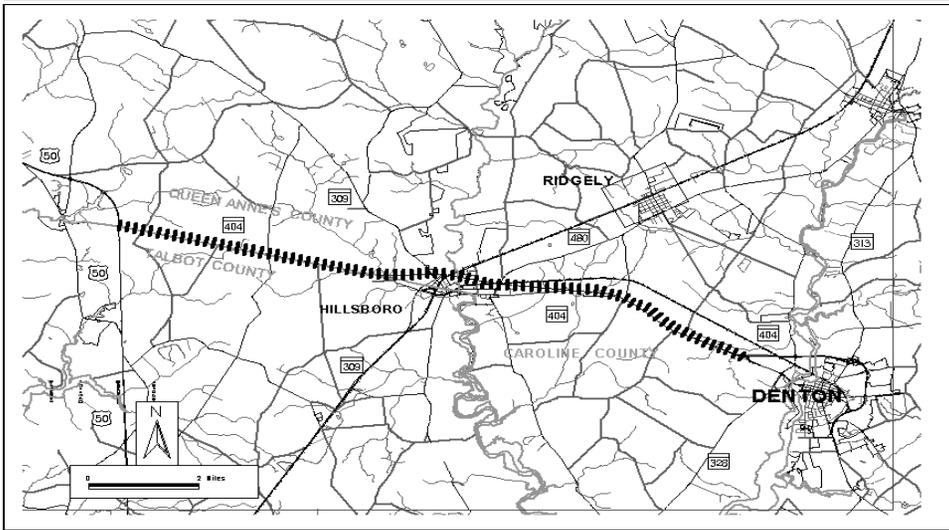
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 810

PROJECTED (2030) - 1,005

OPERATING COST IMPACT N/A



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, West of Tuckahoe Road to East of MD 480 (Caroline County Line 3)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 3)
 US 50, Access Control (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$26.3 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	4,597	4,517	80	0	0	0	0	0	80	0
Right-of-way	1,367	0	1,367	0	0	0	0	0	1,367	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,523	5,076	1,447	0	0	0	0	0	1,447	0
Federal-Aid	4,677	3,521	1,156	0	0	0	0	0	1,156	0

FUNCTION:

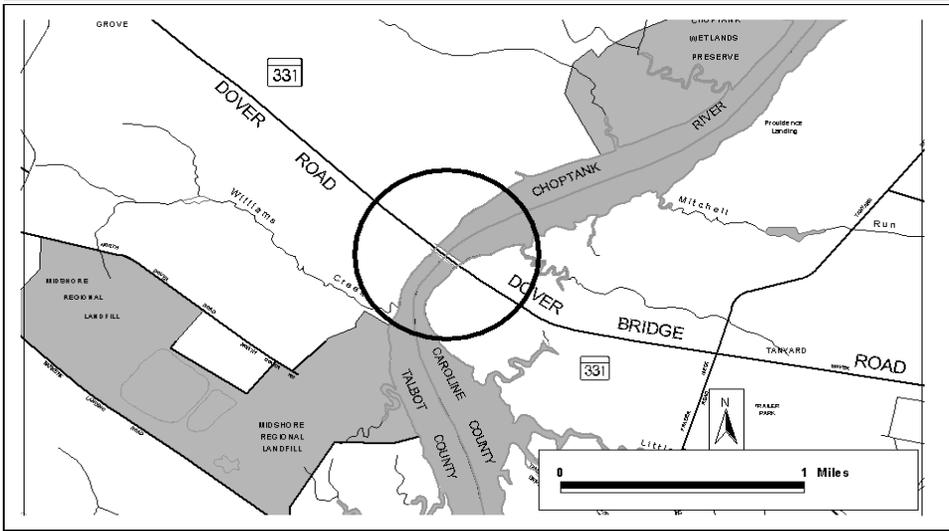
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 18,400
 24,200 (Summer)
PROJECTED (2030) - 25,850
 37,200 (Summer)

OPERATING COST IMPACT N/A



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway, will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Constructing a new high level bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties in the past that affected commerce and emergency services in Caroline and Talbot counties.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	891	609	0	0	0	0	0	609	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,500	891	609	0	0	0	0	0	609	0
Federal-Aid	1,200	713	487	0	0	0	0	0	487	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 13,225

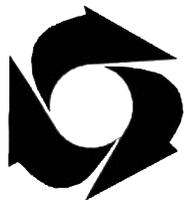
PROJECTED (2030) - 19,000

OPERATING COST IMPACT N/A

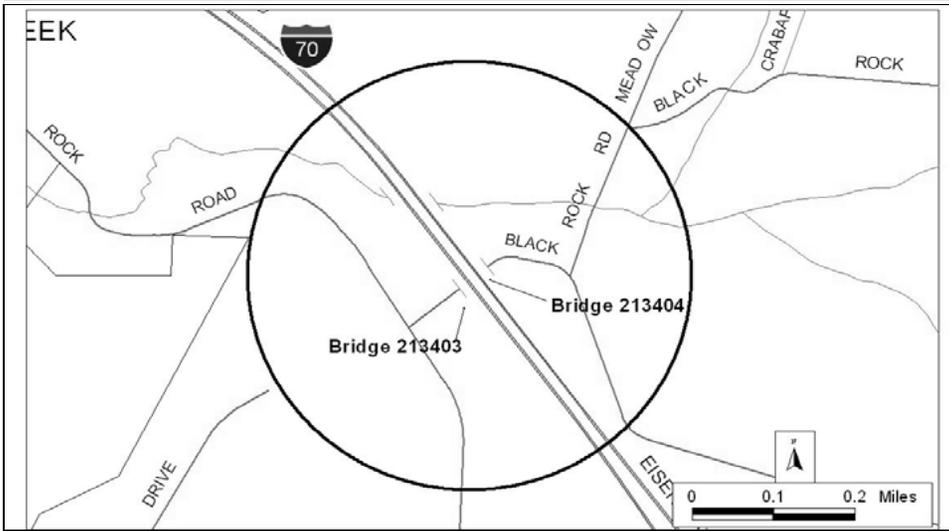
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<u>Fiscal Year 2008 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 33	Saint Michaels Road; Dobson Avenue to east of Plummer Drive; resurface	247	Completed
		<u>Intersection Capacity Improvements</u>		
2	US 50	Ocean Gateway; 0.5 mile west of MD 328 to 0.5 mile east of MD 331; mill, resurface and re-stripe US 50 to replace existing right turn lanes with shared through/right turn lanes	4,958	Completed
		<u>Fiscal Years 2009 and 2010</u>		
		<u>Resurface/Rehabilitate</u>		
3	US 50	Ocean Gateway; Barber Road to Choptank River Bridge; resurface	1,789	Under construction
		<u>Community Safety and Enhancements</u>		
4	MD 333	Morris Street; Strand Street to north of Bonfield Avenue; urban street reconstruct (Project on Hold)	3,987	FY 2009
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
5		St. Michael's Nature Trail; construct a 6,860 linear feet, 8 foot wide trail on the remains of an old railroad bed within SHA owned property, the project will connect 3 public parks	538	FY 2009



Washington



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Replace Bridges 213403, and 213404 over Black Rock Road.

JUSTIFICATION: Both bridges are structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	372	371	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,702	1,991	4,570	1,141	0	0	0	0	5,711	0
Total	8,074	2,362	4,571	1,141	0	0	0	0	5,712	0
Federal-Aid	7,200	2,069	4,104	1,027	0	0	0	0	5,131	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

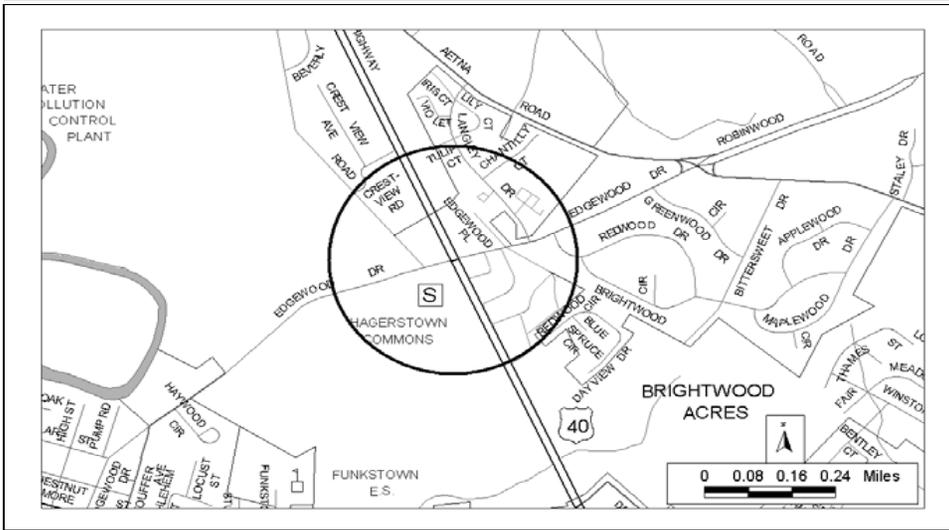
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 69,800

PROJECTED (2030) - 108,300

OPERATING COST IMPACT N/A



PROJECT: US 40, Dual Highway

DESCRIPTION: Widen US 40 at Edgewood Drive intersection. Wide curb lanes will be provided for bicycles and sidewalks will serve pedestrians.

JUSTIFICATION: This is one of several intersections along this section of US 40 east of Hagerstown that experiences congestion. Increased development and moving the hospital to a new location will add additional traffic volumes.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction to begin during budget fiscal year. The City and County will participate in 50% of project funding. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease of \$2.9 million is due to a revised construction estimate and reduced Right-of-way needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,500	956	350	194	0	0	0	0	544	0
Construction	1,746	69	8	1,121	548	0	0	0	1,677	0
Total	3,246	1,025	358	1,315	548	0	0	0	2,221	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

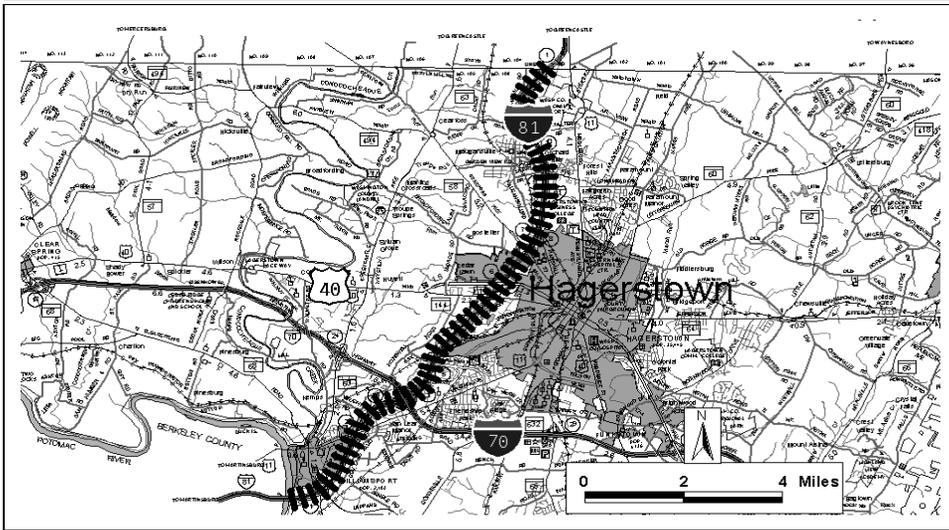
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 37,800

PROJECTED (2030) - 49,300

OPERATING COST IMPACT \$7,200 per year



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (12.08 miles).

JUSTIFICATION: Existing I-81 is a 4 lane freeway that experiences operational problems due to the heavy traffic volumes, much of which is truck traffic (approximately 34%). Projected residential and commercial development in the Hagerstown area will further contribute to congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-81, Feasibility Study (Pennsylvania)
- I-81, Martinsburg to Falling Waters Interchange (West Virginia)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	3,497	3,147	250	100	0	0	0	0	350	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,497	3,147	250	100	0	0	0	0	350	0
Federal-Aid	2,448	2,203	175	70	0	0	0	0	245	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 53,350 - 72,850

PROJECTED (2030) - 71,500 - 102,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 40	National Pike; Spur from MD 66 to Mount Lena Road; resurface	629	Completed
2	MD 56	Big Pool Road; I 70 to McCoys Ferry Road; resurface	828	Completed
3	MD 63	Spielman Road; MD 632 to CSX Railroad crossing; resurface	556	Completed
4	MD 68	Clearspring Road; 0.35 mile west of Cedar Ridge Road to 0.01 mile west of Bottom Road; resurface	1,099	Completed
<u>Safety/Spot Improvement</u>				
5	MD 65	Sharpsburg Pike; Taylors Landing Road to north of MD 68; resurface includes intersection improvement at MD 68	3,515	Completed
<u>Sidewalks</u>				
6	US 40	Dual Highway; northside from Richardson's Restaurant to Manor Drive; retrofit sidewalk - 1,020 linear feet	140	Completed
7	US 40	Washington Avenue; Nottingham Road to Bryan Place; retrofit sidewalk - 1,200 linear feet	137	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
8	I 81 NB	Maryland Veterans Memorial Highway; West Virginia line Potomac River Bridge #2107801 to Halfway Boulevard Bridge #2107900; resurface	3,432	Under construction
9	I 81 SB	Maryland Veterans Memorial Highway; north end of Potomac River Bridge to Halfway Boulevard; resurface	4,077	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
10	MD 67	Rohrersville Road; bridge 21137 over Israel Creek; bridge deck overlay	915	FY 2009
<u>Safety/Spot Improvement</u>				
11	US 11	Virginia Avenue; Bower Avenue to Noland Drive; resurface	1,357	Under construction
12	MD 66	Mapleville Road; at San Mar Road; geometric improvements (Funded for preliminary engineering only)	800	PE Underway
13	I 68	National Freeway; from Orleans Road to Sandy Mile Road; guardrail (Project also shown in Allegany County)	1,900	FY 2009
14	I 70	Dwight D. Eisenhower Highway; at MD 68; cross-over correction	417	Under construction
15	I 70	Dwight D. Eisenhower Highway; at 1,500 feet east of MD 56, and 500 feet east of MD 66; construct deceleration lanes at three existing median emergency crossovers (Funded for preliminary engineering only)	54	PE Underway
16	I 81	Maryland Veterans Memorial Highway; at I 70 Interchange Phase II; Upgrade Ramps 6 and 8, widen Hopewell Road Bridge (Funded for preliminary engineering only)	482	PE Underway
17	I 81	Maryland Veterans Memorial Highway; at I 70 interchange (Phase 1); acceleration and deceleration lanes, superelevation correction, drainage improvement	3,942	Under construction
<u>Community Safety and Enhancements</u>				
18	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); streetscape (Funded for preliminary engineering only) (Project on Hold)	550	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Environmental Preservation</u>				
19	I 70	Dwight D. Eisenhower Highway; at US 40; landscape	163	Under construction
<u>Sidewalks</u>				
20	US 40	Washington Avenue; From Nottingham Road to Bryan Place; retrofit sidewalk - 1,300 linear feet	150	FY 2009
21	MD 58	Cearfoss Pike; Broadfording Road to Woodpoint Avenue; retrofit sidewalk - 1,500 linear feet	100	FY 2009
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
22		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2010
<u>Environmental Mitigation</u>				
23		Greenbriar State Park Wildlife Mortality Project; construction of new and improved long culverts with fencing; Mitigation of water pollution due to highway runoff.	130	FY 2010
24		I-70 Thermal Impact reduction; replacement of 1.9 miles of concrete lining of highway ditches along I-70 with vegetated lining systems to reduce the thermal impact from I-70 in the Beaver Creek Watershed	437	Underway



Wicomico

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13 BUS	South Fruitland Boulevard; US 13 Bypass to College Avenue. and US 13 south bound road from US 13 Business to Somerset County Line; resurface	1,031	Completed
2	US 13 SB	Salisbury Bypass; MD 12 to Mt. Hermon Road; resurface	835	Completed
3	MD 313	Sharptown Road; MD 54 to Cooper Mill Road; resurface	419	Completed
4	MD 347	Quantico Road; Old Athol Road to Old Railroad Road; resurface	343	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
5	US 13 BUS	North Salisbury Boulevard; London Avenue to north of Bridgeview Street phase 4; resurface	103	FY 2009
6	US 13 BUS	North Salisbury Boulevard; US 50 Business to London Avenue; resurface	203	FY 2009
7	US 13 NB	Salisbury Bypass; US 13 Business to Mt. Hermon Road ; resurface	1,850	FY 2009
8	US 50 EB	Ocean Gateway; Walston Switch Road to White Richardson Road; resurface	832	FY 2009
<u>Bridge Replacement/Rehabilitation</u>				
9	US 13 BUS	North Salisbury Boulevard; bridge 22026 over US 50 Business; bridge deck replacement	4,576	FY 2009
<u>Safety/Spot Improvement</u>				
10	US 13 BUS	North Salisbury Boulevard; North of Bridgeview Street to Zion Road; drainage improvement	3,182	FY 2009

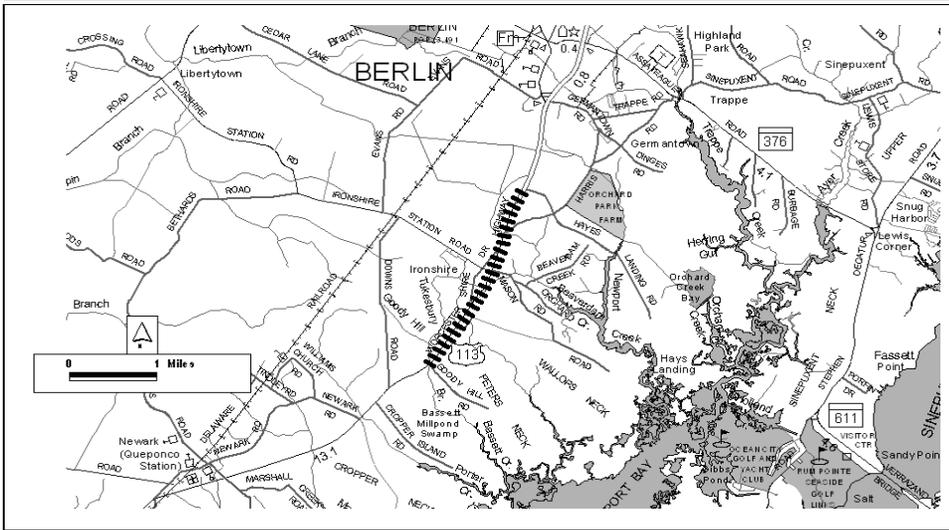
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
11	US 13 BUS	North Salisbury Boulevard; London Avenue to North of Bridgeview Street and US 13 Business to Johnson's Pond; drainage improvement	2,199	FY 2009
12	US 13 BUS	South Salisbury Boulevard; Waverly Road, South Boulevard, Lloyd Street and Hanson Street to Wicomico River; drainage improvement	4,004	FY 2009
13	US 50 BUS	Salisbury Parkway; at Tilghman Road; geometric improvements	1,099	Completed
14	MD 349	Nanticoke Road; US 50 to Willing Drive; construct thru lane, left turn lane (Funded for preliminary engineering only)	45	PE Underway
<u>Sidewalks</u>				
15	US 50	Ocean Gateway; From East Main Street to Naylor Street; retrofit sidewalk - 550 linear feet	80	FY 2009
16	US 50	Ocean Gateway; from Davis Street to East Main Street; retrofit sidewalks - 1,900 linear feet	120	FY 2009
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
17		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2009



Worcester



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 to a 4 lane divided highway with access controls from Hayes Landing Road to Goody Hill Road (2.5 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes competing with local commercial/residential development along this highway. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 113, Goody Hill Road to Massey Branch (Line 2)
- US 113, Public Landing Road to Massey Branch (Line 4)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost decrease of \$1.8 million is due to a favorable bid price.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					2011	2012	2013			2014
Planning	0	0	0	0	0	0	0	0	0	
Engineering	1,939	1,939	0	0	0	0	0	0	0	
Right-of-way	3,441	3,341	100	0	0	0	0	100	0	
Construction	16,477	1,575	8,471	6,431	0	0	0	14,902	0	
Total	21,857	6,855	8,571	6,431	0	0	0	15,002	0	
Federal-Aid	18,362	5,325	7,411	5,626	0	0	0	13,037	0	

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

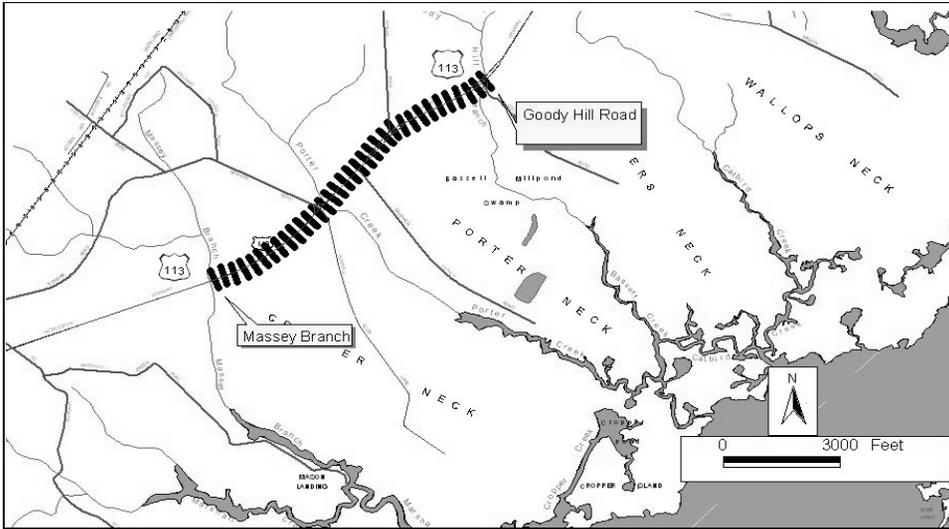
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 15,850

PROJECTED (2030) - 32,000

OPERATING COST IMPACT \$44,500 per year



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway from Goody Hill Road to Massey Branch (1.8 miles). Project will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local, commercial/residential development along this highway. This project will improve the highways safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 113, Hayes Landing Road to Goody Hill Road (Line 1)
- US 113, Public Landing Road to Massey Branch (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	13683	0	0	0	0	NHS/HP

STATUS: Engineering and Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

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 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2011.....	.....2012.....	.....2013.....	.....2014.....	0	0
Engineering	720	257	463	0	0	0	0	0	463	0
Right-of-way	4,006	148	2,928	930	0	0	0	0	3,858	0
Construction	17,543	0	1,403	6,686	9,308	146	0	0	17,543	0
Total	22,269	405	4,794	7,616	9,308	146	0	0	21,864	0
Federal-Aid	16,020	310	2,886	5,449	7,260	115	0	0	15,710	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

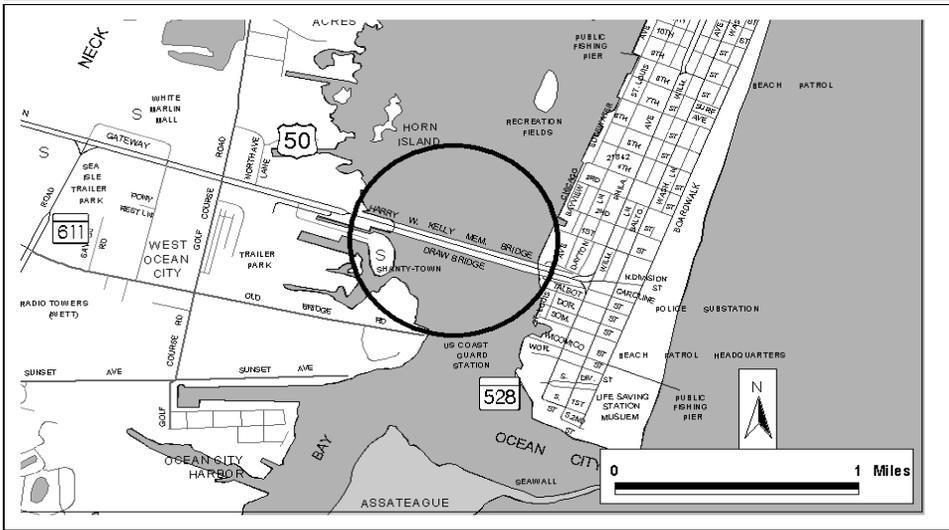
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 11,000

PROJECTED (2030) - 16,275

OPERATING COST IMPACT N/A



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure. Shoulders or wide curb lanes and sidewalks will accommodate bicycles and pedestrians.

JUSTIFICATION: The 66 year old draw span is estimated to have 15 to 20 years of serviceability left. This high traffic volume arterial has experienced mechanical problems with the draw span during peak seasonal traffic. This project would improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012			YEAR 2013	YEAR 2014
					.....2011.....	.....2012.....	.....2013.....	.....2014.....						
Planning	2,500	2,018	432	50	0	0	0	0	0	0	0	0	482	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,500	2,018	432	50	0	0	0	0	0	0	0	0	482	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

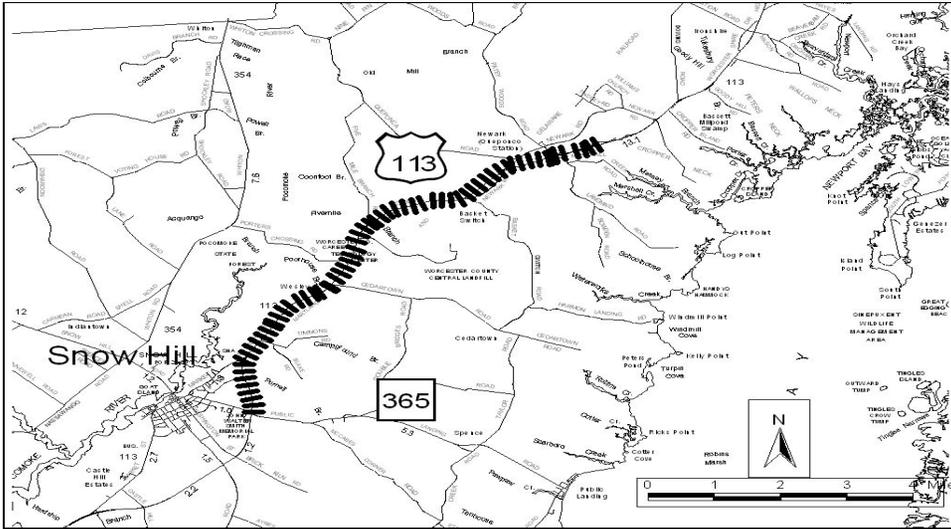
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 34,975 (Summer) 50,250
PROJECTED (2030) - 38,800 (Summer) 55,300

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Worcester County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway from north of MD 365, Public Landing Road, to Massey Branch (8.9 miles). Will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 113, Hayes Landing Road to Goody Hill Road (Line 1)
- US 113, Goody Hill Road to Massey Branch (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$7.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed Right-of-way funding for the segment from Public Landing Road to Massey Branch due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL PROJECT CASH FLOW					FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010		2011	2012	2013	2014		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,750	4,199	374	177	0	0	0	0	0	551	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,750	4,199	374	177	0	0	0	0	0	551	0
Federal-Aid	3,088	2,767	183	138	0	0	0	0	0	321	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

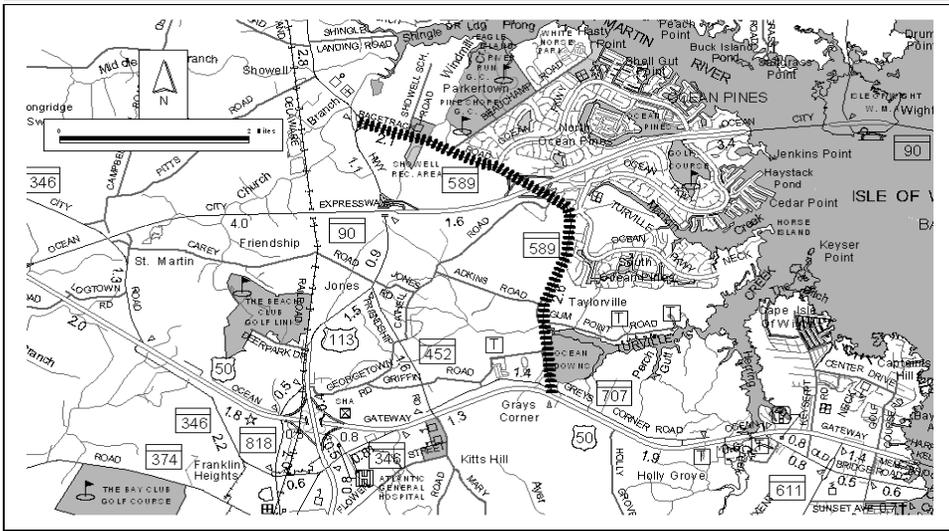
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 6,750 - 11,900

PROJECTED (2030) - 9,000 - 18,850
11,300 - 23,700 (Summer)

OPERATING COST IMPACT N/A



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles) to accommodate increased traffic, bicycles, pedestrians and emergency services.

JUSTIFICATION: This project would relieve traffic congestion and improve traffic safety along the mainline and at the US 50 intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:					PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					FOR PLANNING PURPOSES ONLY						
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010		.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	2,500	366	600	900		634	0	0	0	2,134	0	
Engineering	0	0	0	0		0	0	0	0	0	0	
Right-of-way	0	0	0	0		0	0	0	0	0	0	
Construction	0	0	0	0		0	0	0	0	0	0	
Total	2,500	366	600	900		634	0	0	0	2,134	0	
Federal-Aid	0	0	0	0		0	0	0	0	0	0	

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 19,000

PROJECTED (2030) - 27,650 (Summer) 45,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13 SB	Old Snow Hill Road; MD 756 to US 13 Business; resurface	636	Completed
2	MD 368	St. Martins Neck Road; MD 367 to the beginning of county maintenance; resurface	24	Completed
3	MD 528	Coastal Highway; 60th Street to 26th Street; resurface	1,432	Completed
4	MD 568	Hatchery Road; MD 367 to Delaware State Line; resurface	33	Completed
5	MD 575	Worcester Highway; US 113 Ramp to MD 589; resurface	327	Completed
6	MD 575 B	US 113 to Pitts Road; resurface	45	Completed
<u>Sidewalks</u>				
7	MD 376	Bay Street; corner of Pitts Street and Bay Street to US 113; retrofit sidewalk - 1,656 linear feet	162	Completed
8	MD 377	William Street; entrance of Walnut Hill Development to MD 346; retrofit sidewalk -1,754 linear feet	199	Completed
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
9	US 50	Ocean Gateway; Herring Creek to Sinepuxent Bay; resurface	738	FY 2009
10	US 50 EB	Ocean Gateway; Wicomico county line to MD 346; resurface	741	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

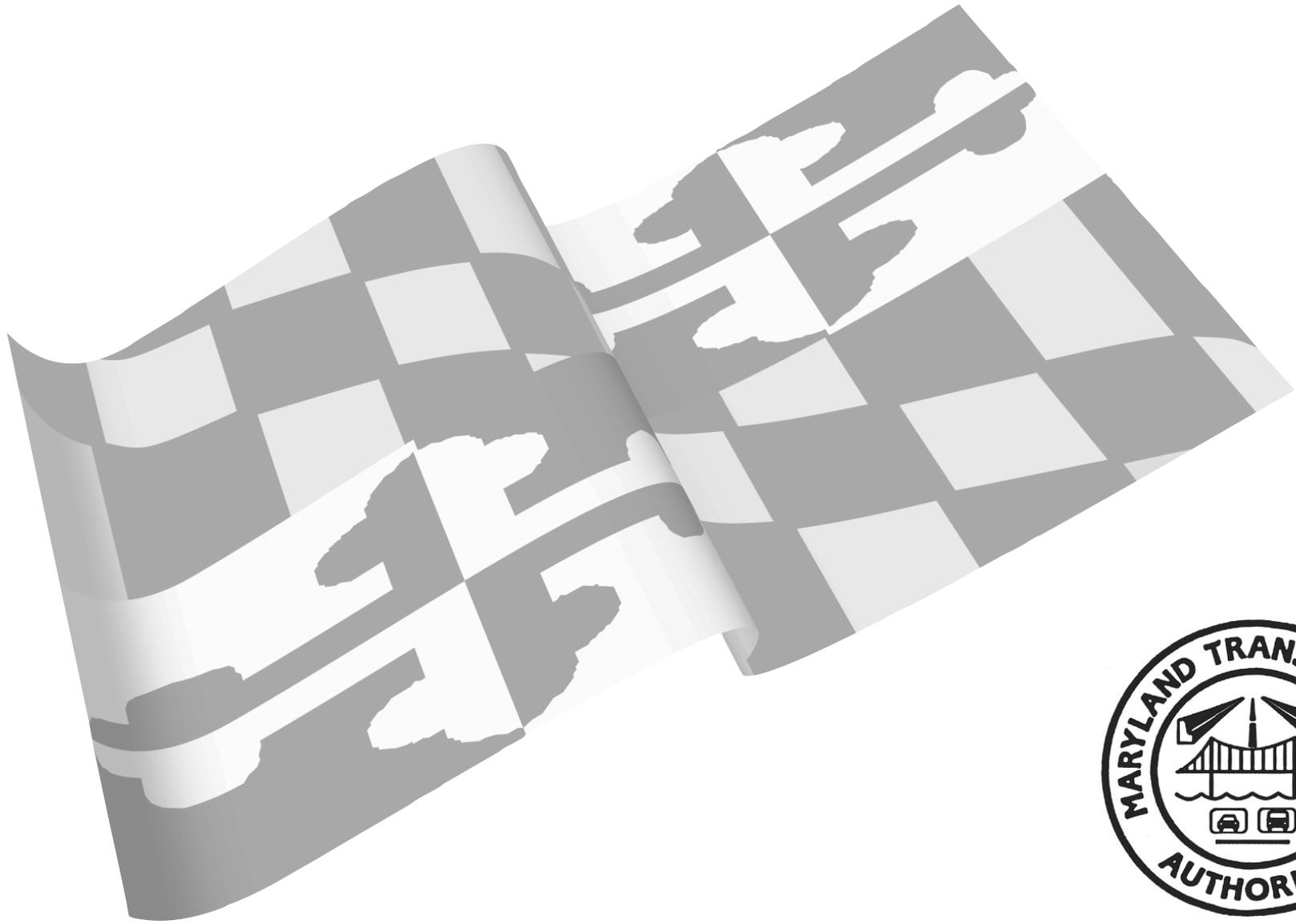
STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
11	US 50	Ocean Gateway; over Sinepuxent Bay; bridge deck overlay	3,500	FY 2009
<u>Community Safety and Enhancements</u>				
12	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Funded for concept development only) (Project on Hold)	200	Concepts Completed
<u>Sidewalks</u>				
13	MD 376	Bay Street; from Branch Street to Bay Street; retrofit sidewalks - 3,600 linear feet	271	FY 2009
<u>Enhancements</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
14		Watershed Enhancement Initiative Lizard Hill; create wetlands on a 28 acre site by grading, improving soil conditions, and modifying the hydrology to create an Atlantic Cedar wetland (Funded for preliminary engineering only)	925	FY 2009
<u>Environmental Mitigation</u>				
15		Isle of Wight coastal marsh restoration; Restoration of the natural hydrology of 64 acres of coastal salt marsh to conditions found prior to the construction of MD 90; Mitigation of water pollution due to highway runoff	108	FY 2009
16		Pepperfield Site; hydrologic enhancement of approximately 100 acres of forested floodplain adjacent to Rayfield Ditch and upstream	192	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6 (cont'd)

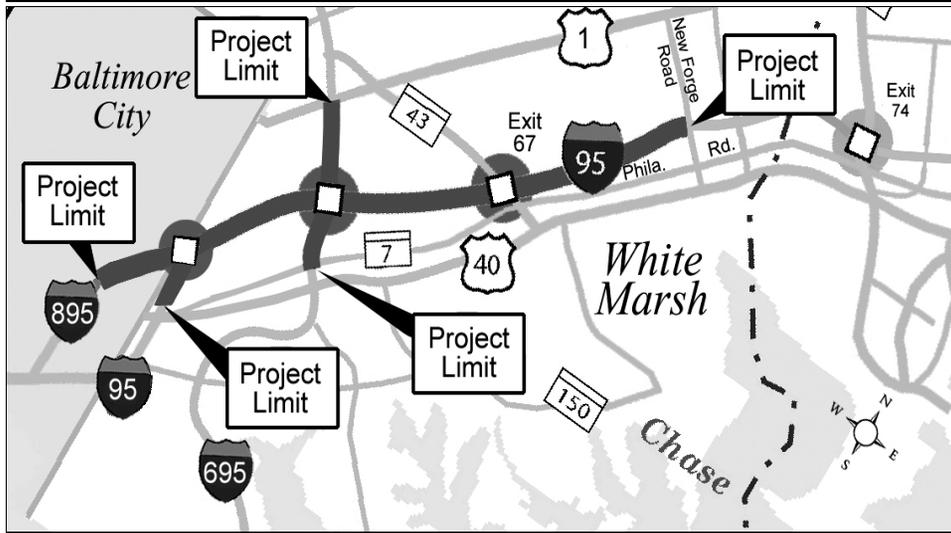
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Congressional Earmarks</u>				
17		Construct Assateague Island National Seashore visitor center and related road improvements (Earmark \$6.3 million; CO) Sponsor: National Park Service	0	
18		Land acquisition in Worcester County (5,000 acres of forestland) (Earmark \$5.6 million; R/W)	0	



MARYLAND TRANSPORTATION AUTHORITY

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	914.4	926.4	746.2	235.6	133.2	170.5	3,126.3
System Preservation Minor Projects	176.8	168.7	84.1	84.8	70.5	88.8	673.8
<u>Development & Evaluation Program</u>							
	<u>12.5</u>	<u>7.6</u>	<u>0.6</u>	<u>0.4</u>	<u>0.4</u>	<u>-</u>	<u>21.4</u>
TOTAL	1,103.8	1,102.7	830.9	320.8	204.1	259.3	3,821.5



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Construction

DESCRIPTION: Improve the I-95 Interchanges with I-895, I-695 and MD 43 and construct two Express Toll Lanes in each direction on I-95 from I-895 North to north of MD 43 (9.63 miles). (BRAC Related).

JUSTIFICATION: This segment of I-95 is the most congested section of I-95 in Maryland north of Baltimore City. Currently, I-95, south of MD 43, operates at Level of Service F during the morning and evening rush hours. By 2025, this section is also expected to operate at Levels of Service E and F during weekend peak periods. High congestion levels increase the level of diversion to alternative routes, such as the community-oriented arterials US 1, US 40, and MD 7. If anticipated congestion levels in Section 100 are not addressed, an increase in congestion-related accidents would likely occur.

STATUS: Engineering, right-of-way acquisition, and construction are underway.

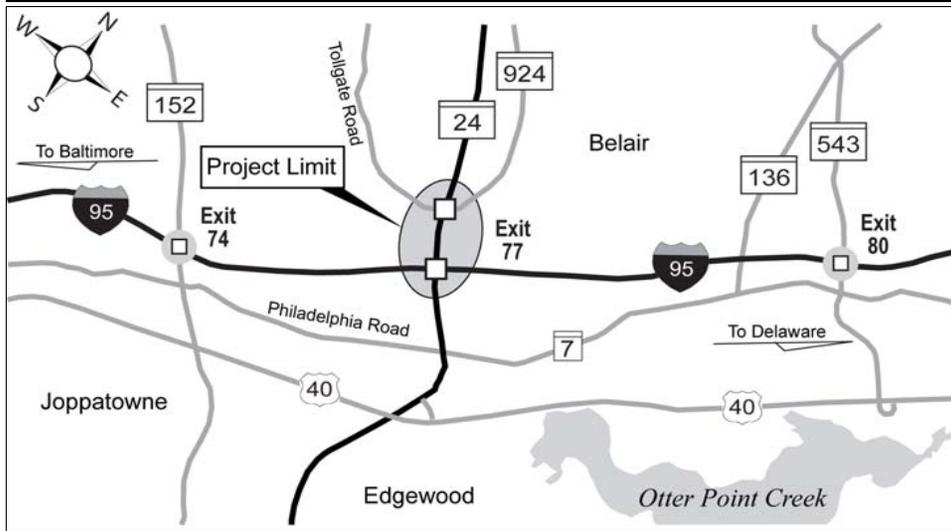
ASSOCIATED IMPROVEMENTS:

- I-95 - Rossville Boulevard Bridge Replacement - Construction Program (Line 3)
- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel - Construction Program (Line 4)
- I-95 Section 200 - Development and Evaluation Program (Line 15)

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased by \$312.9 million due to increased right-of-way and construction costs. Opening of Express Toll Lanes will be phased over four years for a full completion in FY 2016.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	6,012	6,012	0	0	0	0	0	0	0	0
Engineering	154,736	78,972	26,359	8,866	7,911	6,682	6,487	6,487	62,792	12,972
Right-of-way	66,952	33,959	15,740	17,253	0	0	0	0	32,993	0
Construction	1,266,817	226,305	196,276	112,358	67,927	55,247	119,498	159,231	710,537	329,975
Total	1,494,517	345,248	238,375	138,477	75,838	61,929	125,985	165,718	806,322	342,947
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The Authority is currently updating the maintenance of traffic plan and design and engineering of the project with a goal of accelerating the completion of* the project to FY 2014. The Authority's financial forecast will be updated, as needed.



PROJECT: I-95 John F. Kennedy Memorial Highway - MD24 Interchange Improvements

DESCRIPTION: Construct improvements to the I-95/MD24 Interchange, including upgrades to MD 24 and the reconstruction of the MD24/MD924/Tollgate Road intersection to a grade separated interchange. Phase 1 includes minor improvements to the I-95/MD24 interchange and a grade-separated interchange at the MD24/MD924/Tollgate Road intersection. Phase 2, improvements to the I-95/MD24 interchange will be developed as part of the I-95 Section 200 project planning study. (BRAC Related).

JUSTIFICATION: This project will provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD24/MD924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD24 interchange operation.

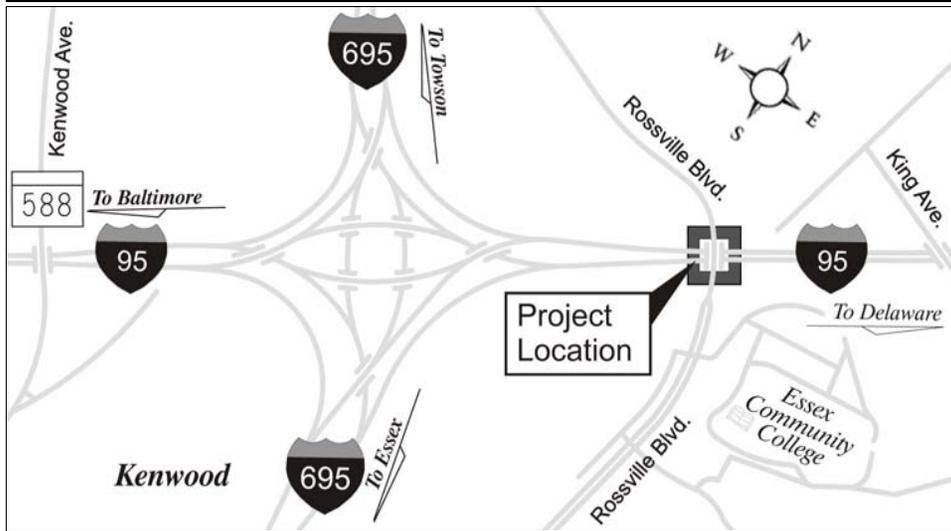
STATUS: Engineering is complete. Right-of-way acquisition and construction are underway.

ASSOCIATED IMPROVEMENTS:

I-95 Section 200 - Development and Evaluation Program (Line 15)

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Construction delayed to FY 2009.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	984	984	0	0	0	0	0	0	0	0
Engineering	8,968	6,490	2,100	300	78	0	0	0	2,478	0
Right-of-way	4,000	3,363	637	0	0	0	0	0	637	0
Construction	46,612	0	18,000	22,000	6,612	0	0	0	46,612	0
Total	60,564	10,837	20,737	22,300	6,690	0	0	0	49,727	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Rossville Boulevard Bridge Replacement

DESCRIPTION: Replace the Rossville Boulevard Bridge over I-95.

JUSTIFICATION: The bridge replacement is needed due to its deteriorated condition and to accommodate the widening of I-95 to be done as part of the I-95 Express Toll Lanes project.

STATUS: Complete.

ASSOCIATED IMPROVEMENTS:

I-95 Express Toll Lanes - Construction Program (Line 1)

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,026	2,817	209	0	0	0	0	0	209	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,283	12,243	40	0	0	0	0	0	40	0
Total	15,309	15,060	249	0	0	0	0	0	249	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications

DESCRIPTION: The project limits extend from the southern end of the I-95, ETL Project (Moravia Road) to the Fort McHenry Tunnel Toll Plaza. Modifications include Phase 1 Moravia Road to Eastern Avenue grinding and overlaying to provide four continuous through lanes (lane continuity); Phase 2 Eastern Avenue to Fort McHenry tunnel includes restriping to provide four continuous through lanes (lane continuity).

JUSTIFICATION: Currently the typical section of I-95 from Moravia Road to the FMT is as follows: Three lanes per direction from I-895 to Moravia Rd; Four lanes per direction from Moravia Rd. to O'Donnell St; Three lanes per direction from O'Donnell St to Boston St; and Four lanes per direction from Boston St. to the Fort McHenry Tunnel.

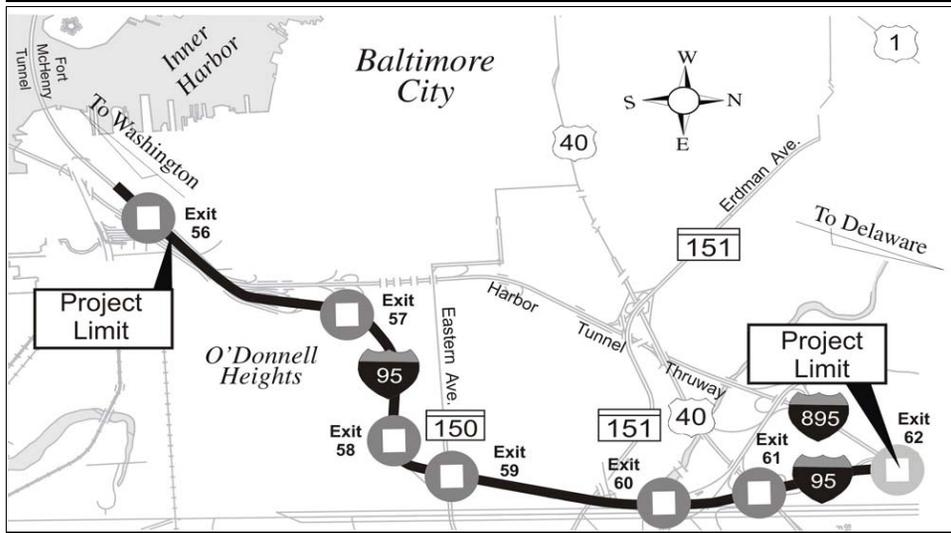
STATUS: Planning and engineering are underway. Construction for phase I southbound only to begin in FY 2010.

ASSOCIATED IMPROVEMENTS:

I-95 Express Toll Lanes - Construction Program (Line1)

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Construction cost increased by \$2.3 million due to higher material costs.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	500	338	162	0	0	0	0	0	162	0
Engineering	1,100	45	900	100	55	0	0	0	1,055	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,480	27	0	4,800	4,653	0	0	0	9,453	0
Total	11,080	410	1,062	4,900	4,708	0	0	0	10,670	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation North of Tunnel

DESCRIPTION: Rehabilitate I-95 north of the Tunnel to I-895. Includes resurfacing of 34 bridge decks and related structural repairs; resurfacing and safety improvements of roadways; replacing and upgrading of existing signing; and inspecting and repairing of highmast light poles and sign structures.

JUSTIFICATION: Bridge decks and roadways have not been resurfaced since their opening in 1976 and they exhibit various degrees of deterioration. Signs and other safety features need to be brought up to the latest standards.

STATUS: Bridge and roadway rehabilitation are complete. Signing and light pole work to begin in FY 2009.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Construction cost increased by \$1.4 million due to increased construction costs due to higher material costs.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,242	4,656	200	276	110	0	0	0	586	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	39,637	22,432	7,205	7,500	2,500	0	0	0	17,205	0
Total	44,879	27,088	7,405	7,776	2,610	0	0	0	17,791	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Higher Speed Toll Plaza Modifications

DESCRIPTION: Install higher speed toll lanes (northbound/southbound) at Fort McHenry Tunnel toll plaza. This improvement will enable E-Z Pass customers to pass through the toll plazas at 30 mph (similar to FSK Bridge toll plaza).

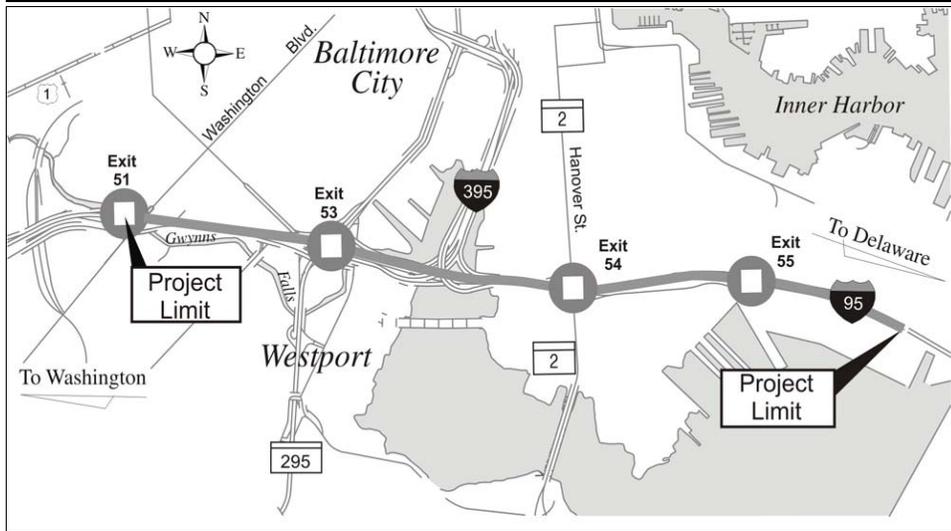
JUSTIFICATION: This project will improve traffic operations and capacity at the toll plaza.

STATUS: Construction is underway.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			FOR PLANNING PURPOSES ONLY					
			2009	2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,609	1,119	400	90	0	0	0	0	490	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,152	3,393	8,759	1,000	0	0	0	0	9,759	0
Total	14,761	4,512	9,159	1,090	0	0	0	0	10,249	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation South of Tunnel

DESCRIPTION: Rehabilitation of I-95 South of the Fort McHenry Tunnel. Scope of work includes overlaying the roadway section, excluding bridge decks, between Joh Ave. and Washington Blvd. and replacement and upgrades of existing signing; miscellaneous safety improvements; and inspection and repair of highmast light poles and sign structures.

JUSTIFICATION: Highway has not been resurfaced since its opening in 1976 and it exhibits various degrees of deterioration. Signs and other safety features need to be brought up to the latest standards.

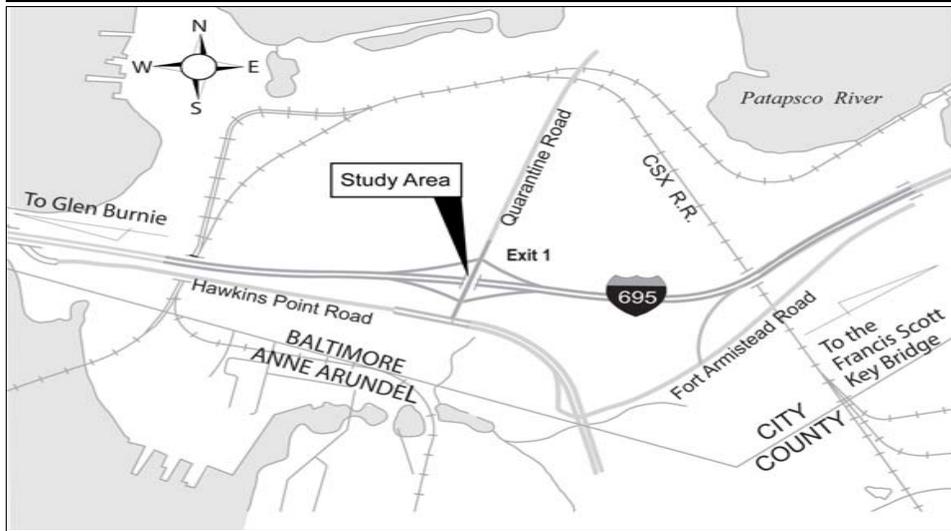
STATUS: Construction is underway.

ASSOCIATED IMPROVEMENTS:

I-95 Carroll Camden Access Study - Development and Evaluation Program (Line 18)

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost decreased by \$75.8 million due to modification of the phase I project from Joh Avenue to Washington Boulevard, deferral of phase II work from north of Washington Boulevard to tunnel and deferral of phase III work for I-395 to outside the program period.

		POTENTIAL FUNDING SOURCE:									
		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	7,285	4,470	1,000	1,500	315	0	0	0	2,815	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	38,976	6,038	17,000	13,938	2,000	0	0	0	32,938	0	
Total	46,261	10,508	18,000	15,438	2,315	0	0	0	35,753	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Francis Scott Key - Interchange Improvements at MD 695 and Quarantine Road

DESCRIPTION: Interchange and road improvements on MD 695 (Baltimore Beltway) at Quarantine Road.

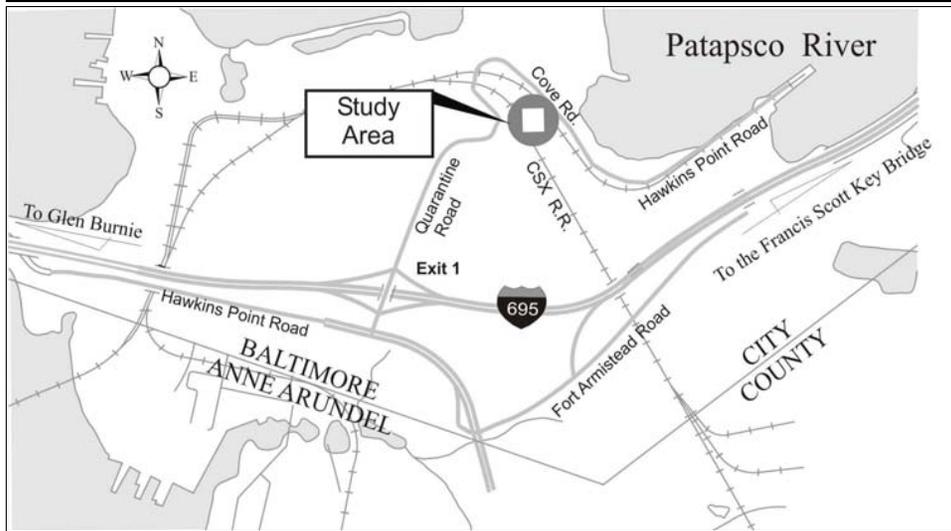
JUSTIFICATION: This project will improve safety by addressing constraints at the existing MD 695 - Quarantine Road interchange that result in ramp queues that extend onto MD 695.

STATUS: Engineering and right-of-way acquisition are underway. Construction to begin in FY 2010.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost decreased by \$35.6 million due to the elimination of MD-695 Eastbound realignment work and the deferral of the commercial vehicle inspection facility outside the program period. Construction start delayed to FY 2010 to address redesign for removal of work.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,971	3,671	300	0	0	0	0	0	300	0
Right-of-way	6,525	4,745	1,780	0	0	0	0	0	1,780	0
Construction	6,560	74	0	2,080	4,406	0	0	0	6,486	0
Total	17,056	8,490	2,080	2,080	4,406	0	0	0	8,566	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Francis Scott Key Bridge - Police Outdoor Firing Range

DESCRIPTION: Construct new Police Outdoor Firing Range for the Maryland Transportation Authority Police at Hawkins Point.

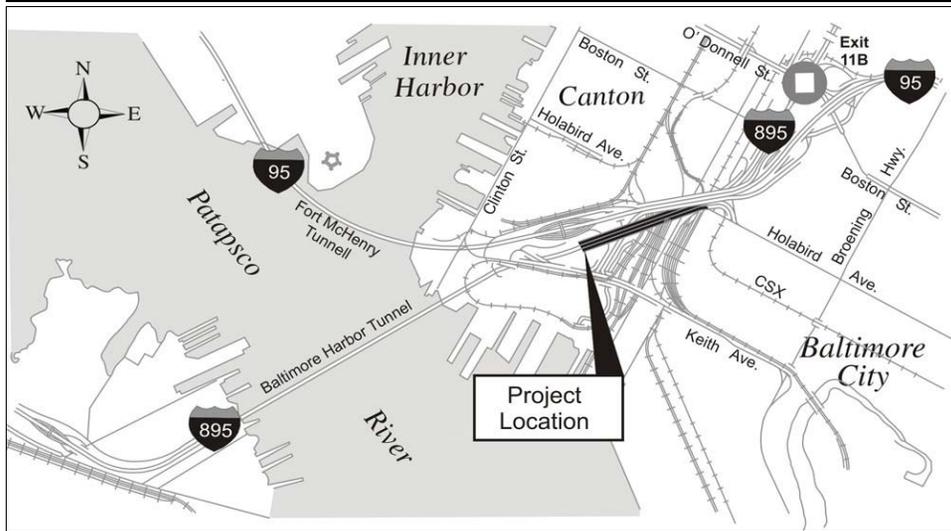
JUSTIFICATION: The project will provide additional capacity and improve training conditions for the Maryland Transportation Authority Police.

STATUS: Planning and engineering are underway. Construction to begin in FY 2010.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost decreased by \$14.8 million due to the elimination of indoor training facility and reducing scope to the construction of an outdoor firing range. Construction start delayed to FY 2010.

<u>POTENTIAL FUNDING SOURCE:</u>		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	76	76	0	0	0	0	0	0	0	0
Engineering	596	511	50	35	0	0	0	0	85	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,330	0	0	2,330	0	0	0	0	2,330	0
Total	3,002	587	50	2,365	0	0	0	0	2,415	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Baltimore Harbor Tunnel Thruway - Canton Viaduct Bridge Superstructure Replacement

DESCRIPTION: Replace the deck and superstructure and miscellaneous substructure repairs on the Canton Viaduct Bridge from the north portal entrance to Holabird Avenue.

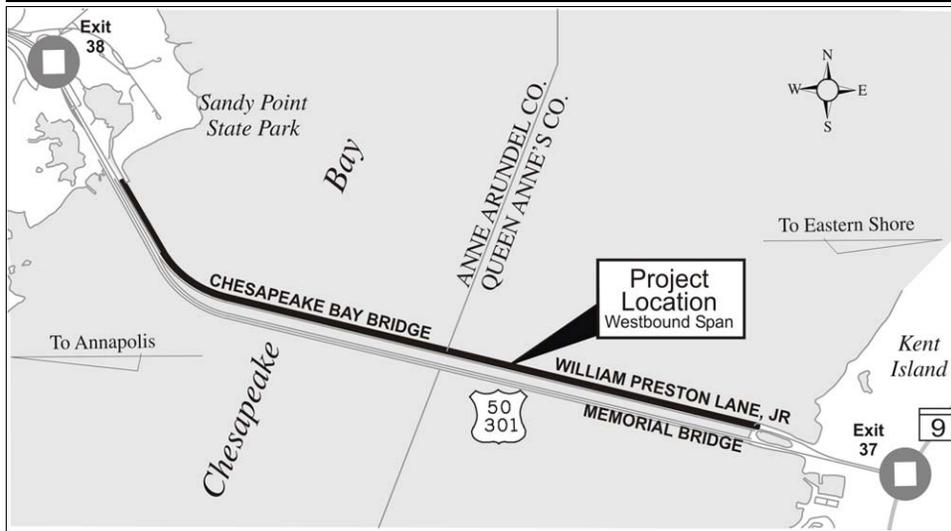
JUSTIFICATION: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that the deck is nearing the end of its life cycle. The bridge deck and superstructure are experiencing various degrees of deterioration. The Canton Viaduct is one of the Authority's Structurally Deficient bridges.

STATUS: Engineering is underway. Construction to begin in FY 2010.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Construction start delayed to FY 2010 due to the maintenance of traffic coordination with other tunnel work. The cost increased by \$25.1 million due to increased scope of work to include a complete superstructure replacement of the viaduct and substructure repairs.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,984	922	750	104	104	104	0	0	1,062	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	71,016	71	0	21,750	33,000	16,195	0	0	70,945	0
Total	73,000	993	750	21,854	33,104	16,299	0	0	72,007	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Bay Bridge US 50/301- Westbound Bridge Deck Rehabilitation

DESCRIPTION: Rehabilitate the westbound bridge deck. Phase I - Truss, Beam and Girder Spans. Phase II - Suspension and Thru-truss Spans.

JUSTIFICATION: The bridge deck on this structure has not been renovated since its opening in 1973. Testing has indicated that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration.

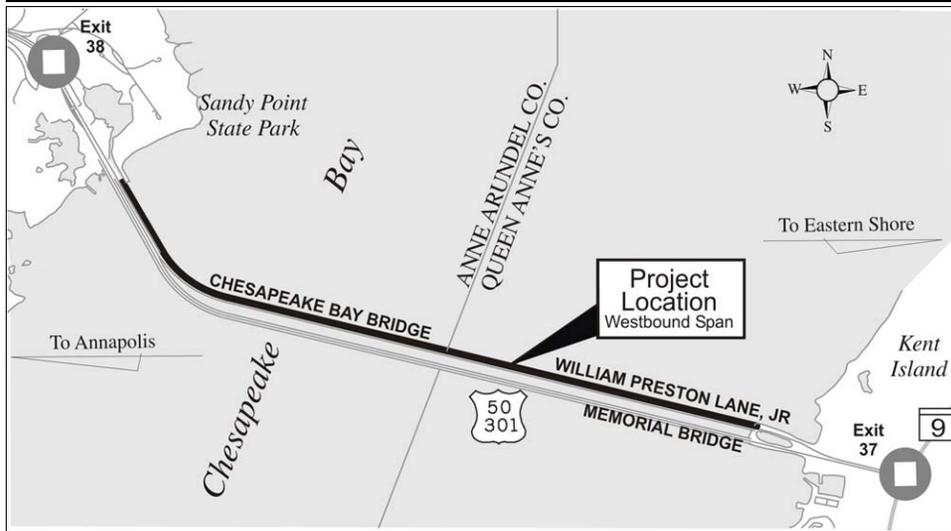
STATUS: Phase I construction is complete. Phase II construction is underway

ASSOCIATED IMPROVEMENTS:

Cleaning and Painting Structural Steel at Westbound Bay Bridge - Construction Program (Line 12)

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased by \$11.8 million due to adding steel/bearing repairs and increased fabrication costs.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	13,620	12,380	868	372	0	0	0	0	1,240	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	115,777	62,202	37,802	15,773	0	0	0	0	53,575	0
Total	129,397	74,582	38,670	16,145	0	0	0	0	54,815	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Bay Bridge US 50/301 - Cleaning and Painting Structural Steel Westbound Bridge

DESCRIPTION: The scope of work consists of partial painting of all structural steel surfaces on the westbound bridge of approximately 3 million square feet including girder spans, deck trusses, overhead truss members and suspension spans.

JUSTIFICATION: The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of significant deterioration. The spot painting will protect the steel components of the bridge and will extend the useful life of the structural members.

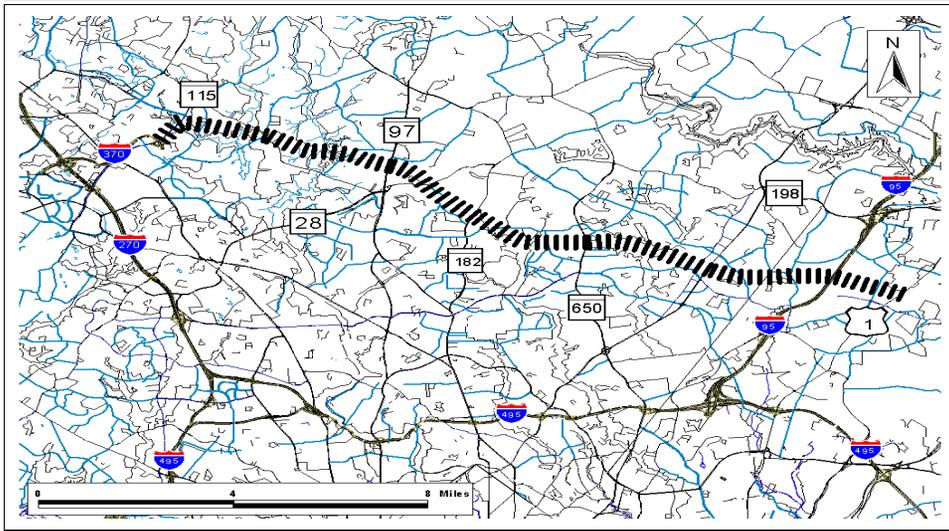
STATUS: Engineering is underway. Construction to begin in FY 2009.

ASSOCIATED IMPROVEMENTS:

Bay Bridge Westbound Deck Rehabilitation - Construction Program (Line 11)

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Following an analysis of the Bridge, the cost was reduced by \$46.7 million as the scope of work was reduced to full painting of the west girder spans and spot painting the remainder of the bridge that was not recently painted. Full painting of locations where they are spot painted under this contract has been moved beyond FY 2014

		POTENTIAL FUNDING SOURCE:									
		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,494	84	300	650	460	0	0	0	1,410	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	35,849	7	8,000	15,000	12,842	0	0	0	35,842	0	
Total	37,343	91	8,300	15,650	13,302	0	0	0	37,252	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Intercounty Connector

DESCRIPTION: Construction of a new east-west, multimodal highway in Montgomery and Prince George's counties between I-370 and I-95/US 1.

JUSTIFICATION: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

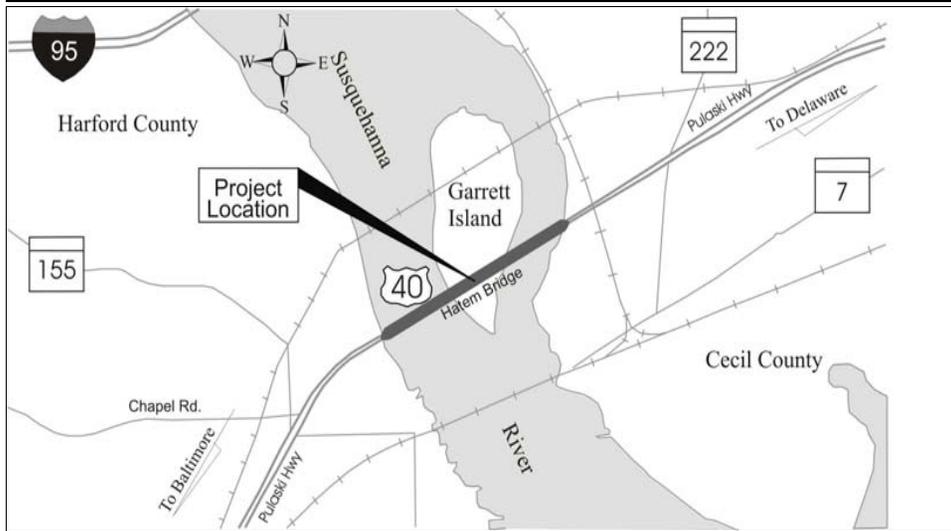
STATUS: Engineering, Right-of-way and Construction are underway. The MdTA and SHA are reviewing potential adjustments to project scope, and other budget and funding mitigation measures to address the increased cost of contract B (east of MD97 to west of US 29), which might allow all or a portion of the deferred work to be undertaken.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased by \$120.1 due to increased engineering, construction and legal costs. Contract D (collector and distributor roads on I-95; funding of \$103.2 million shown in balance to complete) is indefinitely deferred.

ASSOCIATED IMPROVEMENTS: US 29 Interchanges (Lines 1,9,10 Montgomery County - SHA)
 MD 124, Airpark Road to Fieldcrest Road (Line 4, Montgomery County - SHA)
 MD 28/MD 198, MD97 to I-95 (Line 11, Montgomery County - SHA)
 I-95/Contee Road Interchange (Line 14, Prince George's County - SHA)
 MD 201 Extended/US 1. I-95/I-495 to Contee Road (Line 28, Prince George's County - SHA)

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	28,889	28,889	0	0	0	0	0	0	0	0	
Engineering	75,181	75,181	0	0	0	0	0	0	0	0	
Right-of-way	298,000	217,808	53,476	17,496	5,009	4,211	0	0	80,192	0	
Construction	2,163,904	175,200	492,654	645,401	582,156	153,241	7,232	4,778	1,885,462	103,242	
Total	2,565,974	497,078	546,130	662,897	587,165	157,452	7,232	4,778	1,965,654	103,242	
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0	

The Federal aid share of \$19.27 million is also included in SHA's portion of the CTP.
 1982



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Deck Replacement

DESCRIPTION: Replace the 1.5 mile deck on the Hatem Bridge traveling between Perryville and Havre de Grace. One 12 ft wide traffic lane will be maintained in each direction during construction. This maintenance of traffic plan was selected through coordination efforts with the Cecil/Harford Bridges Work Group. (BRAC Related).

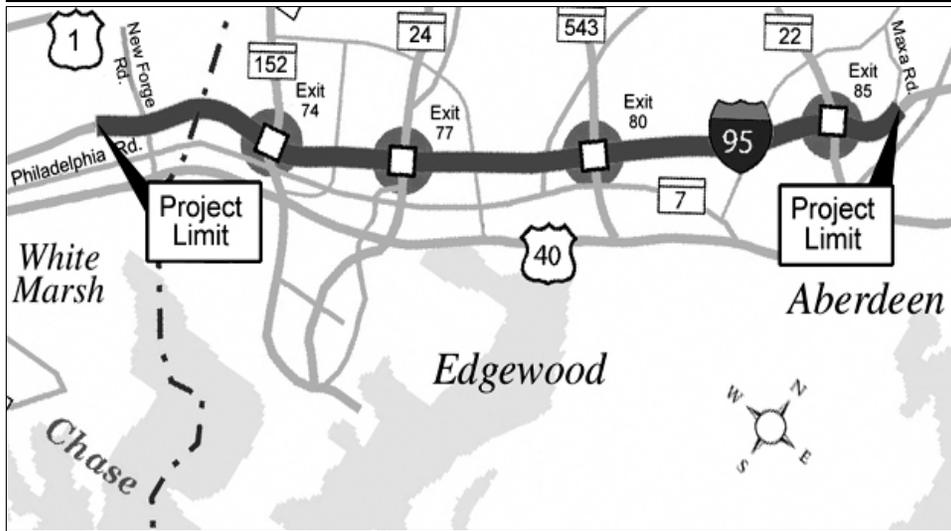
JUSTIFICATION: The concrete and steel grate core are deteriorated, requiring replacement. The deck was last renovated in 1982.

STATUS: Construction is underway.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased by \$9.1 million due to higher construction and material costs.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,556	1,556	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	63,571	8,770	23,331	15,424	16,046	0	0	0	54,801	0
Total	65,127	10,326	23,331	15,424	16,046	0	0	0	54,801	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Section 200 Study

DESCRIPTION: Study to investigate capacity and safety needs on I-95 from north of MD 43 to north of MD 22 (18 miles) including new park and ride facilities at I-95/MD 152 and I-95/MD 24 interchanges. (BRAC Related).

JUSTIFICATION: South of MD 152, I-95 operates at Level of Service (LOS) E during weekday peak hours. Elsewhere, it operates at LOS D or better during weekday and weekend peak traffic periods. Without improvements, the LOS is expected to decrease by 2020, with some study sections operating at an undesirable LOS F during weekday and weekend periods.

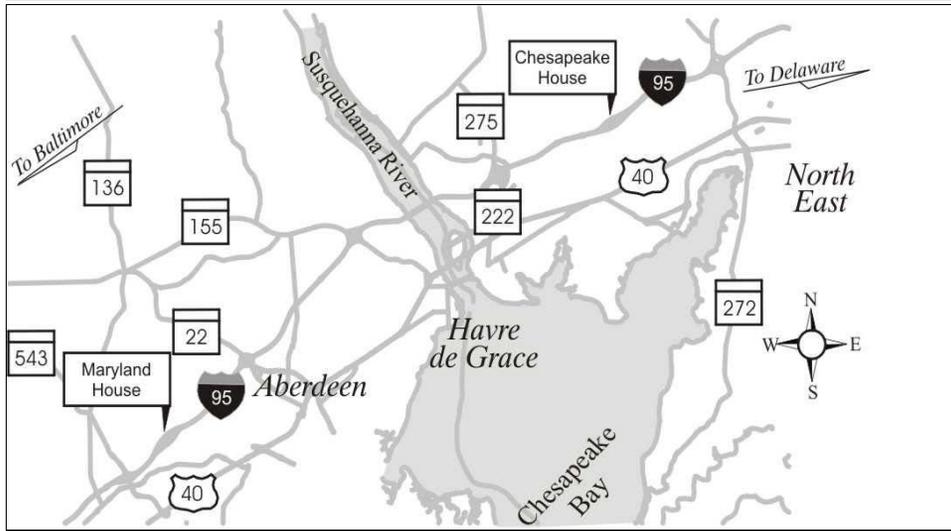
STATUS: Planning, engineering and right-of-way work are underway.

ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased by \$12 million due to the addition of right-of-way for I-95/MD24 and I-95/MD152 Park and Ride lots and funding for the transition from planning to preliminary engineering work.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	6,200	3,833	1,463	904	0	0	0	0	2,367	0
Engineering	8,800	1,381	3,700	3,719	0	0	0	0	7,419	0
Right-of-way	2,000	0	1,763	237	0	0	0	0	2,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	17,000	5,214	6,926	4,860	0	0	0	0	11,786	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Travel Plazas Redevelopment

DESCRIPTION: Replacement and/or rehabilitation of Travel Plazas (Maryland House & Chesapeake House) and the development of the scope of services portion of a future solicitation. The solicitation will seek to obtain a comprehensive arrangement to provide for development and operation of the facilities beginning in late 2009 and extending approximately 20 years. (The current concessions vendor contract ends on November 15, 2009).

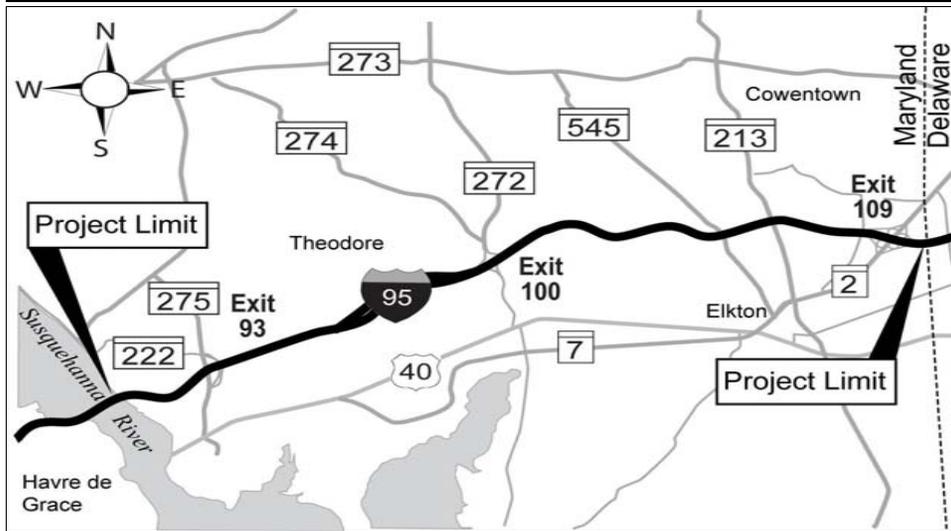
JUSTIFICATION: The Maryland House and Chesapeake House Travel Plazas have aged to the point in which redesign, and/or reconstruction is necessary to adequately meet public demand over the next 20 years.

STATUS: The development of the scope of work for the solicitation is underway.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased by \$2.2 million to assist in the preparation of construction and management documents.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	2,116	216	1,200	700	0	0	0	0	1,900	0
Engineering	1,762	376	200	100	360	360	366	0	1,386	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,878	592	1,400	800	360	360	366	0	3,286	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Toll Plaza Planning Study

DESCRIPTION: This study will investigate alternative toll locations and collection methods. (BRAC Related).

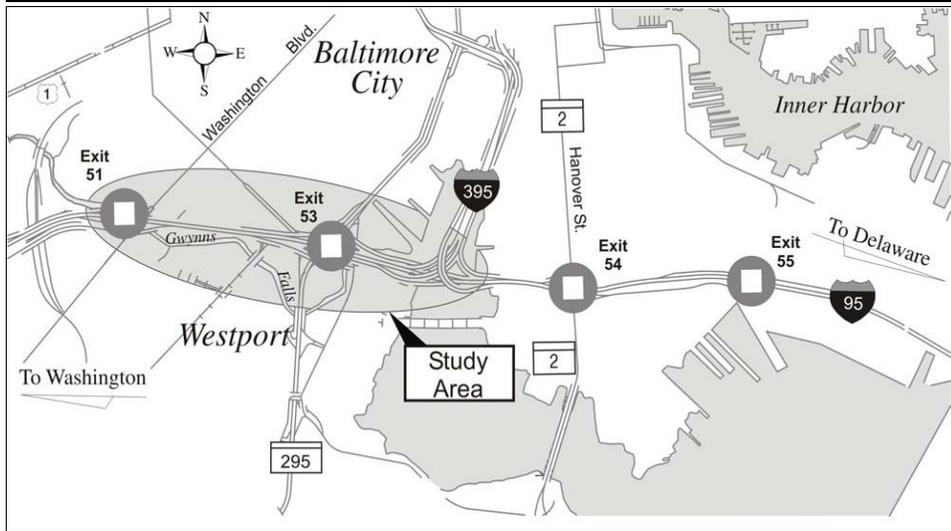
JUSTIFICATION: The study has three parts: 1) analyze travel patterns on I-95 and other major roads 2) evaluate potential tolling locations along I-95, including modifying the existing plaza, and 3) determine the best tolling method.

STATUS: Planning is underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost decreased by \$2.5 million to reflect only the work needed to complete the planning study.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	450	85	365	0	0	0	0	0	365	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	450	85	365	0	0	0	0	0	365	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Carroll Camden Access Study

DESCRIPTION: Study to improve access to the Carroll Camden development area and improve safety and operations along I-95 between Washington Boulevard and I-395.

JUSTIFICATION: Improved access could help facilitate the redevelopment of the Carroll Camden area in Baltimore City and improve safety and operations along I-95.

STATUS: Feasibility study completed in June 2004. Interstate Access Point Approval (IAPA) study is underway.

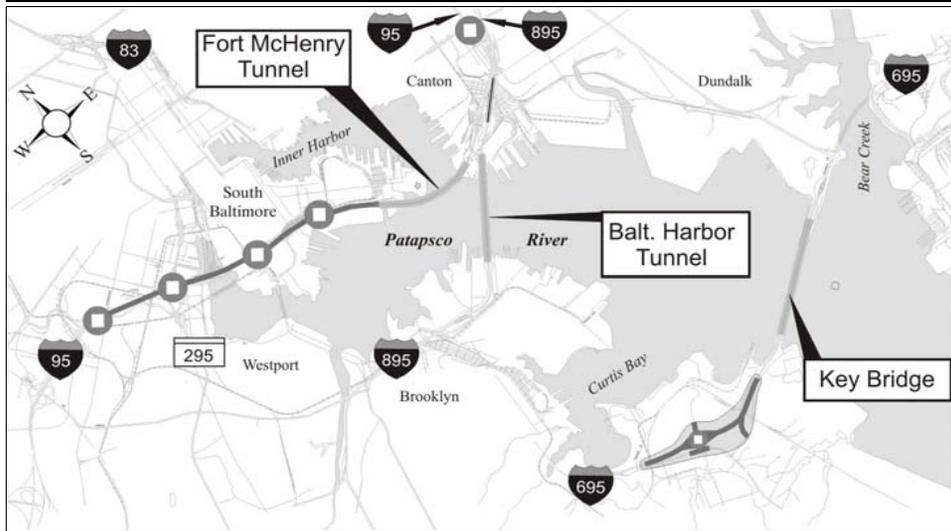
ASSOCIATED IMPROVEMENTS:

Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation on I-95 South of Tunnel - Construction Program (Line 7)

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost decreased by \$0.9 million to reflect only work needed to complete the Interstate Access Point Approval study.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	350	168	182	0	0	0	0	0	182	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	350	168	182	0	0	0	0	0	182	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Start of project planning is pending based on the outcome of the IAPA study and reaching an agreement with the City of Baltimore to share the cost of project planning.



PROJECT: I-95, I-895 and MD 695 Harbor Crossings - Traffic Management Study

DESCRIPTION: Review of potential solutions to better manage traffic across the three Harbor Crossings.

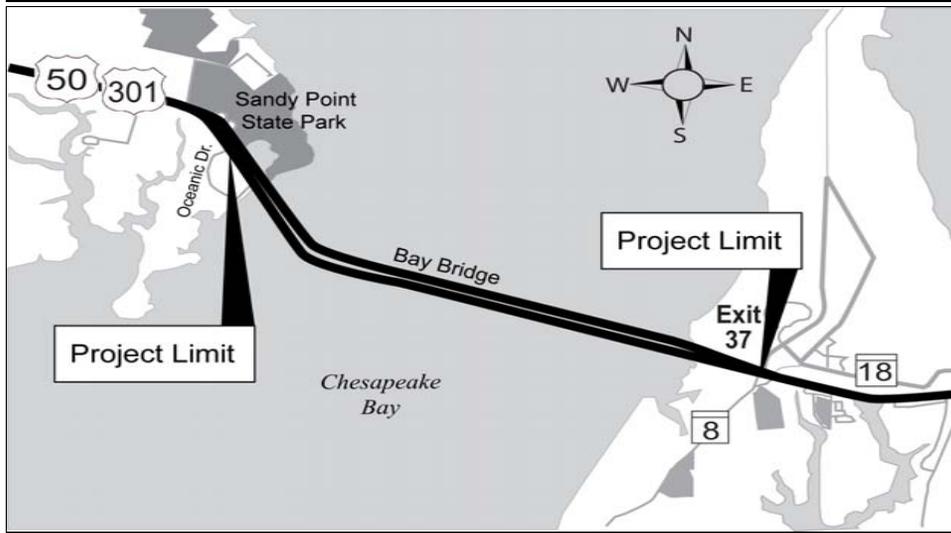
JUSTIFICATION: There is capacity across all three facilities greater than the current traffic volumes, but at times one or more of the facilities can reach or exceed capacity.

STATUS: Planning is underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost increased by \$0.30 million due to refinement in the study scope.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011....	.....2012....	.....2013....	.....2014....		
Planning	801	451	350	0	0	0	0	0	350	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	801	451	350	0	0	0	0	0	350	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Bay Bridge US 50/301- Open Road Tolling Study

DESCRIPTION: The purpose of this study is to investigate the use of electronic toll collection at highway speed as an alternative to the current method used for collecting tolls at the Bay Bridge.

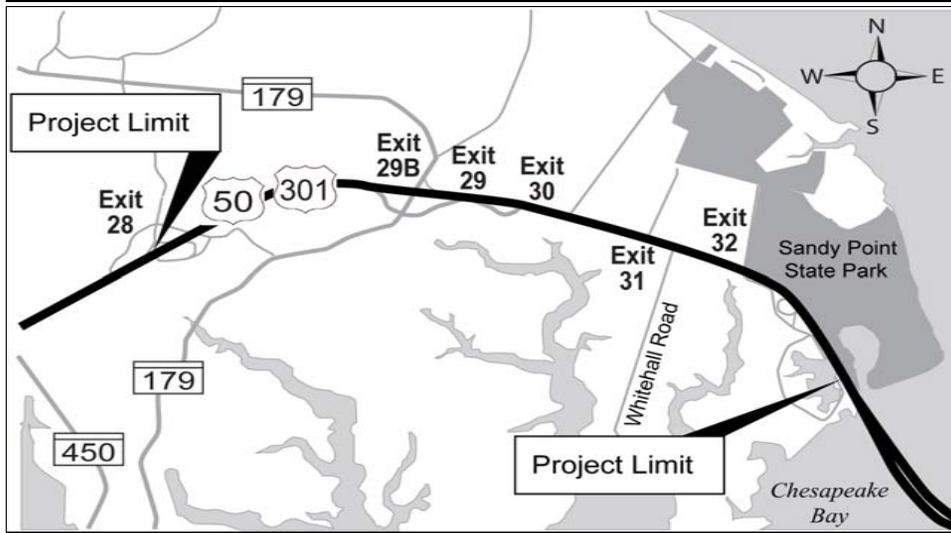
JUSTIFICATION: Open Road Tolling is being studied as an alternative to assist in the improvement of traffic flow on the Bay Bridge.

STATUS: Study Underway.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: New project.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			2009	20102011.....2012.....			.....2013.....	.....2014.....
Planning	366	0	366	0	0	0	0	0	366	0
Engineering	2,500	0	1,400	1,100	0	0	0	0	2,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,866	0	1,766	1,100	0	0	0	0	2,866	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Bay Bridge US 50/301- Westbound and Eastbound Commercial Vehicle Inspection Facilities.

DESCRIPTION: Planning for commercial vehicle inspection facilities along US 50/301 adjacent to the Bay Bridge.

JUSTIFICATION: This project will provide the Authority with facilities to conduct safety and weighing activities. Current facilities do not allow for the level of enforcement necessary at the Bay Bridge.

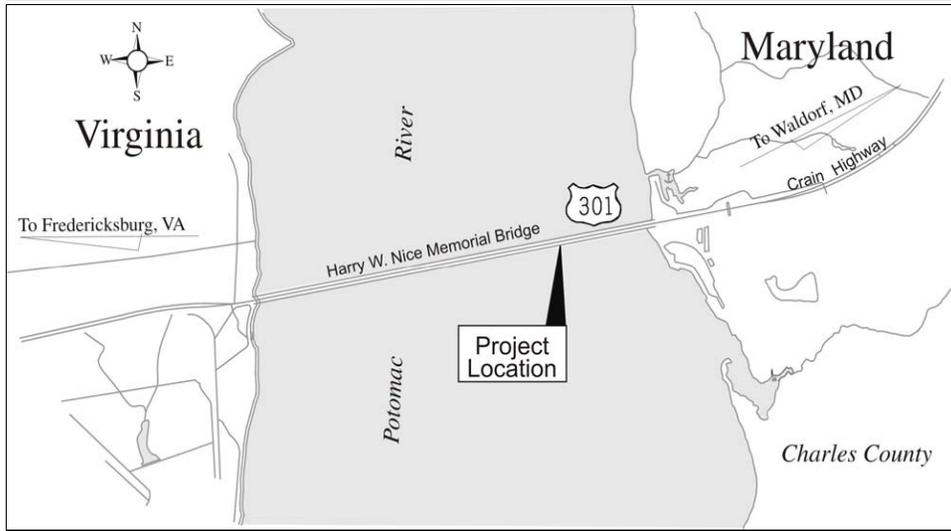
STATUS: Planning to restart in FY 2009.

ASSOCIATED IMPROVEMENTS:

Commercial Vehicle Inspection Facilities at BHT, FMT, FSK and the Nice Bridge - Development and Evaluation Program (Line 23)

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Cost decreased by \$1.15 million to only reflect work up to the completion of project planning through the Maryland Environmental Policy Act (MEPA) documentation and public involvement.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					.....2011....	.....2012....	.....2013....	.....2014....		
Planning	1,020	468	300	175	77	0	0	0	552	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,020	468	300	175	77	0	0	0	552	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: US 301 Harry W. Nice Bridge - Improvement Study

DESCRIPTION: Study to investigate capacity and safety needs of the bridge and approaches.

JUSTIFICATION: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

STATUS: Planning is underway.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	5,000	3,696	900	280	124	0	0	0	1,304	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	3,696	900	280	124	0	0	0	1,304	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Commercial Vehicle Inspection Facilities at BHT, FMT, and FSK.

DESCRIPTION: Planning for the improvement of the existing Commercial Vehicle Inspection Facilities at Baltimore Harbor Tunnel (I-895 northbound and southbound), Fort McHenry Tunnel (northbound and southbound), Francis Scott Key Bridge (I-695 inner loop) and Nice Bridge (northbound and southbound)

JUSTIFICATION: The project will provide the Authority with adequate facilities to conduct safety and weighing activities. Current facilities do not allow for the level of enforcement necessary at these locations

STATUS: Planning to begin in FY 2009.

ASSOCIATED IMPROVEMENTS:

Bay Bridge US 50/301 Westbound and Eastbound Commercial Vehicle Inspection Facility - Development & Evaluation Program (Line 21)

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Planning start delayed due to review of current policies.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	672	0	330	342	0	0	0	0	672	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	672	0	330	342	0	0	0	0	672	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
1	Rehab. Tunnel Lighting and Control System (0264)	2,166	Underway
2	Widen and Replace Superstructure of I-895 Bridges over Herring Run (0284)	11,122	Underway
3	Environmental Landscape Buffer Along I-895 Right Of Way (Greektown Landscaping) (2163)	15	Underway
4	Renovate Electrical Vaults - BHT (0265)	789	Underway
5	Study to Rehabilitate or Replace Tunnel Fireline Gate Valves (2086)	50	Underway
6	Rehabilitate Post 3 and 4 - Commercial Vehicle Inspection Stations (2118)	60	Underway
7	Repair Freight Elevators in Fairfield and Canton Vent Buildings (2090)	50	Underway
8	Study HV Cable Replacement Needs and Options (2107)	100	Underway
9	Rehabilitate of I-895 between Toll Plaza and the K-Truss Bridge (2037)	2,569	Spring, 2009
10	Replace all DMS & Lane Use Signals at BHT w/LED Based Technology (0281)	1,391	Spring, 2009
11	Replace Moravia Road Salt Barn Dome Roof with Painted metal roof (2139)	70	Spring, 2009
12	Replace Roof and Repair HVAC of Fairfield Service Building - BHT (2036)	2,441	Spring, 2009
13	Replace Water Line - Frankfurst Ave. to Fairfield Service Bldg. - BHT (2034)	565	Spring, 2009
<u>F.S.KEY BRIDGE</u>			
14	Paint FSK Bridge Main Span and Replace Drainage Troughs (0429)	21,244	Complete
15	Upgrade and Replace Existing Signs FSK (0474)	4,783	Underway
16	Improve HVAC at FSK Police Headquarters (0475)	1,061	Underway
17	Improve Northeast Approach Maintenance Access Road (0479)	550	Underway
18	Patch and Seal FSK Bridge (0302)	3,013	Underway
19	Emergency Repairs to the Operating Machinery at Curtis Creek Drawbridge FSK (2161)	395	Underway
20	Replace Roof of Police Headquarters (0478)	710	Underway
21	Renovate Engineering Building - FSK (2028)	1,020	Spring, 2009
22	Renovate FSK Maintenance Garage Building (2024)	2,888	Spring, 2009
23	Replace Roofs of Administrative & Maintenance Buildings - FSK (2020)	824	Spring, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>FORT MCHENRY TUNNEL</u>			
24	Hauling Permit Transfer Station (2041)	2,400	Complete
25	Central Utility Plant Upgrade (1477)	1,243	Underway
26	Miscellaneous Repairs to Air Ducts and Tile Work Below Tunnel Walkway (1468)	2,449	Underway
27	Electrical Vault Renovation for FMT Facility (1478)	802	Underway
28	Major Repairs to Tunnel Fire Protection System (1401)	6,145	Underway
29	Study of Ramp J from Hanover St. to I-95 Southbound (2169)	35	Underway
30	Study to Extend Ramp Barrier Wall/Install Fence at Exit 57 (O'Donnell Street)/I-95 SB - FMT (2093)	52	Underway
31	Hanover Street Ramp Repairs (2157)	3,125	Spring, 2009
32	Install Suspended Drainage System at FMT Race Street Bridge (2095)	3,250	Spring, 2009
33	Replace all DMS and Lane Use Signals with LED (1463)	2,926	Spring, 2009
34	Replace and Rehabilitate Electrical Switchgear at FMT (1476)	4,041	Spring, 2009
35	Replace East and West Vent Building Roofs (1402)	1,827	Spring, 2009
<u>KENNEDY HIGHWAY</u>			
36	Expansion Joint Modifications at the Tydings Bridge - KH (Northbound only) (2058)	7,661	Complete
37	Study Ground Water Recovery System at Maryland House Sunoco Station (1264)	133	Underway
38	Expand and Improve I-95/Rte. 152 Parking Lots (1206)	1,014	Underway
39	Emergency Tack Welding and Miscellaneous Structural Repairs at the Tydings Bridge (2152)	1,820	Underway
40	CVSU-JFK Scale Upgrades (2164)	135	Underway
41	Improvements to I-95 Perryville Weigh Station Signs (2143)	1,960	Underway
42	Clean and Paint Water Towers at Service Plazas (2098)	525	Spring, 2009
43	Perryville Site for Truck Parking Facility (2082)	2,533	Spring, 2009
<u>MULTI-AREA</u>			
44	Misc. Upgrade/Replace Highway Signs, Pavement Markers & RPM (1980)	3,287	Underway
45	Planning Studies for Strategic Development (1994)	6,344	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
46	Annual Inspection of Authority Facilities - FY05-FY09 (1986)	13,114	Underway
47	Information Technology Strategic Plan (1942)	4,917	Underway
48	Install Closed Circuit TV Systems at FSK, HWN, TJH and WPL Facilities (1976)	6,235	Underway
49	Miscellaneous Paving Repairs (1938)	3,927	Underway
50	Upgrade Authority Operation Center at FMT and BHT (1954)	8,865	Underway
51	Building Security Improvements - Phase II (1983)	6,032	Underway
52	Construct, Deliver, and Commission Dynamic Message Signs (1949)	16,262	Underway
53	Maintenance and Repair of Security System (Phase I) (2075)	135	Underway
54	On-Call Miscellaneous Structural Repairs at Various Facilities (1900)	8,988	Underway
55	Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	1,127	Underway
56	Security Related Plans, Evaluations and Upgrades (1467)	400	Underway
57	Upgrade and Replace Metal Traffic Barrier and Attenuators (2011)	2,083	Underway
58	Upgrade and Replace Signs and Sign Structures and Misc Repairs- BHT and Others (2016)	10,379	Underway
59	Annual Inspection of Authority Facilities - FY9-FY13 (2084)	18,125	Underway
60	Cleaning and Painting, Bearing Repairs, Joint Modifications & other Misc repairs at BHT&FSK Bridges (1940)	7,285	Underway
61	Emergency Light Poles Replacement and Bases at FMT and FSK (2066)	425	Underway
62	Engineering Study for Travel Time System (2110)	250	Underway
63	Furnish and Install Camera and Coding & Decoding Equipment - Codec and Related Equipment (2014)	3,783	Underway
64	Incident Detection System Maintenance Contract (in tunnels) (2127)	153	Underway
65	Install Highway Advisory Radio Transmitters and Signs - JFK and WPL (2008)	892	Underway
66	Law Enforcement IT Systems Plan - Multi-Area (2060)	9,281	Underway
67	Management Review of Offices of Engineering and Construction Divisions (2153)	150	Underway
68	Map Construction Contracts to Analyze the Maintenance of Traffic Conflicts (2077)	50	Underway
69	MdTA Electronic Toll System Replacement and Operation System - Next Generation (1958)	25,232	Underway
70	Misc. Traffic Studies (2131)	3,126	Underway
71	Miscellaneous Real Estate Services (1997)	3,245	Underway
72	NPDES Environmental Compliance Inspection and Remediation (2007)	11,057	Underway
73	Planning Studies for Strategic Development - Second Generation (2001)	9,200	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
74	Purchase Portable Jersey Barriers (2141)	205	Underway
75	Rehabilitation of Static Scale Pit at Perryville Scalehouse (NB and SB) (2119)	100	Underway
76	Replace Uninterruptible Power Supply at Various Locations (1953)	1,070	Underway
77	Study Annual Electrical Testing Program for Tunnels (2125)	153	Underway
78	Study FMT/BHT Campus Master Plans (2044)	176	Underway
79	Study of Electronic Toll Collection 3rd Generation (2147)	1,250	Underway
80	University of Maryland- Concept of Operations for Congestion Management (2133)	90	Underway
81	Upgrade Authority Radio Communication Systems (700 MHz System) (1941)	23,680	Underway
82	Conduct Authority Market Research (2170)	200	Underway
83	Design & Construct Security Fencing at Shores of Major Bridges (TJH, FSK HWN & Tydings) (2130)	1,850	Underway
84	Design Security Fencing at Thru Truss of Major Bridges-TJH, FSK, HWN & WPL (2166)	161	Underway
85	On-Call Structural Repairs and Misc. Modifications (2168)	4,300	Underway
86	Study for Generators Maintenance and Repair Needs - All facilities (2105)	100	Underway
87	Study Maintenance Contract for Uninterruptible Power Supply Needs (2106)	109	Underway
88	Study Police Special Operations Facility & Garage (2117)	26	Underway
89	Study Roadway Lighting Maintenance Options (2109)	100	Underway
90	Study to Upgrade Fire Alarm System in Tunnels (2104)	200	Underway
91	Tracking Insurance Reimbursement for Accident Response and Repair (2165)	6,000	Underway
92	Furnish and Install Radiax Cable within Tunnels (2156)	1,200	Spring, 2009
93	Miscellaneous Paving Repairs (2142)	5,010	Spring, 2009
94	On-Call Miscellaneous Shotcrete Repair (2149)	2,500	Spring, 2009
95	On-Call Structural Repairs and Miscellaneous Modifications (2124)	4,935	Spring, 2009
96	Repair & Replace Raised Pavement Marking (RPM) Housing and Lenses (2085)	815	Spring, 2009
97	Right-of-Way and General Fencing at Various Locations (2144)	660	Spring, 2009
98	Study to Evaluate Toll Booth Condition (2094)	90	Spring, 2009
99	Upgrade and Replace Metal Barriers and Attenuators (1922)	2,445	Spring, 2009
100	Upgrade/Replace Existing Signing - Northern Region (1959)	12,367	Spring, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

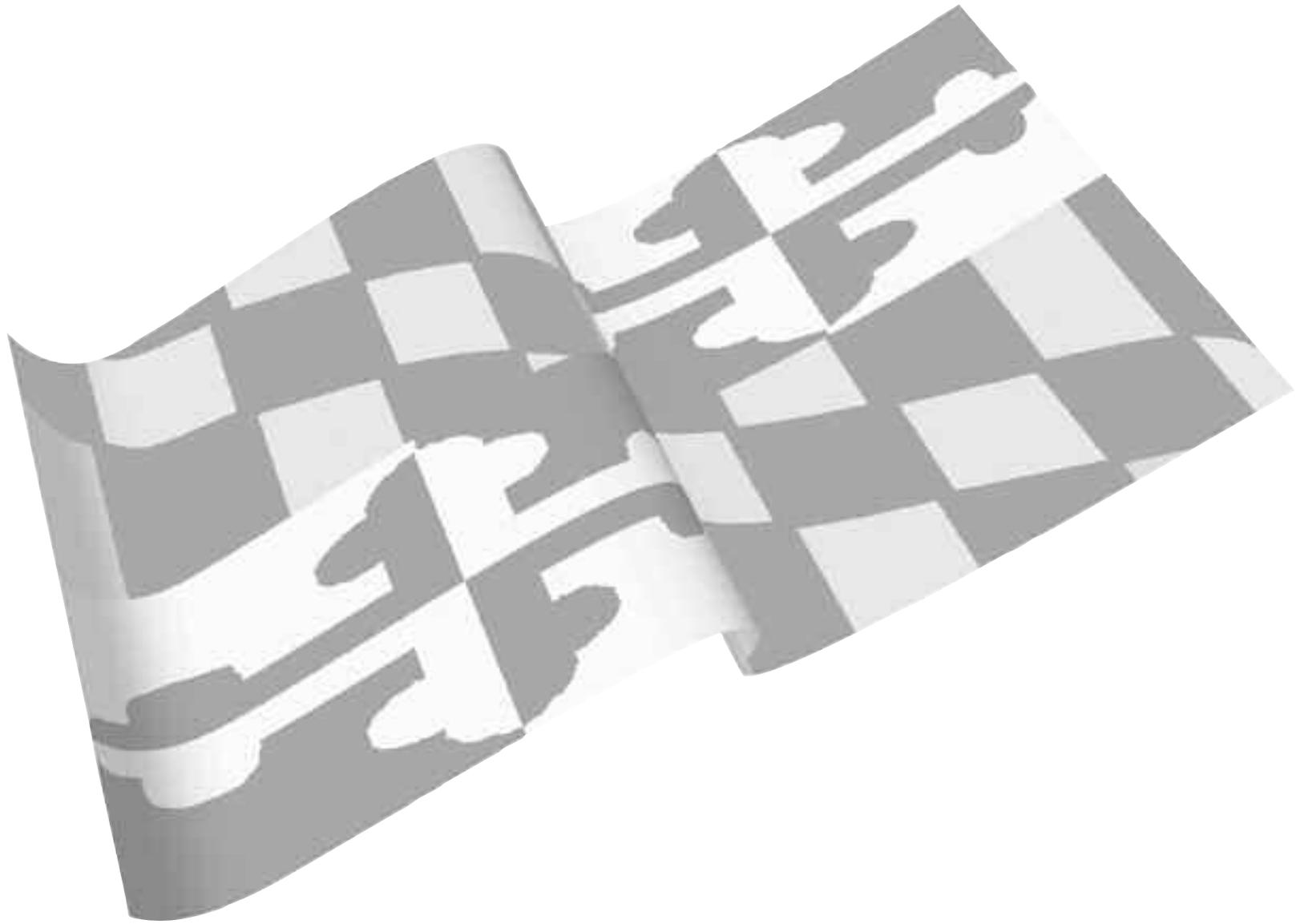
MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2009 and Prior (cont'd)</u>			
<u>NICE BRIDGE</u>			
101	Nice Bridge Approach Roadway Rehabilitation, Realignment, Toll Booth Replace and Misc. Bridge Repair (1029)	9,965	Underway
102	Renovate Nice Bridge Administration Building (1025)	2,050	Spring, 2009
<u>POINT BREEZE</u>			
103	Electrical Switchgear Replacement - Phase II (2004)	154	Spring, 2009
104	Office Capacity Improvements for Authority Administration (1995)	5,251	Spring, 2009
105	Replace Roof of Garage Building - Point Breeze (2108)	620	Spring, 2009
<u>W. P. LANE BRIDGE</u>			
106	Replace 5KV Cables & Misc. Repairs & Upgrades to the WPL Electrical Systems (0650)	6,708	Underway
107	Replace WPL Traffic system controllers, signals and communications and Replace cameras and remount. (0651)	6,074	Underway
108	Study of Eastern Shore Emergency Operations Building (2048)	50	Underway
109	Rehabilitation of Toll Collector Tunnel - Bay Bridge (2050)	75	Underway
110	Replace Roof on Administration/Maintenance Building - Bay Bridge (2047)	492	Spring, 2009
111	Security Fencing at Bay Bridge - WB Bridge Anchor Pier Fencing: Eastern Shore Fencing (2167)	660	Spring, 2009
112	Shielding Suspension Cables - Bay Bridge (2046)	8,420	Spring, 2009
<u>FY 2010</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
113	Replace BHT Overheight Detection System (2151)	650	Spring, 2010
<u>F.S.KEY BRIDGE</u>			
114	Drainage Repairs and Grass Strip Paving along I-695 (2025)	1,296	Summer, 2009
115	Replace Curtis Creek Grid Deck (2019)	12,500	Summer, 2009

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2010 (cont'd)</u>		
	<u>F.S.KEY BRIDGE (cont'd)</u>		
116	Replacement of Light Poles on the Francis Scott Key Bridge (2150)	385	Spring, 2010
	<u>FORT MCHENRY TUNNEL</u>		
117	Rehabilitating Deteriorated Concrete in FMT Inside Ducts - FMT (2045)	21,574	Spring, 2010
	<u>KENNEDY HIGHWAY</u>		
118	I-95 ETL - New Maintenance Facility at New Forge Rd (2136)	20,100	Summer, 2009
119	Drainage Modifications to Hand Boxes (2057)	211	Fall, 2009
	<u>MULTI-AREA</u>		
120	Renovate Navigational Lighting Systems to Francis Scott Key, Nice Memorial Bridge and Bay Bridge (2074)	2,389	Summer, 2009
121	Replace Intercom Systems at Toll Collection Booths - Authority wide (2162)	325	Fall, 2009
122	Install Security Systems/Video Surveillance at 5 major bridges (1966)	7,441	Spring, 2010
123	Miscellaneous Roadway Lighting Repairs and Modifications (1913)	3,722	Spring, 2010
124	Mitigate Flood at Fairfield Ventilation and Service Buildings (0290)	1,250	Spring, 2010
125	Underwater Repairs to Tydings, Hatem and Patapsco Flat Bridges (2065)	5,967	Spring, 2010
	<u>NICE BRIDGE</u>		
126	Cleaning and Painting Nice Bridge Structural Steel & Misc. Structure (2160)	10,000	Spring, 2010
127	Fog Detection and Warning System (2154)	200	Spring, 2010
	<u>W. P. LANE BRIDGE</u>		
128	Replace Underground Tanks at Administration Building & Police West Garage - Bay Bridge (2051)	850	Spring, 2010



GLOSSARY

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

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

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

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

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

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