



Maryland Department of Transportation

CONSOLIDATED TRANSPORTATION PROGRAM

2010 State Report on Transportation • FY 2010–2015

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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.

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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 FY 2010-2015 Consolidated Transportation Program (CTP). Our transportation system provides Maryland a great many benefits. Continued investment in our systems is necessary to sustain, enhance and strengthen Maryland and our quality of life. The CTP is the comprehensive listing of transportation investments to be made by the State of Maryland. This year's CTP is impacted by a very large set of issues, including global climate change, the national economic downturn, weak revenues supporting the Transportation Trust Fund, and the Base Realignment and Closure (BRAC) process and related growth. These issues are requiring MDOT to be more strategic in our investment decision-making approach. By focusing on our investments as part of the broader, cross-government sustainability agenda of the Governor's Smart, Green and Growing initiative, MDOT can address system preservation needs, improve our environment, enhance accessibility and encourage healthier safe lifestyles while providing more effective, longer lasting solutions.

Each year, MDOT publishes the State Report on Transportation (SRT). The SRT contains three important documents: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP) and the Annual Attainment Report (AR) on Transportation System Performance. To address Maryland's transportation issues and priorities, MDOT must undertake new and different approaches to planning, designing, constructing, operating and maintaining transportation solutions and our transportation systems.

THE ISSUES SHAPING OUR PRIORITIES

Many of the transportation priorities we hear about are derived from the issues we see daily. Some of these priorities are:

- Our transportation system is increasingly inefficient due to traffic congestion and dispersed land use patterns. Over the next 20 years, Maryland's 6.2 million acres of land will be home to 547,000 households, 762,000 jobs and more than 6.6 million people. Maryland's growing population will increase demands on our land, water and air as well as demands on our man-made infrastructure. Developed land has consumed about 1.3 million acres of Maryland. Although it took 300 years to develop the first 650,000 acres in our State, it took a mere 30 years to develop the second.
- Maryland relies heavily upon fees generated from fuel consumption and vehicle purchases to finance its transportation system. These non-renewable resources will become increasingly scarce in the future. Approximately one quarter of Maryland's overall energy usage goes toward transportation, with a statewide usage of approximately 415 trillion Btu annually (98% of which originates from petroleum). Maryland residents consume more than 448 gallons of gasoline per capita each year, higher than both California (414) and New York (293), but lower than the U.S. average (464).
- Unsafe driving and highway conditions result in death and disability. From 1996 to 2005 a ten year period, more than 6,000 people have died on Maryland roads and highways, and more than 600,000 were injured at a cost of more than \$4.5 billion annually. MDOT's State Highway Administration has a goal to reduce annual motor vehicle injuries to fewer than 50,000 by 2010, which would represent nearly a 10 percent reduction from the 55,303 injuries experienced in 2005.
- Marylanders will be older. Nearly 20% of the population will be over the age of 65 by 2030, up from only 7.6% in 1970.
- The average household size is decreasing and therefore with the population increase statewide, it will take more houses to hold us. Fueled by improvements in transportation infrastructure and a differential in housing costs and consumer demand, residential development is increasingly dispersed and employment has followed.
- By 2026, licensed drivers are expected to increase in Maryland by more than 23% and the number of registered vehicles is expected to increase by 40%.
- Congestion is increasing as demand for the movement of people and goods increase.

- Until last year, Vehicle Miles Traveled (VMT) has increased every year since WWII. In 2006, Marylanders drove 57 billion vehicle miles, an average of 10,000 miles per person. This represents a 40% increase from VMT in 1990, a growth rate that significantly outpaces growth in both population (17%) and new lane miles (8%) during the same time period.

ESTABLISHING TRANSPORTATION PRIORITIES

The transportation priorities guiding the CTP find their origin in several places: our Federal and regional Partners, our local governments, and the public at-large.

The Federal Government & Regional Partners –

One of the controls on transportation planning and programming in Maryland is through federal laws. Transportation planning and programming in Maryland is shaped by Federal laws including: the Safe, Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1990. SAFETEA-LU authorized the federal highway and transit programs through federal Fiscal Year (FFY) 2009 and has been operating under a series of continuing resolutions. 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 has begun consideration of new authorization legislation, but it is not expected to pass a long-term bill before spring. The next federal authorization legislation represents an opportunity for the creation of new programs and possibly new revenue sources. This latter point is critical as Congress recently acted to prevent a Highway Trust Fund shortfall in FFY 2009. However, projections are calling for a shortfall to occur again in FFY 2010. MDOT is committed to being a part of this national discussion to ensure that federal transportation funding for the State will continue uninterrupted.

In 1990, the federal government passed sweeping revisions to the Clean Air Act designed to better address air pollution. In particular, the Clean Air Act of 1990 established tighter pollution standards for emissions from automobiles and trucks. Air Quality non-attainment area classifications were established and ranked according to severity of an area's air pollution problem. These non-attainment categories trigger varying requirements that the area in question 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.

Metropolitan Planning Organizations (MPOs) are federally created, regionally focused bodies that are designated for urban areas where federal highway or transit funds are used. MPOs are responsible for creating plans and programs, and for coordinating federal highway and transit investments on a regional scale. The MPO memberships include: local elected and appointed officials, state DOTs, and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) officials. 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 (HEPMP0);
- National Capital Region Transportation Planning Board (TPB);
- Salisbury/Wicomico Area MPO; and
- Wilmington Metropolitan Planning and Coordinating Council (WILMAPCO).

These bodies partner with MDOT and develop plans and programs that MDOT uses as input into the SRT.

Local Governments –

MDOT and its modal administrations work very closely with Maryland’s local governments. Local governments share their transportation priorities with the Transportation Secretary and MDOT staff in a variety of ways: in routine coordination meetings and conversations with MDOT staff; through transportation “priority letters” sent to the Department annually in the Spring or early Summer; and through participation in the Secretary’s annual capital program meetings each fall. The latter process (known as the “CTP Tour”) is outlined in State law and requires that the Transportation Secretary meet yearly with elected officials from each county and the City of Baltimore.

The Tour meetings provide the Secretary an opportunity to hear first-hand from local governments about their issues and priorities. It also gives local governments information about the Transportation Trust Fund revenues and investments that have changed since the previous year. These meetings also provide an opportunity to discuss significant developments or issues that impact transportation investments. With current budget constraints, these conversations are very important to ensure that our transportation investments are made strategically and that local plans and programs are consistent and well coordinated with transportation priorities. Important issues that may come up include: preserving right of way for future transportation improvements, coordinating land use and transportation plans, and ensuring existing transit stations are supported with appropriate land uses, densities and infrastructure. It is now more critical than ever that the local land-use plans reflect these priorities, starting with the preservation of key transportation corridors to accommodate future growth, and focused development around transit nodes.

The Public –

MDOT takes pride in being open to the feedback from our customers and taking steps to address their issues and deliver a high level of customer service. When developing Maryland’s transportation system, developing the Maryland Transportation Plan (MTP), preparing the CTP, or studying possible projects and designing facilities, MDOT strives to continually obtain public input. The public and local governments also have a special role in shaping the CTP through the annual CTP Tour meetings as projects are most compelling if there is local consensus behind them. Local input is considered when revising the CTP before it is submitted to the Governor. The Governor then includes the CTP with his budget submission to the General Assembly each January.

UNDERSTANDING OUR PRIORITIES

Guided by the O’Malley/Brown Administration, this year’s CTP is informed and shaped by these transportation issues and priorities described previously. This year’s CTP marks the beginning

of a new approach -- one that incorporates the concept of sustainability and that serves as MDOT’s initial response to these issues and priorities within this new context. MDOT is placing a strong emphasis on addressing these priorities, but it is constrained by the limited financial resources available for investment in our transportation infrastructure. Given these issues and constraints MDOT views the following as our transportation priorities:

Priority: System Preservation & Safety

MDOT continues to place a high priority on allocating funds towards system preservation and safety. The MTP and the CTP both reflect significant investments in the bridge program, road and runway resurfacing, rail car overhauls, bus replacements and facility upkeep. A key area of focus is the continued investment in bridges across Maryland. The State Highway Administration continues to make significant progress in reducing the number of structurally deficient bridges on the state highway system ensuring safe travel for Maryland motorists.

Priority: Transit Improvements

As Maryland grows, improving our transit systems and ensuring it is viable is key to addressing each priority identified below. Maryland citizens, businesses and visitors need a dependable and affordable means to get to and from work, school and play each day. A good public transit network will help working families keep more money in the bank instead of spending it at the



gas pump or at the repair shop. A good public transit system will help address global climate change, and will serve as a focus for our Smart, Green and Growing initiatives. When people choose to ride public transportation, it translates into fewer cars on the road, fewer emissions in the air and a healthier environment. That is why the O'Malley/Brown Administration is committed to addressing the growing demand for public transit and is dedicated to making this highly cost-effective and environmentally-conscious mode of transportation as readily available as possible to the majority of the people of Maryland. The Administration is a strong supporter of statewide transit in rural areas, small cities and metropolitan areas and is committed to providing resources to assist and improve these transit systems.

Consistent with the desire to expand and improve transit throughout Maryland, the O'Malley/Brown Administration's MARC Growth and Investment Plan is a multi-phased, multi-year operational plan to triple the capacity of MARC, Maryland's commuter rail system. MARC is a key component of Maryland's commuter network providing rail service for more than 30,000 commuters a day traveling between Washington's Union Station and northern, central and western Maryland. The current financial shortfall has reduced the funds available for the MARC Growth and Investment Plan. In the program period, funding is provided for the preservation of the present fleet, planning for future projects, and central and western Maryland.

The O'Malley/Brown Administration is aggressively moving forward with new transit initiatives designed to meet current and future demand in both the Washington and Baltimore regions.



The next generation of transit includes the Purple Line and Corridor Cities Transitway in the Washington region and the Red Line Transitway in the Baltimore region.

Governor O'Malley recently advanced the locally preferred alternatives (LPAs) for both the Red and the Purple Lines. This final CTP reflects fully funded preliminary engineering to better position the Red Line and Purple Line to the Federal Transit Administration's New Starts competitive funding process.

The proposed Red Line LPA in Baltimore is a 14-mile, east-west light rail line operating between Woodlawn to the west and the Johns Hopkins Bayview medical complex to the east. The Red Line links with the existing Baltimore Light Rail system, MARC stations, the Baltimore Metro subway and local bus routes to create a comprehensive regional transit network that is unprecedented in the Baltimore region. It would provide the region's first cross-town rail route and tie the City and suburbs together serving existing residential neighborhoods and employment centers. It also would support emerging new development at locations such as Harbor East, Canton Crossing and Uplands. The presence of the Red Line has the potential to spur revitalization efforts at Security Square Mall, Edmondson Village, Highlandtown, Greektown, and around the West Baltimore MARC station. By linking up with the MARC system, the Red Line would improve access to Washington, DC and to growing BRAC related job opportunities at Fort Meade and Aberdeen.

The proposed Purple Line LPA is a light rail line operating along a 16-mile east-west corridor from Bethesda in Montgomery County to New Carrollton in Prince George's County. This pedestrian friendly system would have a total of 21 stations proposed for the corridor and is projected to handle 64,800 boardings a day by 2030. On the eastern end, it would operate along the Montgomery County Master Plan's Georgetown Branch alignment, where innovative design techniques would be used to allow the hiker-biker trail and the Purple Line to coexist in a community-friendly-manner. The Purple Line LPA would directly serve local communities and provide an important link to other transit services, particularly Metrorail and local bus services.

Priority: Smart, Green and Growing

The O'Malley/Brown Administration has given new energy and focus to Smart Growth by launching the Smart, Green and Growing initiative. This statewide initiative provides a framework for addressing transportation challenges and coordinating with other stakeholders toward smarter and more sustainable patterns of future growth. For MDOT, the effort has entailed: promoting new measures and mechanisms to encourage rideshare, telework and other commuter options and establishing a broader sustainability agenda to address emissions and other environmental impacts, to preserve resource lands and to promote compact, mixed-use development near existing and planned transit stations.

State law also requires MDOT to work closely with other State agencies to evaluate projects in terms of their compliance with the Smart Growth and Neighborhood Conservation Act. MDOT uses the State Report on Transportation process to help define and achieve Smart Growth goals. The Department also interprets its Smart Growth responsibilities to include: strengthening linkages and coordination between land use and transportation planning, and managing our infrastructure investments to ensure that they can meet the intended need. Particular attention is devoted to highway access management, congestion management and corridor planning. As part of Smart, Green and Growing, MDOT also is targeting investment for enhanced transit access, bicycle and pedestrian amenities and transit-oriented development.

Priority: Transit-Oriented Development (TOD)

Transit-Oriented Development (TOD) is a key component of our efforts to ensure efficient use of our transportation system to promote sustainable, Smart Growth development for the State. By contributing to transit ridership, TOD is a combined transportation and land use strategy that can have the added benefit of reducing highway congestion, greenhouse gas emissions and sprawl. A development that is “transit-oriented” is typically comprised of a mixture of land uses generally configured and oriented to maximize visibility and access to the transit station. Street networks and parking are designed to ensure the safety and comfort of pedestrians and bicyclists, while ensuring that automobiles and other transportation modes (buses and carpoolers) are well accommodated. The promotion of Transit-Oriented Development is a



key mechanism to help ensure that Maryland residents achieve maximum benefit for their investment in transit and related transportation infrastructure.

MDOT works with State, local and private partners to support TOD through: pre-development planning, policy and program support, joint development partnerships, infrastructure investments, and other project support. The Department has an active program of TOD planning and joint-development projects, spanning multiple jurisdictions and station types. MDOT also works with other agencies and local jurisdictions to help identify additional TOD opportunities and to promote principles of TOD through transit-supportive land-use policies.

In 2009, the O’Malley/Brown Administration took further action to promote TOD, as part of its broader Smart, Green, and Growing legislative agenda. The Maryland General Assembly passed enabling legislation which granted most local governments greater flexibility to use existing tax increment financing (TIF) and special taxing district powers to build and operate infrastructure for projects that are designated TODs under the 2008 law. The statute enables local governments: to use a TIF and Special Taxing district to finance the construction of infrastructure that is owned by a public entity other than the local government; to draw upon any local tax to support the TIF; to use a Special Taxing district to fund operations and maintenance of infrastructure rather than just capital costs; and to use the Maryland Economic Development Corporation (MEDCO) to issue TIF and Special Taxing District bonds. This new authority will make it easier for local governments to advance their own TOD goals in partnership with the State.

Because Transit-Oriented Development projects exemplify the core principles of sustainability and show such great potential for coordinated action, the Smart Growth Subcabinet included several of MDOT’s current TOD projects in their 2009 Smart Site designations.

Priority: Natural Environment

MDOT recognizes the need to work within a framework of ecological boundaries. As our climate changes, those boundaries will continue to change. Our commitment to Environmental Stewardship is one aspect of a larger commitment to a more sustainable future. That future will require our transportation system to be resilient and our strategies for the protection of our natural, cultural and community resources to be forward-looking and adaptive.

By coordinating land use, transportation and resource planning with partners in our sister agencies and local governments, MDOT will ensure the investments we make will meet multiple needs for the citizens of Maryland.

The goal of environmental stewardship is to pursue projects and operate our system in ways that improve and restore environmental conditions. In the big picture, increasing transit ridership and supporting greater use of ridesharing, telecommuting, biking, walking, and

intercity passenger rail will improve our environment by reducing the use of fossil fuels, lowering greenhouse gas emissions and reducing the need for more paved surfaces.

At the project level, planning networks and mitigation at a landscape scale using green infrastructure allows transportation agencies to work with resource agencies to contribute to priority ecosystems rather than simply meeting regulatory requirements on a project-by-project basis. Both the Maryland Port Administration (MPA) and SHA are partnering with other agencies on mitigation strategies that further the State's environmental priorities. SHA goes beyond mitigation, participating in the Governor's "One Million Trees" planting initiative and other programs to plant trees and native vegetation along Maryland roadsides. These planting initiatives support Bay restoration by improving water quality and by increasing Maryland's forest cover, thereby aiding in carbon sequestration.

Priority: Climate Change, Air Quality & Energy

MDOT is working: to address Climate Change issues, to reduce air emissions and to manage energy consumption related to the transportation industry. As an active member of both the Climate Change Commission and the Energy Outlook Task Force, MDOT continues to improve its public transportation network to provide an alternative to travel in single occupant vehicles. MDOT is also demonstrating its dedication to reducing the transportation sector's emissions by: employing electric-based transit modes, introducing hybrid-electric bus technology, and purchasing hybrid and flex fuel vehicles. With the 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-occupant 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: 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 are being evaluated to reduce GHG in accordance with the goals of the Climate Change Commission's GHG Emission Reduction Report.

Priority: BRAC

In the fall of 2005, Congress approved a set of recommendations to realign and reposition numerous military bases in the United States. The Base Realignment and Closure (BRAC) effort is scheduled to take full effect by September 2011. Maryland is one of a few states that will gain additional military and civilian positions as a result of this effort. An estimated 40,000 to 60,000 direct, indirect and induced jobs are project to come to Maryland over the next 10 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 Andrews and Detrick Air Force Base, are also expected to have significant increases in personnel resulting from BRAC and non-BRAC related growth.

Under the leadership of Governor Martin O'Malley and Lt. Governor Anthony G. Brown, State and local agencies have been collaborating to ensure that Maryland can accommodate this growth in a manner that preserves and enhances our resources and quality of life. In 2007, Governor O'Malley created the BRAC Subcabinet, chaired by the Lt. Governor. MDOT's work is performed in concert with the Subcabinet on BRAC. As part of its coordination with the Subcabinet, MDOT prepared a section of the State of Maryland's BRAC Action Plan, which outlines policies, projects and legislation needed for Maryland to effectively respond to BRAC. Subsequently, MDOT has tracked appropriate performance metrics as part of the State's BRAC Stat monitoring program.

To address anticipated transportation impacts of BRAC, MDOT has been coordinating with local governments, as well as regional, State and federal partners, and the BRAC- impacted military installations. MDOT has been assisting local governments in evaluating BRAC-related transportation projects in the context of their overall needs and long-term planning initiatives. Outreach efforts also continue with communities and stakeholder groups throughout the State.

The BRAC consolidations – which must be completed by the Department of Defense by September of 2011 – create two major challenges in the delivery of transportation improvements - limited 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 by 2011, while higher-cost, major capacity projects will be implemented over time. Short-term BRAC projects include enhanced direct transit services and the State Highway Administration’s BRAC Intersections Program, which is aimed at improving some of the most heavily impacted intersections near FGGM, APG, and Bethesda NMMC. Short-term projects also include implementation of travel demand management practices where possible, and improved bicycle and pedestrian accessibility, particularly in the more urbanized BRAC locations. 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 capacity improvements at FGGM, as well as capacity 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 approach to preparing for BRAC.

Priority: Freight

Freight activity in Maryland is expected to double by 2030. As the State is located at the geographic epicenter of the I-95 Corridor such freight increases will produce significant capacity constraints for through traffic on highways and railways. While freight is expected to grow, chokepoints and aging infrastructure are impacting Maryland and the entire Northeast Corridor (NEC) and impeding the current flow of freight. These chokepoints also have significant impacts on passenger rail operations for the NEC and, locally, for MARC commuter rail operations and capacity. Such challenges must be addressed to allow for the cost-effective and safe movement of goods by waterborne, rail, air 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. The MDOT is cultivating partnerships with neighboring states and participating in freight studies with groups such as the I-95 Corridor Coalition. By partnering with states along Amtrak’s Northeast Corridor (NEC) MDOT hopes to

secure federal support through economic stimulus funds for major rail projects to sustain and improve the corridors benefiting freight and passenger services, and implement elements of the Statewide Freight Plan and a State Rail Plan. Additionally, Maryland is leading Freight Plan development initiatives nationwide by being one of the first states to address land use issues in freight planning and in the creation of a standing Freight Stakeholder Advisory Committee (FSAC). This committee includes industry representatives from freight and logistics entities that review freight planning and policy activities and provide advice on legislation and projects.

Priority: Economic Recovery and Stabilization

The National economic downturn has hit every part of the Country. While Maryland is better off than some other states, it is nevertheless being hit hard. In response to the economic crisis facing our nation, Congress passed and on February 17, 2009 President Barack Obama signed into law the American Recovery and Reinvestment Act (ARRA). The intent of the law is to preserve and support jobs, provide tax cuts for working families in Maryland and throughout our nation, and invest in America’s public education system, and roads, bridges, tunnels, and the green technologies of tomorrow.



As part of ARRA, Maryland will receive over \$4 billion. Of this funding transportation investments in Maryland will total over \$625 million. Highways will receive \$414 million, \$317 million for state highway projects and \$97 million for local roadway projects. Transit will receive \$224 million, \$108 million for MTA projects, \$44 million for local transit system projects and \$72 million to WMATA for improvements in Maryland. The WMATA system will

directly receive a total of \$201 million for projects throughout the Washington, DC region. Also, \$15 million in grant funding has been awarded to BWI Airport for apron resurfacing. There are also smaller grant awards for MPA and SHA from the US Environmental Protection Agency ARRA grants for \$3.75 million. More information on what projects are being funded with the ARRA funding is on page A-52 and designated on the individual project pages throughout the CTP.

In addition to the funds already allocated there are numerous discretionary grant opportunities still available including the Transportation Investments Generating Economic Recovery (TIGER) Discretionary grant program (\$1.5 billion nationally) and the High Speed and Intercity Passenger Rail (HSIPR) grant program (\$8 billion nationally). Maryland has applied for numerous projects in hopes of securing some of this funding.

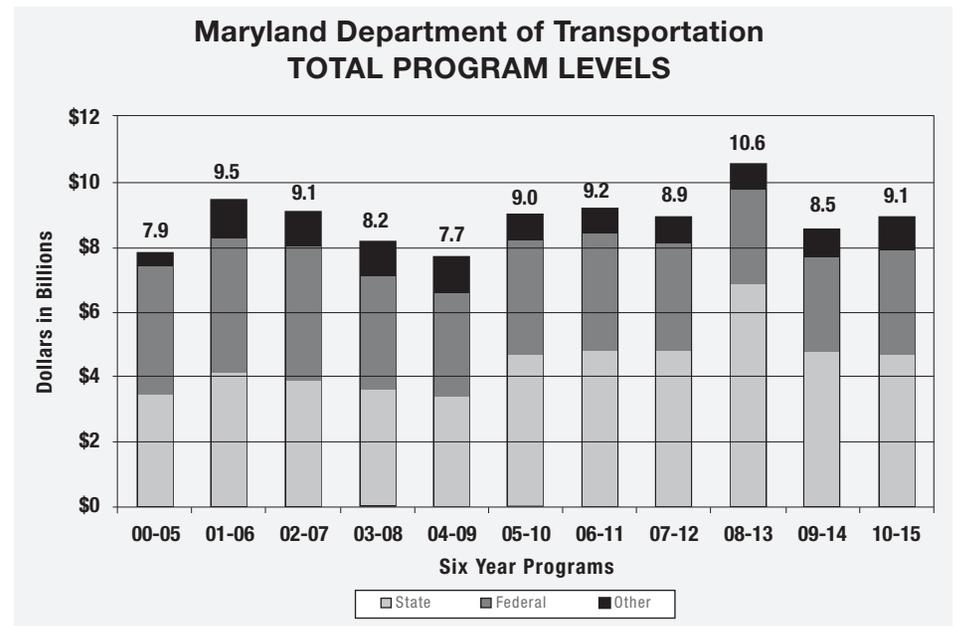
MDOT is working to get the federal money into Maryland's economy as quickly as possible. In addition, MDOT is making every attempt to preserve as much of the capital program to do its part to keep Marylanders working.

FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP, the Secretary of MDOT works with the Department's Modal Administrators and the Authority to determine which projects to include or to advance in the project development process. The Secretary and Modal Administrators look at the need for individual projects based on input received on state and local transportation priorities, from data developed in-house service levels, safety, and maintenance issues, environmental issues, our understanding of how the projects may encourage economic development, availability of funding (including federal funds), and the input received from the public and elected officials. The Governor and Secretary take this input into account when making the final decision on which projects to include in the CTP.

REVENUE PROJECTIONS

Beginning last year, MDOT had to assume a very different revenue picture to develop the Consolidated Transportation Program (CTP). The nationwide economic downturn continues to have an enormous impact on the revenue projections for both the State of Maryland and for MDOT. 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 in 2007. The revenue added has allowed for capital investments already under construction to continue and support some safety and system preservation projects, but to a much lesser extent than expected.



Thanks to Governor O'Malley's efforts, and to the ARRA funding, we have been able to maintain an \$9.1 billion capital program and continue funding many of our safety and system preservation projects. In response to the economic downturn, MDOT has reduced its revenue projections. Outside of the ARRA funded projects, only the Red and Purple transit lines had funds advanced and increased MARC infrastructure upgrade project funds were significant additions to this year's CTP. Total projected revenues amount to \$19.4 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 \$3.2 billion over the six year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$3.3 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 \$1.4 billion.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$665 million. MDOT receives a portion (20.4 percent) of the 8.25 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$3.8 billion for operating and capital programs. This amount does not include \$666 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only \$518 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.6 billion, with \$791 million from MTA; \$579 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 \$1.4 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 \$381 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.



The largest decrease in revenues continues to be seen in the titling tax as sales of light vehicles continue a downward trend. Nationwide 2009 light vehicle sales are projected to be down 20-24 percent from calendar year 2008. Most forecasters predict that light vehicle sales will reach the lowest point in the latter half of calendar year 2009 and then begin to recover.

In addition, consumers are continuing to shift away from purchases of SUVs toward smaller, less expensive and more fuel-efficient vehicles. This trend has recently increased with the federal CAR Allowance Rebate System (CARS) or “cash for clunkers” program. The CAR Allowance Rebate System (CARS) is a \$3 billion government program that helps consumers buy or lease a more environmentally-friendly vehicle from a participating dealer when they trade in a less fuel-efficient car or truck. The program is designed to energize the economy; boost auto sales and put safer, cleaner and more fuel-efficient vehicles on the nation’s roadways. While the trend to smaller cars is positive with respect to transportation’s impact on the environment, it will result in significant decreases in revenue for transportation programs.

Federal Aid Assumptions

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act authorized highway, transit, rail and safety programs through Federal Fiscal Year (FFY) 2009. Expired on September 30, 2009, SAFETEA-LU provided \$286.5 billion nationally over six years but is on continuing resolution. Since FFY 2004, Maryland has received approximately \$583 million annually for highways and \$140 million annually for transit formula programs (including WMATA’s allocation for Maryland service).

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, based on forecasts indicating that the HTF will not be able to sustain existing levels of funding another infusion of funds will be required to keep the HTF solvent in FFY 2010. 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 Obligation 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 2010, and 80 percent for the remaining years.

Transit

Between 50 and 70 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. In the absence of new authorization legislation, we must assume the same funding levels authorized by SAFETEA-LU for FFY 2010. As such, FTA Urbanized Area capital assistance for Baltimore, MARC, D.C. area and Small Urban Systems is estimated at \$81.5 million for FFY10. Rail modernization funding for Maryland is estimated at \$36.8 million in FFY 2010.

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. The final installment of \$34.7 million was provided for the Addison Road to Largo Extension of the Washington Metro in FFY 2009. Additionally, Maryland received an earmark of \$13.0 million for MARC improvements in FFY 2009.

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 (CCT), the Purple Line and the Silver Spring Transit Center. MDOT has applied for the authorization of four New Starts projects in the next authorization – Baltimore Red Line; Baltimore Green Line; Purple Line; and the CCT. If these projects are authorized and approved, New Start transit projects also require an earmark in the annual appropriations act in order to obtain discretionary federal funding.

Congress earmarked \$1.9 million in bus discretionary funds for Locally Operated Transit Systems (LOTS) in Maryland in FFY 2009. Additional discretionary funding for New Starts and Bus and Bus Facility projects are 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 was 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 \$250 million (\$50 million each year in federal fiscal years 2011 through 2015) as Maryland's initial matching contribution required by the federal legislation. As required by the Act, all three jurisdictions passed identical amendments to the WMATA Compact. The amendments were ratified by Congress. The President signed the amendments into law on August 19, 2009.

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 funding 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 must be completed by 2015. If anticipated discretionary funds are not forthcoming, the schedule of impacted projects will be adjusted accordingly.

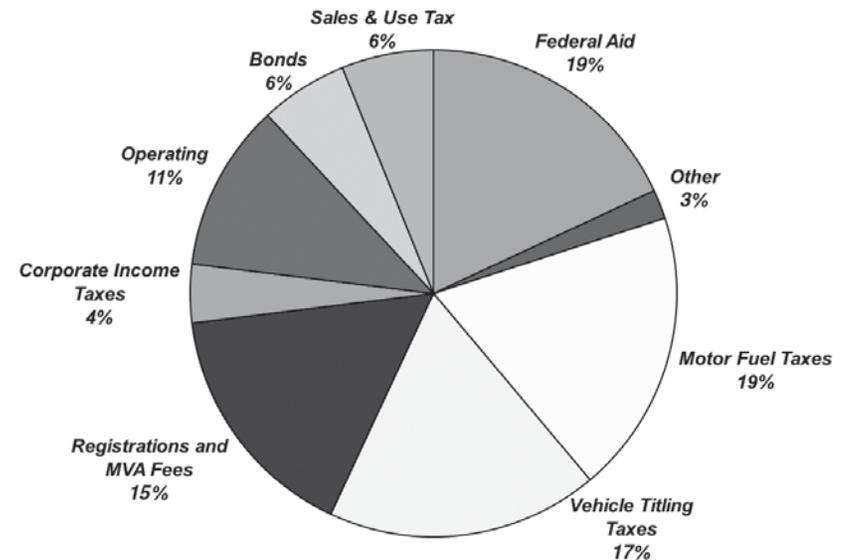
Congress is currently working on the reauthorization of FAA programs, including the AIP program. Under consideration is an increase in overall AIP program funding, and a possible increase in the PFC to \$7.00. The MAA and MDOT support these proposals and will continue to work with Congress to meet Maryland's 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 that pays for most other State government operations and programs. Funds are collected this way: MDOT's 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 MDOT 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 long-term federal surface transportation authorizing legislation in August, 2005; the current act expired on September 30, 2009, but is on continuing resolution.

Total projected Trust Fund revenues amount to \$19.4 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.

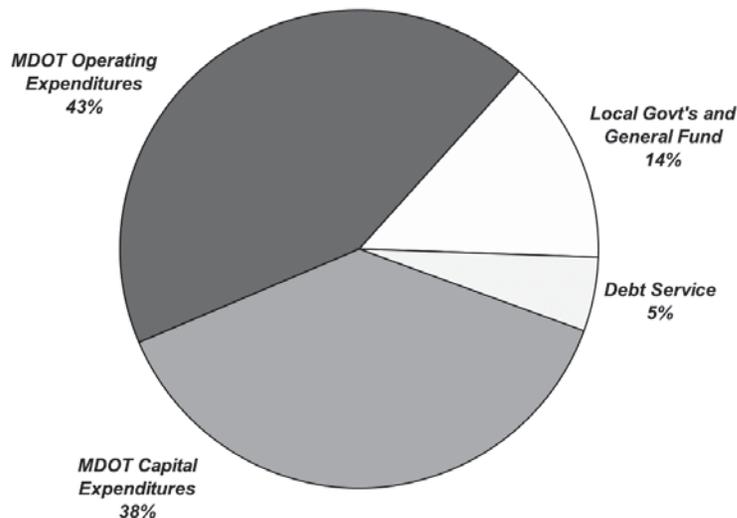
Where The Money Comes From



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 funding capital projects. This document, Maryland's CTP, is the six year capital budget for all State transportation projects. This FY 2010-2015 CTP totals about \$9.1 billion; \$8.0 billion of which comes through the Trust Fund and \$1.1 billion from "Other" fund sources.

Where The Money Goes



EVALUATING OUR PERFORMANCE

In 2000, the Maryland General Assembly 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.

Capital Expenditures

FY 2010-2015 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	128.9	0.8	-	129.7	1.4
MVA	136.6	2.0	-	138.6	1.5
MAA**	234.3	142.2	333.0	709.5	7.8
MPA	587.6	6.2	0.0	593.8	6.5
MTA	691.2	1,100.9	59.6	1,851.7	20.3
WMATA	660.1	16.4	666.2	1,342.7	14.7
SHA	2,294.0	2,046.5		4,340.6	47.8
TOTAL	4,732.7	3,315.1	1,058.8	9,106.6	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

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

The AR identifies performance indicators and tracks transportation system performance. It also documents how MDOT is achieving its goals and objectives based on these performance indicators over time. 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.

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.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			2009	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	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.

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2009-2014 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, \$793.7 million worth of projects have been added to the Construction Program. This occurred for one of four reasons: 1) Federal American Recovery and Reinvestment Act (ARRA) funding was received by Maryland; 2) Projects were moved from the System Preservation Minor Projects Program to the Construction Program; 3) Additional federal bridge funding was received by Maryland; or 4) The Maryland Transportation Authority used savings from a reduction in scope of the I-95 Express Toll Lanes (ETL) Project to fund needed preservation projects. Also included are five projects moved from the D&E Program to the Construction Program at a cost of \$126.2 million. All these projects are listed below by category:

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Aviation Administration	
Integrated Life-Safety and Security Systems at BWI Marshall Airport *	35.4
Maryland Port Administration	
Chrome Ore Processing Residue Remediation (COPR) *	28.6
Maryland Transit Administration	
Light Rail Vehicle Overhaul and Body Refurbishment *	13.0
Metro Railcar Truck Assembly Overhaul (ARRA)	19.5
Metro Train Control System Upgrade *	25.1
Metro Electrical Substation Improvements *	12.5
Metro Interlocking Renewals *	11.9
Bus On-Board Closed Circuit Television Retrofit *	11.0
Intercounty Connector Buses (Transferred from MdTA)	10.0
Trunked Radio Site Locations *	12.1
Agencywide Roof Replacement (ARRA)	19.9

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION

TOTAL COST
(\$ MILLIONS)

Washington Metropolitan Area Transit

WMATA American Recovery and Reinvestment Act Capital Program (ARRA) 72.4

State Highway Administration

MD 36, George's Creek Road; Replace Bridge 1166 over Koontz Run (Allegany) ** 1.8

MD 147, Harford Road; Streetscape Improvements from Taylor Ave. to Joppa Rd. (Parkville) (Baltimore) * 13.9

I-695, Baltimore Beltway; Replace Bridge 3139 at MD 26 (Liberty Road) (Baltimore) (ARRA) 33.8

MD 7, Philadelphia Road; Streetscape Improvements from US 40 to I-695 (Rosedale) (Baltimore) * 15.6

MD 140, Baltimore Street; Streetscape Improvements from Harney Road to MD 832 (Carroll) * 18.0

I-70, Baltimore National Pike; South Mountain Welcome Center (Frederick) * 21.3

MD 464, Point of Rocks Road; Replace Bridge 10091 over Catocin Creek. (Frederick) ** 5.2

MD 725, Old Marlboro Road; Replace Bridge 16009 over Federal Spring Branch (Prince George's) (ARRA) 3.0

MD 667, Rehobeth Road; Replace Bridge 19021 over Puncheon Landing Branch (Somerset) ** 0.7

MD 328, New Bridge Road; Replace Bridge 5012 over Tuckahoe Creek (Caroline, Talbot) ** 17.1

Maryland Transportation Authority

I-95 John F Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge *** 41.8

I-95 John F. Kennedy Memorial Highway - New Maintenance Facility * 17.5

I-95 Fort McHenry Tunnel - Rehabilitate Deteriorated Concrete Tunnel Deck * 22.3

I-95 Fort McHenry Tunnel - I-395 Repair and Spot Paint Beam Ends, Deck Seal and Joint Repair *** 19.1

MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck * 14.4

MD 695 Francis Scott Key Bridge - Paint Bridge Fascia Beams and Repair Section Loss *** 14.6

I-895 Baltimore Harbor Tunnel Thruway - Rehabilitation Patapsco Flats Bridge Substructure *** 14.1

US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs * 26.5

US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting Structural Steel *** 10.5

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION

TOTAL COST
(\$ MILLIONS)

Maryland Transportation Authority

US 301 Harry W. Nice Bridge - Cleaning and Painting Structural Steel, Fatigue Retrofits and Miscellaneous Structural Repairs *	21.8
Authority-wide - Upgrade Authority Radio Communication Systems (700 MHz System) *	23.7
Authority-wide - Procure, Upgrade, Repair and Replace Signs Including Dynamic Message Signs and Sign Structures *	39.4
	<hr/>
Total	667.5

Footnotes:

* Moved to the Construction Program from the System Preservation Program

** Added to the Construction Program due to additional federal bridge funding

*** MdTA project added to the Construction Program due to savings from the I-95 Express Toll Lanes (ETL) Project

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

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

Maryland Transit Administration

MARC West Baltimore Station Parking Expansion (ARRA)

10.9

Central Maryland Transit Maintenance Facility

8.3

State Highway Administration

MD 404, Shore Highway; Upgrade MD 404 from Tuckahoe Road to MD 480 (ARRA) (Caroline)

14.4

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

49.1

US 40, Pulaski Highway; Interchange at MD 715 (Harford)

43.5

Total **126.2**

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

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Transit Administration Takoma/Langley Park Transit Center		13.1
		<hr/> Total 13.1

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>
State Highway Administration		
MD 28, Rockville Town Center; At Rockville Town Center (Montgomery)		Project is listed in the System Preservation Program
I-95/495, University of Maryland Access Study; Bus access to the College Park Campus (Prince George's)		Removed due to Economic Downturn

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2009-2014 CTP, for the following six major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Motor Vehicle Administration		
Title and Registration Information System 2 (TARIS 2)	Cost Containment	FY 2011 to FY 2012
Maryland Aviation Administration		
Integrated Life-Safety and Security Systems at BWI Marshall Airport	Construction start dependent on PFC funding availability.	FY 2010 to FY 2011
Terminal Modernization Program at BWI Marshall Airport	Preliminary engineering dependent on PFC funding availability.	FY 2010 to FY 2011
Maryland Transportation Authority		
I-95 Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation North of Tunnel	Revised Cash Flows	FY 2011 to FY 2012
Francis Scott Key Bridge - Police Outdoor Firing Range	Agreement Pending	FY 2010 to FY 2011
US 50/301 - Bay Bridge Cleaning and Painting Structural Steel Westbound Bridge	Cash Flow Revisions	FY 2010 to FY 2011

CONSTRUCTION SCHEDULE ADVANCEMENTS

The start of construction has been advanced from the schedule shown in the FY 2009-2014 CTP, for the following major project.

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Aviation Administration		
Concourse C/D Apron Reconstruction at BWI Marshall Airport (ARRA)	Receipt of \$15 million in Americal Recovery Reinvestment Act funding advanced project.	FY 2012 to FY 2010

COST & SCOPE CHANGES

In total, one-hundred and twenty-two major construction projects experienced significant changes in project cost or scope, for a net increase of \$738.0 million. Eighty-five projects increased in cost by a total of \$767.2 million, while there were no projects that experienced a reduction in scope. The scope of five projects changed, which caused a net increase totalling \$101.5 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 2009 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed sixteen major projects in FY 2009, at a total cost of \$1.54 billion. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration	
MD 35, Eilerslie Road; Replace Bridge 1068 over Branch of Wills Creek (Allegany)	1.7
MD 450, Defense Highway; Replace Bridge 2072 over Bacon Ridge Branch (Anne Arundel)	3.1
MD 732, Guilford Road; Replace Bridge 13029 over CSX Railroad (Anne Arundel, Howard)	2.6
Lusby Connector; Lusby Connector (Calvert)	5.3
MD 30 Relocated, Hampstead Bypass; MD 30 Relocated from south of Hampstead to north of Hampstead (Carroll)	78.9
MD 335, Hooper Island Road; Replace Bridge 9011 over Wallace Creek (Dorchester)	2.0
MD 28, Tuscarora Road; Replace Bridge 10016 over Washington Run (Frederick)	2.2
MD 180, Jefferson Pike; Replace Bridge 10178 over tributary of Potomac River (Frederick)	6.3
MD 80 and MD 355 Relocated; Reconstructed MD 80 and MD 355 to 4 lanes on relocation east of I-270, north and south of Urbana (Devel. Funded) (Frederick)	0
MD 159, Philadelphia Road; Replaced Bridge over Cranberry Run (Harford)	2.1
MD 32, Patuxent Freeway; Interchange at Burntwoods Road (Howard)	29.3
I-95/I-495 Woodrow Wilson Bridge Improvement; Joint project with VDOT, DCDPW and FHWA to develop a replacement facility (Prince George's)	1,318.3
MD 201, Kenilworth Avenue; Replace Bridges over Amtrak, MD 965, and Bever Dam Branch (Prince George's)	23.4
MD 212 Relocated; Construct a multi-lane arterial along Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95. (Prince George's)	7.2
I-95/I-495, Capital Beltway; Interchange improvements at Branch Avenue Metro Station (Phase 1) (Prince George's)	52.2
MD 303, Lewistown Road; Replace Bridge 20020 over Tuckahoe Creek (Talbot)	1.3
Total	1,535.9

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Rehabilitation and resurfacing of twenty-eight (28) segments of highway	34.7
Rehabilitation or replacement of four (4) bridges	8.6
Safety and geometric improvements at nine (9) locations	11.9
Forty-five (45) projects including community safety and enhancements, intersection capacity improvements, environmental preservation, noise barriers, crash prevention, guardrail end treatments, ADA, drainage, enhancements, sidewalks and traffic management	52.1
One hundred seventy-three (173) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	124.4
Total	<hr/> 231.7

AWARDS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MVA Roof Replacement for Frederick, Hagerstown and Cumberland Offices	1.2
MAA C/D Apron Reconstruction	36.8
MAA B/C Apron Rehabilitation Phase 2	4.4
MAA Hourly Garage Bridges, Ramp and Joint Repairs	1.3
MPA Comprehensive Paving	3.4
MPA New Cruise Terminal Parking Lot Annex & Truck Access Road	3.0
MPA Substructure Repairs to Seagirt Marine Terminal	1.5
MTA Homeland Security Surveillance Project - Phase II	10.3
MTA Metro Ancillary Repairs, Maintenance & Minor Construction	5.0
MTA Bus Ancillary Repairs, Maintenance & Minor Construction	6.1
SHA MD 404 - Tuckahoe Creek to MD 480 (Phase 1A) (ARRA)	24.7
SHA I-70 - South Mountain Welcome Center (Phase 2)	11.7
SHA MD 140 - Taneytown Streetscape	18.0
SHA MD 5 at Brandywine Road (Phase 1)	9.3
SHA I-695 - MD 139 (Charles Street) over I-695	51.0
Total	187.7

**DEPARTMENT OF TRANSPORTATION
FY 2011 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program		Facilities and Capital Equipment	J01A0103	27.0
Major Projects	105.5	WMATA Capital Grants	J01A0105	102.0
System Preservation Minor Projects	21.8	Major IT Development	J01A0108	0
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	1.8			
TSO TOTAL	<u>129.1</u>			<u>129.0</u>

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	20.0
Major Projects	2.8	Major IT Development	J04E0008	3.3
System Preservation Minor Projects	17.0			
Development and Evaluation Program	2.4			
<u>Capital Salaries, Wages and Other Support Costs</u>	1.1			
MVA TOTAL	<u>23.3</u>			<u>23.3</u>

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	24.8
Major Projects	36.1	Major IT Projects	J06I0008	0.9
System Preservation Minor Projects	25.2	Other Funds	Other	53.2
Development and Evaluation Program	11.5			
<u>Capital Salaries, Wages and Other Support Costs</u>	6.1			
MAA TOTAL	<u>78.9</u>			<u>78.9</u>

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	86.0
Major Projects	39.0	Major IT Development	J03D0008	0
System Preservation Minor Projects	33.6			
Development and Evaluation Program	8.7			
<u>Capital Salaries, Wages and Other Support Costs</u>	4.8			
MPA TOTAL	86.1			86.0

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	425.4
Major Projects	233.5	Major IT Development	J05H0108	7.9
System Preservation Minor Projects	143.9	Other Funds	Other	35.1
Development and Evaluation Program	80.2			
<u>Capital Salaries, Wages and Other Support Costs</u>	11.0			
MTA TOTAL	468.6			468.4

STATE HIGHWAY ADMINISTRATION

Construction Program		State System Construction and Equipment	J02B0101	702.2
Major Projects	227.2	County and Municipality Capital Program	J02B0103	4.5
System Preservation Minor Projects	460.3	Major IT Development	J02B0108	5.9
<u>Development and Evaluation Program</u>	25.1			
SHA TOTAL	712.6			712.6

DEPARTMENT TOTAL

Construction Program		
Major Projects	644.1	
System Preservation Minor Projects	701.8	
Development and Evaluation Program	127.9	
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>24.8</u>	
GRAND TOTAL	1,498.6	<u>1,498.2</u>

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2011 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	25.7	-	-	-	-	25.7
Operating Grants-in-Aid	12.6	-	-	-	-	12.6
Facilities and Capital Equipment	-	27.3	-	-	-	27.3
WMATA Operating Grants	224.5	-	-	-	-	224.5
WMATA Capital Grants	-	102.0	118.0	-	-	220.0
<u>Information Technology Services</u>	35.7	-	-	-	-	35.7
Subtotal	298.5	129.3	118.0	-	-	545.8
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	-	-	-	-	164.0	164.0
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	702.2	-	-	-	702.2
State System Maintenance	202.6	-	-	-	-	202.6
County & Municipality Capital Program	-	4.9	-	105.2	-	110.1
Highway Safety Operating Program	17.9	-	-	-	-	17.9
County & Municipality Program	-	-	-	378.8	-	378.8
<u>Major IT Developments</u>	-	5.9	-	-	-	5.9
Subtotal	220.5	713.0	-	484.0	-	1,417.5

Maryland Port Administration (J03D00)

Port Operations	92.2	-	-	-	-	92.2
<u>Port Facilities and Capital Equipment</u>	-	86.0	-	-	-	86.0
Subtotal	92.2	86.0	-	-	-	178.2

Motor Vehicle Administration (J04E00)

Motor Vehicle Operations	163.7	-	-	-	-	163.7
Facilities and Capital Equipment	-	20.0	-	-	-	20.0
<u>Major IT Developments</u>	-	3.3	-	-	-	3.3
Subtotal	163.7	23.3	-	-	-	187.0

Maryland Transit Administration (J05H00)

Transit Administration	52.1	-	-	-	-	52.1
Bus Operations	275.4	-	-	-	-	275.4
Rail Operations (Includes MARC)	207.6	-	-	-	-	207.6
Capital Equipment (Includes MARC)	-	425.4	15.5	-	-	440.9
Statewide Programs Operations	81.6	-	-	-	-	81.6
<u>Major IT Developments</u>	-	7.9	-	-	-	7.9
Subtotal	616.7	433.3	15.5	-	-	1,065.5

Maryland Aviation Administration (J06I00)

Airport Operations	174.8	-	-	-	-	174.8
Facilities and Capital Equipment	-	24.8	38.9	-	-	63.7
<u>Major IT Developments</u>	-	0.9	-	-	-	0.9
Subtotal	174.8	25.7	38.9	-	-	239.4

DEPARTMENT TOTAL	1,566.4	1,410.6	172.4	484.0	164.0	3,797.4
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**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2010</u>	BUDGET YEAR <u>2011</u>	Planning Years				SIX - YEAR TOTAL
			<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^A	48.4	27.3	19.0	11.8	11.8	11.4	129.7
Motor Vehicle Administration	29.6	23.3	20.3	20.4	22.5	22.6	138.6
Maryland Aviation Administration ^E	90.9	78.9	143.6	183.3	142.8	70.1	709.5
Maryland Port Administration	82.7	86.1	85.4	158.3	91.4	89.9	593.8
Maryland Transit Administration ^E	472.2	468.5	328.4	203.6	192.3	186.7	1,851.7
WMATA Grants (WMATA) ^{ADE}	204.5	219.9	240.8	215.8	230.8	230.8	1,342.7
State Highway Administration ^C	849.3	712.6	776.3	698.4	637.2	666.8	4,340.5
TOTAL CAPITAL	1,777.6	1,616.5	1,613.7	1,491.7	1,328.8	1,278.3	9,106.6
Special Funds	716.3	689.2	874.1	859.3	786.7	807.0	4,732.7
Federal Funds	836.3	721.0	544.8	450.9	390.3	371.8	3,315.1
Other Funds ^G	225.0	206.2	194.8	181.5	151.7	99.6	1,058.8
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	72.9	74.0	76.0	77.0	79.0	83.0	461.9
Motor Vehicle Administration	149.2	163.7	173.0	181.0	189.0	195.0	1,050.9
Maryland Aviation Administration	174.5	174.8	183.0	188.0	193.0	199.0	1,112.3
Maryland Port Administration	100.6	92.2	94.0	97.0	100.0	103.0	586.8
Maryland Transit Administration	606.9	616.7	646.0	677.0	707.0	732.0	3,985.6
WMATA Grants (WMATA) ^A	215.8	224.5	233.0	242.0	252.0	262.0	1,429.3
State Highway Administration ^B	211.4	220.6	230.0	239.0	248.0	257.0	1,406.0
TOTAL OPERATING	1,531.3	1,566.5	1,635.0	1,701.0	1,768.0	1,831.0	10,032.8
Special Funds	1,442.9	1,476.3	1,555.0	1,621.0	1,688.0	1,751.0	9,534.2
Federal Funds	88.4	90.2	80.0	80.0	80.0	80.0	498.6
Reimbursable Funds	-	-	-	-	-	-	-

	CURRENT YEAR <u>2010</u>	BUDGET YEAR <u>2011</u>	Planning Years				SIX - YEAR TOTAL
			<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipality Program ^B	478.3	480.0	504.1	507.5	523.5	539.7	3,033.1
County and Municipality Capital ^C	50.4	48.9	-	-	-	-	99.3
TOTAL DISTRIBUTION OF SHARED REVENUES	528.7	528.9	504.1	507.5	523.5	539.7	3,132.4
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	159.7	164.0	192.7	210.5	241.0	267.9	1,235.8
Special Funds	159.7	164.0	192.7	210.5	241.0	267.9	1,235.8
<u>DEPARTMENT TOTAL</u>	<u>3,997.3</u>	<u>3,875.9</u>	<u>3,945.5</u>	<u>3,910.7</u>	<u>3,861.3</u>	<u>3,916.9</u>	<u>23,507.6</u>
Special Funds	2,802.1	2,814.4	2,621.8	2,690.8	2,715.7	2,825.9	16,470.8
Federal Funds	970.2	855.2	624.8	530.9	470.3	451.8	3,903.2
Other Funds	225.0	206.2	194.8	181.5	151.7	99.6	1,058.8
Reimbursable Funds	-	-	-	-	-	-	-

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

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

^C - County and Municipality transfer fund from the federal government are not included in FY 2012 - 2015

^D - Capital Program WMATA Grants line includes federal funds received by WMATA directly

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

^F - Debt Service for County Bonds is not included in FY 2012 - 2015

^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 2010-FY 2015 CTP/STP:

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014 - 15</u>	
Surface Transportation Program (STP)	108.7	108.7	108.7	108.7	217.4	652.2
National Highway System (NHS)	105.3	105.3	105.3	105.3	210.6	631.8
Interstate Maintenance (IM)	93.4	93.4	93.4	93.4	186.8	560.4
Bridge (BR) / Special Bridge Obligation Authority	132.5	117.2	117.2	117.2	234.4	718.5
Congestion Mitigation / Air Quality (CMAQ)	50.8	50.8	50.8	50.8	101.6	304.8
Safety (HSIP & SRTS)	19.5	19.5	19.5	19.5	39.1	117.1
Enhancements	12.3	12.3	12.3	12.3	24.6	73.8
Appalachia Development (APD)	0.8	0.8	0.8	0.8	1.6	4.8
Recreation Trails	1.2	1.2	1.2	1.2	2.3	7.1
SPR / Metro Planning	16.9	16.9	16.9	16.9	33.7	101.3
Special Federal Appropriations	8.1	31.2	27.2	11.9	4.6	83.0
Equity Bonus	23.0	23.0	23.0	23.0	45.9	137.9
Urbanized Area Formula	37.9	37.9	37.9	37.9	75.9	227.5
New Starts, Fixed Guideway, Modernization & Bus	43.5	45.5	45.5	45.5	91.0	271.0
Elderly and Person With Disabilities	2.2	2.2	2.2	2.2	2.2	11.0
Rural Area Formula	1.2	1.2	1.2	1.2	2.4	7.2
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	695.5	705.3	701.3	686.0	1,350.4	4,138.5

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 2010 - FY 2015 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2010	2011	2012	2013	2014 - 15	
<u>Environmental Projects</u>						
National Highway System	5.5	3.7	1.0	1.0	1.0	12.2
Surface Transportation Program	11.9	8.1	5.2	6.4	15.9	47.5
Enhancement	8.5	8.4	8.4	8.4	17.7	51.4
National Recreation Trails	1.1	1.1	1.1	1.1	2.2	6.6
ARRA	2.1	0.9	0.2	-	-	3.2
<u>Safety and Spot Improvements</u>						
National Highway System	12.9	10.0	10.8	13.1	26.8	73.6
Surface Transportation Program	37.4	33.1	34.1	40.7	81.4	226.7
Interstate Maintenance	8.8	6.7	6.9	7.9	13.0	43.3
Highway Safety (HSIP & SRTS)	16.0	16.0	16.0	16.0	32.0	96.0
ARRA	35.6	34.1	11.5	-	-	81.2
<u>Resurfacing and Rehabilitation</u>						
National Highway System	6.2	5.2	10.3	12.2	28.1	62.0
Surface Transportation Program	22.7	19.1	37.8	44.8	103.2	227.6
Interstate Maintenance	12.4	10.4	20.6	24.4	56.3	124.1
ARRA	130.7	30.0	-	-	-	160.7
<u>Bridge Replacement and Rehabilitation</u>						
Bridge Replacement and Rehabilitation	40.9	45.8	37.1	36.6	90.9	251.3
Surface Transportation Program	1.3	1.5	1.2	1.2	2.9	8.1
Interstate Maintenance	0.4	0.5	0.4	0.4	1.0	2.7
National Highway System	0.9	1.0	0.8	0.8	1.9	5.4
Special Obligation Authority for Bridges	11.6	-	-	-	-	11.6
Local Bridge	12.5	12.5	12.5	12.5	25.0	75.0
ARRA	10.0	16.7	12.4	5.8	-	44.9
<u>Urban Reconstr./Revitalization/APD Local Access</u>						
National Highway System	0.4	0.2	0.1	0.2	0.4	1.3
Surface Transportation Program	7.9	4.0	2.7	3.4	7.1	25.1
Appalachia Development (APD)	0.8	0.8	0.8	0.8	1.6	4.8

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

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2010	2011	2012	2013	2014 - 15	
<u>Congestion Management</u>						
National Highway System	1.7	1.8	1.0	1.0	2.4	7.9
Surface Transportation Program	0.5	0.5	0.3	0.3	0.7	2.3
Congestion Mitigation / Air Quality	5.8	6.2	6.0	6.0	12.0	36.0
TOTALS	406.5	278.3	239.2	245.0	523.5	1,692.5

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

The following listing estimates system preservation program levels for FY 2010 through FY 2015. Anticipated projects for FY 2010 and FY 2011 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	2012	2013	2014	2015	
	<u>2010</u>	<u>2011</u>					
<u>The Secretary's Office</u>							
Minor Projects	40.6	21.9	13.1	5.7	5.8	5.3	92.4
<u>Motor Vehicle Administration</u>							
Building Improvements	14.1	7.5	8.0	8.6	8.5	8.5	55.1
Information Technology	8.4	6.8	5.6	5.7	4.6	5.3	36.4
Information Technology (Appr 8)	<u>1.4</u>	<u>2.7</u>	<u>1.4</u>	<u>0.9</u>	<u>0.6</u>	<u>-</u>	<u>7.0</u>
TOTAL	24.0	17.0	15.0	15.2	13.6	13.7	98.5
<u>Maryland Aviation Administration</u>							
Airport Technology	0.7	1.2	1.2	0.6	0.6	0.6	4.8
Airside Development	1.8	1.2	58.1	103.5	72.4	34.1	271.2
Annual	0.4	0.2	-	-	-	-	0.7
Baltimore/Washington	1.7	3.5	10.8	25.6	25.1	26.3	93.1
Consolidated Rental Car Facility	0.6	1.3	-	-	-	-	1.9
Environmental Compliance	2.3	1.1	-	-	-	-	3.3
Equipment	0.1	2.5	2.5	0.8	-	-	6.0
Information Technology CTIPP	1.2	-	-	-	-	-	1.2
Landside Development	0.2	0.6	1.1	3.9	3.9	-	9.8
Martin State	1.4	1.0	-	-	-	-	2.4
Regional Aviation	1.9	2.1	2.1	2.1	2.1	2.1	12.4

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2012	2013	2014	2015	
	<u>2010</u>	<u>2011</u>					
<u>Maryland Aviation Administration</u>							
Security	2.4	5.8	-	-	-	-	8.3
Terminal Development	<u>6.8</u>	<u>4.6</u>	<u>30.3</u>	<u>30.1</u>	<u>30.1</u>	<u>-</u>	<u>101.9</u>
TOTAL	21.6	25.2	106.2	166.7	134.2	63.1	516.9
<u>Maryland Port Administration</u>							
All Terminals	2.4	6.5	11.6	14.4	12.4	12.4	59.7
Dundalk Marine Terminal	6.8	10.2	5.8	1.7	1.8	1.8	28.0
Environmental	0.5	0.5	0.4	0.4	0.4	0.4	2.5
Facilities and Equipment	1.6	1.2	1.2	1.1	1.1	1.1	7.3
Masonville Auto Terminal	-	0.2	1.1	1.1	1.1	1.1	4.5
North Locust Point	-	0.5	2.7	1.2	1.2	1.2	6.9
Open-Ended Consulting	4.1	7.4	8.2	4.3	4.3	4.3	32.5
Port-Wide	0.7	1.2	0.6	0.6	0.5	0.6	4.2
Seagirt Marine Terminal	1.8	-	-	-	-	-	1.8
South Locust Point	0.6	4.1	1.9	1.2	1.2	1.2	10.2
World Trade Center	<u>1.1</u>	<u>1.9</u>	<u>1.1</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>7.2</u>
TOTAL	19.8	33.6	34.5	26.8	25.0	25.1	164.8
<u>Maryland Transit Administration</u>							
Agency Wide	47.1	26.1	23.1	12.3	11.8	18.6	139.0
ARRA	66.5	66.7	11.4	4.1	-	-	148.7
Bus	23.4	10.6	9.5	4.5	2.3	2.3	52.4
Freight	3.4	0.6	0.5	0.1	0.1	0.1	4.7
Light Rail	8.7	8.9	7.0	4.1	2.6	2.3	33.6
LOTS	2.4	2.4	0.8	0.8	0.8	0.8	8.0
MARC	5.6	5.8	3.3	3.3	3.3	11.1	32.3
Metro	10.8	21.6	27.1	10.4	10.5	15.9	96.3

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR					
	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	
<u>Maryland Transit Administration</u>							
Mobility	1.7	0.7	0.7	0.7	0.7	0.7	5.4
Program 8	<u>1.6</u>	<u>0.5</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2.1</u>
TOTAL	171.2	143.9	83.3	40.2	32.0	51.7	522.4
<u>State Highway Administration</u>							
Safety, Congestion Relief, Highway and Bridge	483.1	353.9	522.4	518.3	492.6	524.3	2,894.6
Noise Barriers	8.2	6.3	0.9	0.7	0.7	1.0	17.8
Community Safety and Enhancements	19.0	11.9	12.7	16.3	16.4	17.1	93.4
Enhancements Program	10.3	10.5	10.2	10.4	11.0	11.4	63.8
Facilities	12.0	11.2	10.3	11.8	12.3	12.7	70.3
Communications	1.5	14.5	12.0	9.0	8.1	0.4	45.5
Equipment	6.6	11.6	11.7	11.8	12.2	11.4	65.3
Environmental Compliance	5.5	5.6	6.0	6.1	7.4	7.6	38.2
Truck Weight	<u>2.8</u>	<u>2.8</u>	<u>2.5</u>	<u>2.8</u>	<u>2.7</u>	<u>3.0</u>	<u>16.6</u>
TOTAL	549.0	428.3	588.7	587.2	563.4	588.9	3,305.5
CTP SYSTEM							
PRESERVATION PROJECTS	826.2	669.8	840.8	841.8	774.1	747.7	4,700.4

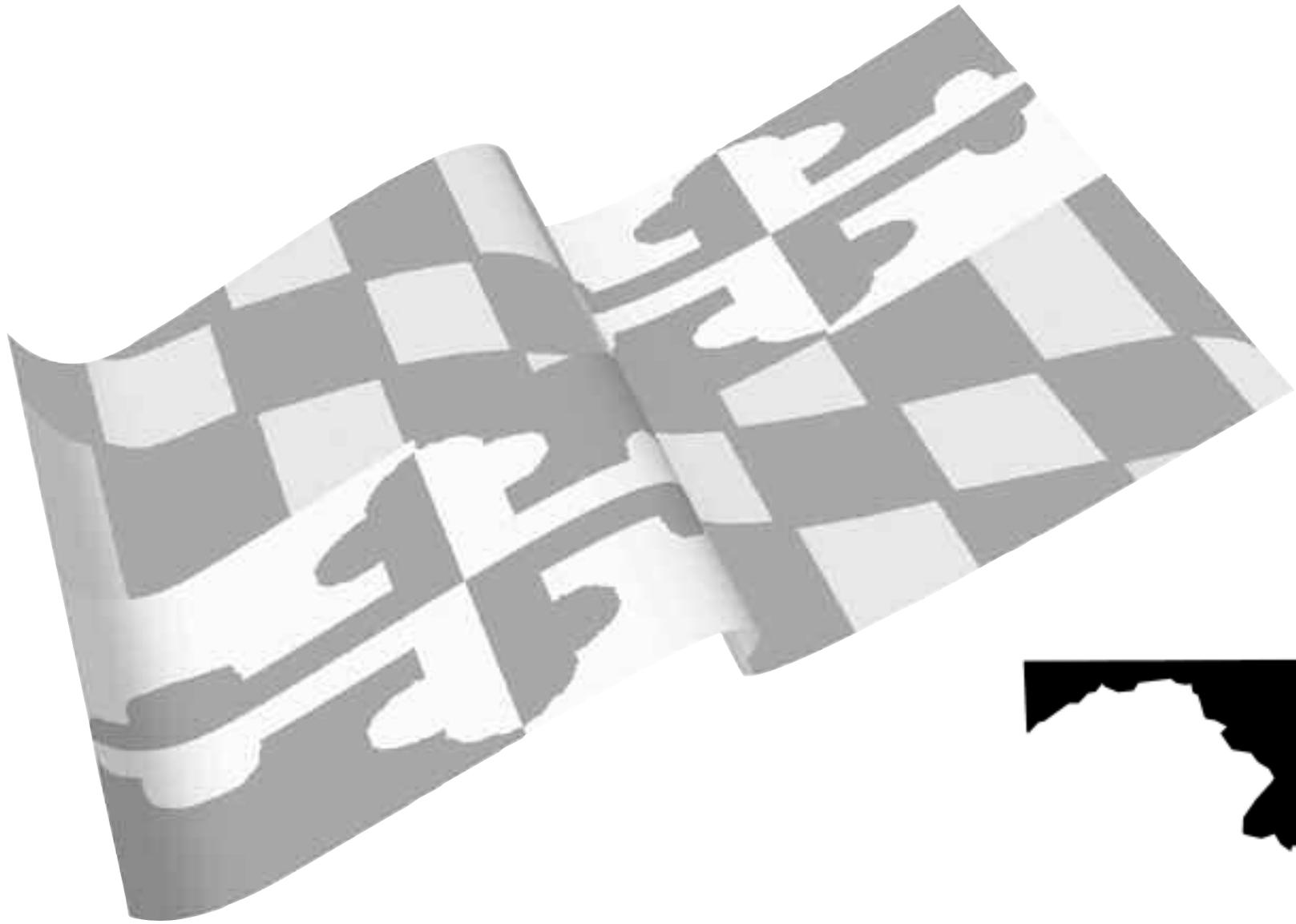
MAJOR BRIDGE PROJECTS

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 36, Lower Georges Creek Road -- Secondary	Replace Bridge 1014 over George's Creek
3.	MD 36, George's Creek Road -- Secondary	Replace Bridge 1166 over Koontz Run
<u>Baltimore County</u>		
<u>Construction Program</u>		
1.	I-695, Baltimore Beltway -- Interstate	Replace Bridge on MD 139 over I-695
2.	I-695, Baltimore Beltway -- Interstate	Replace Bridge 3139 at MD 26 (Liberty Road) (ARRA).
6.	US 1, Belair Road -- Secondary	Replace Bridge 3001 over Little Gunpowder Falls
<u>Caroline County</u>		
<u>Construction Program</u>		
2.	MD 328, New Bridge Road -- Secondary	Replace Bridge 5012 over Tuckahoe Creek
<u>Development and Evaluation Program</u>		
4.	MD 331, Dover Road -- Secondary	Replace Bridge 20023 over Choptank River
<u>Frederick County</u>		
<u>Construction Program</u>		
4.	I-270, Eisenhower Memorial Highway -- Interstate	Replace Bridge 10080 over Doctor Perry Road
6.	MD 180, Jefferson Pike -- Secondary	Replace Bridge 10178 over tributary of Potomac River
7.	MD 464, Point of Rocks Road -- Secondary	Replace Bridge 10091 over Catoctin Creek.

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Prince George's County</u>		
<u>Construction Program</u>		
1.	I-95/I-495 Woodrow Wilson Bridge Improvement -- Interstate	Joint project with VDOT, DCDPW and FHWA to develop a replacement facility
8.	MD 725, Old Marlboro Road -- Secondary	Replace Bridge 16009 over Federal Spring Branch
<u>Somerset County</u>		
<u>Construction Program</u>		
1.	MD 362, Mt. Vernon Road -- Secondary	Replace Bridge over Monie Creek
2.	MD 667, Rehobeth Road -- Secondary	Replace Bridge 19021 over Puncheon Landing Branch
<u>Talbot County</u>		
<u>Construction Program</u>		
1.	MD 328, New Bridge Road -- Secondary	Replace Bridge 5012 over Tuckahoe Creek
<u>Development and Evaluation Program</u>		
3.	MD 331, Dover Road -- Secondary	Replace Bridge 20023 over Choptank River
<u>Washington County</u>		
<u>Construction Program</u>		
1.	I-70, Eisenhower Memorial Highway -- Interstate	Replace Bridges over Black Rock Road
<u>Worcester County</u>		
<u>Development and Evaluation Program</u>		
3.	US 50, Ocean Gateway -- Primary	Bridge over Sinepuxent Bay



BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

STATE HIGHWAY ADMINISTRATION

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

Retrofit Sidewalk Program

Frederick County

MD 464 - Maple Avenue to 2nd Avenue 300,000

Harford County

US 40 - at Bata Boulevard 40,000

Prince George's County

MD 201 - Sarvis Avenue to Good Luck Road 60,000

MD 564 - Maple Ave. to 11th Street 150,000

Washington County

US 40 - Bryan Place to Nottingham Road 104,000

TOTAL 654,000

Community Safety and Enhancements Program

Allegany County

US 220 - Lee Street to MD 636 4,794,000

Harford County

MD 755 - MD 24 to Willoughby Beach Road 3,961,000

Montgomery County

MD 97 - Tidewater Court to Queen Elizabeth/Prince Phillip Dr. 551,000

St. Mary's County

MD 5 BUS - in Leonardtown 4,058,000

MD 246 - Saratoga Drive to MD 235 2,404,000

TOTAL 15,768,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Streetscapes and Minor Reconstruction

<u>Anne Arundel County</u>	
Bladen Street - College Creek Park to College Ave.	486,000
TOTAL	486,000

Transportation Enhancements Program

<u>Baltimore City</u>	
Key Highway Bike Path	554,000
Herring Run Greenway bicycle and pedestrian facilities	1,980,000
Jones Falls Trail Phase IV	2,000,000
Masonville Cove Pedestrian Access	500,000
 <u>Calvert County</u>	
Chesapeake Beach Railroad Trail	1,630,000
 <u>Caroline County</u>	
Adkins Arboretum pedestrian and bicycle facilities	779,000
 <u>Charles County</u>	
Indian Head Boardwalk	1,504,000
 <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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

<u>Prince George's County</u>	
Melrose Park Access Trail	53,000
North Gate Park at Paint Branch	830,000
College Park Trolley Trail	200,000
<u>St. Mary's County</u>	
Three Notch Trail Phase 5	771,000
<u>Talbot County</u>	
St. Michael's Nature Trail	471,000
<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	23,402,000

ADA Improvements

<u>District 1 ADA Projects</u>	3,089,000
<u>Dorchester County</u>	
MD 343 - St. Claire Avenue to Pine Street (ARRA PROJECT)	
<u>Somerset County</u>	
MD 675 - South Street to Cemetary Lane (ARRA PROJECT)	
<u>Worcester County</u>	
MD 12 - South Drive to Market Street (ARRA PROJECT)	
MD 528 - Delaware State line to 30th Street (ARRA PROJECT)	

BICYCLE AND PEDESTRIAN RELATED PROJECTS

ADA Improvements (Cont.)

District 3 ADA Projects

3,616,000

Montgomery County

MD 187 - MD 188 to Lincoln Street (ARRA PROJECT)

MD 650 - I 495 interchange to Elton Road (ARRA PROJECT)

MD 650 - MD 410 to Holton Lane (ARRA PROJECT)

MD 97 -Hermitage Avenue to Randolph Road (ARRA PROJECT)

MD 410 - Sundale Drive to MD 384 (ARRA PROJECT)

Prince George's County

MD 337 EB - MD 5 to Suitland Road (ARRA PROJECT)

MD 337 - at MD 5 (ARRA PROJECT)

MD 223 - Hardestry Drive to MD 5 (ARRA PROJECT)

MD 223 - MD 5 to Clayton Lane (ARRA PROJECT)

MD 450 - Annacostia River to MD 202 (ARRA PROJECT)

MD 500 - west side from MD 501 to Jamestown Road (ARRA PROJECT)

MD 501 - West Hyattsville Station to MD 500 (ARRA PROJECT)

MD 501 - at 19th Avenue (ARRA PROJECT)

MD 450 - at I 95/495 (ARRA PROJECT)

MD 450 NB - MD 202 to 65th Avenue (ARRA PROJECT)

MD 650 - District of Columbia Line to MD 410 (ARRA PROJECT)

District 4 ADA Projects

2,624,000

Baltimore County

MD 145 - MD 146 to Blenheim Road (ARRA PROJECT)

MD 150 - Virginia Avenue to Old Eastern Avenue (ARRA PROJECT)

MD 150 - Old Eastern Avenue to Bennett Road (ARRA PROJECT)

MD 150 - Orville Road to Chesapeake Park Plaza (ARRA PROJECT)

MD 150 - west of Lariat Road to Bowley's Quarters Road (ARRA PROJECT)

MD 144 - Bloomsbury Avenue to Baltimore City Line (ARRA PROJECT)

MD 133 - Lightfoot Drive to Heming Way (ARRA PROJECT)

BICYCLE AND PEDESTRIAN RELATED PROJECTS

ADA Improvements (Cont.)

Harford County

US 1 Bus - Tollgate Road to MD 924 (ARRA PROJECT)
US 40 - James Avenue to MD 22 on-ramp (ARRA PROJECT)
MD 24 - Marketplace Drive to Boulton Street (ARRA PROJECT)
MD 24 - Bynum Road to Myers Drive (ARRA PROJECT)
MD 22 - at Middleton Road (ARRA PROJECT)
MD 22 - at Mt. Royal Avenue (ARRA PROJECT)
MD 490 - Alliance Street to MD 7A (ARRA PROJECT)
MD 7A - MD 490 to Warren Road (ARRA PROJECT)

District 5 ADA Projects

2,907,000

Anne Arundel County

MD 450 - MD 2 to Edgewood Avenue (ARRA PROJECT)
MD 450 - Edgewood Avenue to MD 435 (ARRA PROJECT)
MD 3 BUS - Oak Manor Drive to Aquahart Road (ARRA PROJECT)
MD 3 BUS - Aquahart Road to 5th Avenue (ARRA PROJECT)
MD 253 NB - MD 214 to MD 2 northbound (ARRA PROJECT)
MD 173 - Lauren Way to Sycamore Road (ARRA PROJECT)
MD 70 WB - Lauren Way to Sycamore Road (ARRA PROJECT)
MD 198 - Old Annapolis Road to Russet Green (ARRA PROJECT)
MD 177 - Magothy Beach Road to Wachovia Bank entrance (ARRA PROJECT)
MD 177 EB - 200 feet each side of Sagamore Way eastbound (ARRA PROJECT)
MD 174 WB - Queenstown Road to Old Stage Road westbound (ARRA PROJECT)
MD 2 - at Ordnance Road (ARRA PROJECT)
MD 3 BUS - Furnace Branch Road to MD 2 (ARRA PROJECT)
MD 648 - Edgewood Road to Hammonds Lane (ARRA PROJECT)
MD 177 - at Outing Avenue (ARRA PROJECT)
MD 170 SB - MD 175 to MD 32 southbound (ARRA PROJECT)
MD 177 - Eastern District Police station to Magothy Bridge Road (ARRA PROJECT)
MD 424 - Reidel Road to Crofton Middle School (ARRA PROJECT)

BICYCLE AND PEDESTRIAN RELATED PROJECTS

ADA Improvements (Cont.)

Anne Arundel County (Cont.)

MD 710 - MD 2 to Chesapeake Center Drive (ARRA PROJECT)

MD 168 - Hammonds Ferry Road to Raynor Avenue (ARRA PROJECT)

Calvert County

MD 2 - Dowell Road to Spinnaker Way (Service Road on east side) (ARRA PROJECT)

Charles County

MD 6 - at US 301 (ARRA PROJECT)

MD 6 - US 301 to Somerset Road (ARRA PROJECT)

St. Mary's County

MD 5 - at Mohawk Drive (ARRA PROJECT)

District 7 ADA Projects

1,993,000

Frederick County

MD 30 - MD 482 to Lliano Plaza (ARRA PROJECT)

US 15 Bus - MD 140 to Toms Creek (ARRA PROJECT)

MD 77 - Howard Street to Municipal Street (ARRA PROJECT)

MD 77 - Graceham Road to Moravian Church Road (ARRA PROJECT)

MD 144 - King Avenue to Wisner Street (ARRA PROJECT)

MD 144 - Wisner Street to Jefferson Street (ARRA PROJECT)

MD 550 - at Woodsboro Pike (ARRA PROJECT)

MD 26 - South Street to Daysville Road (ARRA PROJECT)

MD 26 - Daysville Road to MD 75 (ARRA PROJECT)

MD 550 - US 15 on-ramp to Catoctin High School Entrance (ARRA PROJECT)

MD 144 - Royal Oaks Drive to Bye Alley (ARRA PROJECT)

BICYCLE AND PEDESTRIAN RELATED PROJECTS

ADA Improvements (Cont.)

Howard County

US 1 - London Avenue to Montgomery Road (ARRA PROJECT)
 US 1 - Kit Kat Road to MD 103 (ARRA PROJECT)
 US 1 - Prince George's County Line to Lynn Buff Court (ARRA PROJECT)
 MD 108 - Howard High School Entrance to MD 104 (ARRA PROJECT)
 MD 103 - MD 104 to Brampton Parkway (ARRA PROJECT)
 MD 104 - MD 100 to MD 103 (ARRA PROJECT)
 US 40 - Greenway Drive to St. Johns Lane (ARRA PROJECT)
 US 40 - US 29 to Weston Drive (ARRA PROJECT)
 US 1 - Mission Road to McClain Avenue (ARRA PROJECT)

TOTAL	14,229,000
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Primary/Secondary Program

Allegany County

US 220 - Bridge over Potomac River		
sidewalks	1.0 miles	137,280
shoulders	1.0 miles	150,000

MD 36 - Bridges over George's Creek		
shoulders	0.1 miles	15,000

MD 36 - Bridges over Koontz Run		
shoulders	0.1 miles	15,000

Baltimore County

MD 7 - Rosedale Streetscape		
sidewalks	2.5 miles	345,946
wide curb lanes	2.5 miles	375,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Baltimore County (Cont.)

MD 45 - Cavan Rd. to Ridgley Rd.

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

MD 147 - Parkville Streetscape

sidewalks	1.8 miles	247,104
wide curb lanes	1.8 miles	270,000

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 404 - Tuckahoe Road to MD 480

shoulders	1.1 miles	165,000
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MD 328 - Bridge over Tuckahoe Creek

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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MD 140 - Taneytown Streetscape

sidewalks	1.8 miles	247,104
wide curb lanes	1.8 miles	270,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Frederick County

I-70/MD 475/MD 85

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

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

Montgomery County

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

Prince George's County

I-95/I-495/Woodroow Wilson Bridge

parallel pedestrian bridge		56,000,000
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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.)

Prince George's County (Cont.)

MD 5 - MD 373 to US 301

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

MD 725- Bridge over Federal Spring Branch

shoulders	0.1 miles	15,000
sidewalks	0.1 miles	13,728

St. Mary's County

MD 237 - Pegg Road to MD 235

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

Somerset County

MD 362 - Bridge over Monie Creek

shoulders	0.1 miles	15,000
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MD 667 - Bridge over Puncheon Landing Creek

shoulders	0.1 miles	15,000
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Talbot County

MD 328 - Bridge over Tuchahoe Creek

shoulders	0.1 miles	15,000
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Washington County

US 40 - Edgewood Drive Intersection

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

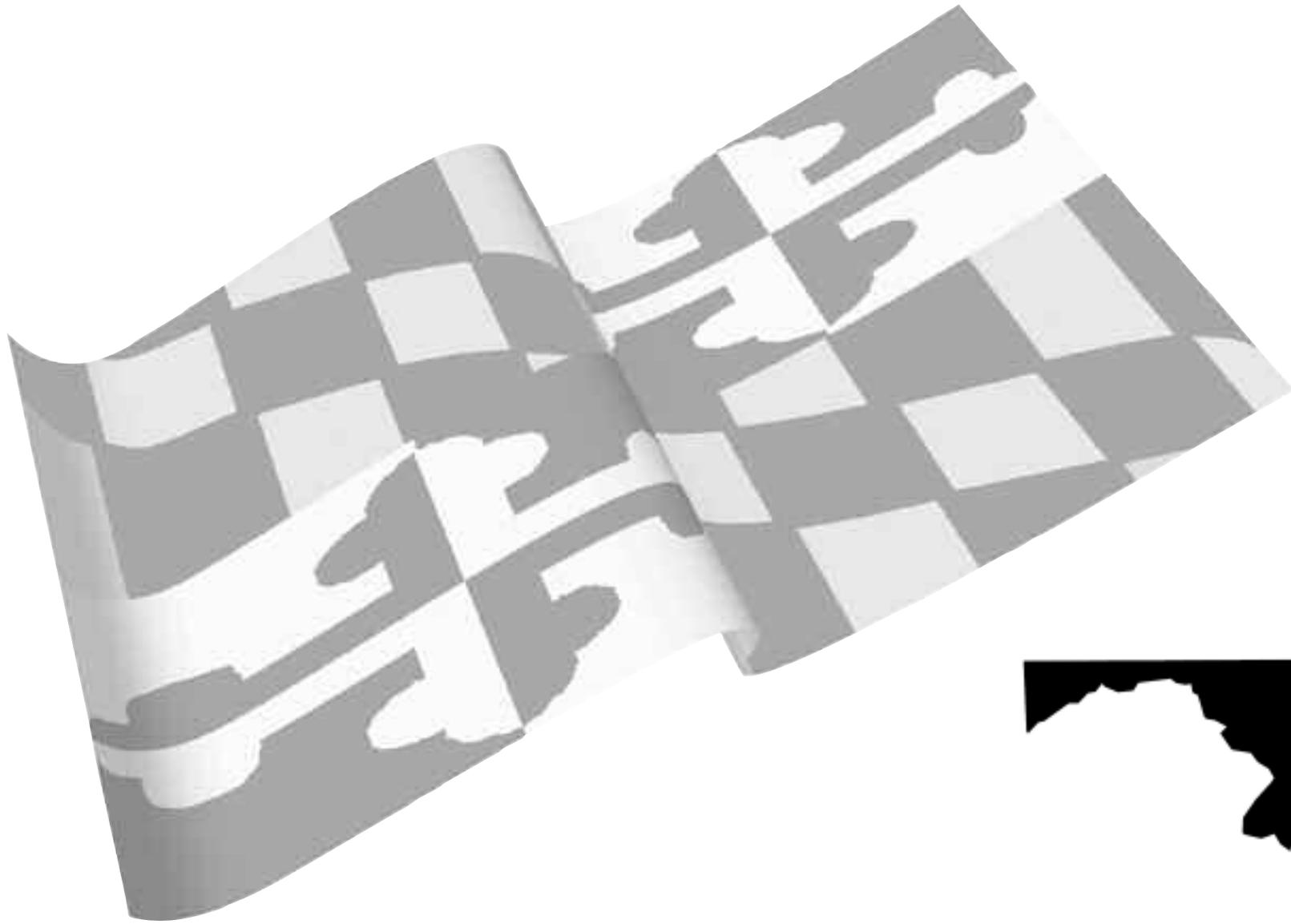
Primary/Secondary Program (Cont.)

Worcester County

US 113 - Hayes Landing Road to Goody Hill Road shoulders	2.5 miles		375,000
US 113 - Goody Hill Road to Massey Branch shoulders	1.8 miles		270,000
wide curb lanes	18.4 miles	sub-total	2,760,000
shoulders	15.5 miles	sub-total	2,331,000
sidewalks	20.0 miles	sub-total	2,748,346
parallel trails	1.5 miles	sub-total	172,500
WWB		sub-total	56,000,000
		TOTAL	64,011,846

**TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND
PEDESTRIAN IMPROVEMENTS**

retrofit sidewalk program	654,000
community enhancement and safety	15,768,000
streetscapes and minor reconstruction	486,000
transportation enhancements program	23,402,000
ADA Improvements	14,229,000
primary/secondary program	64,011,846
TOTAL	118,550,846



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2010

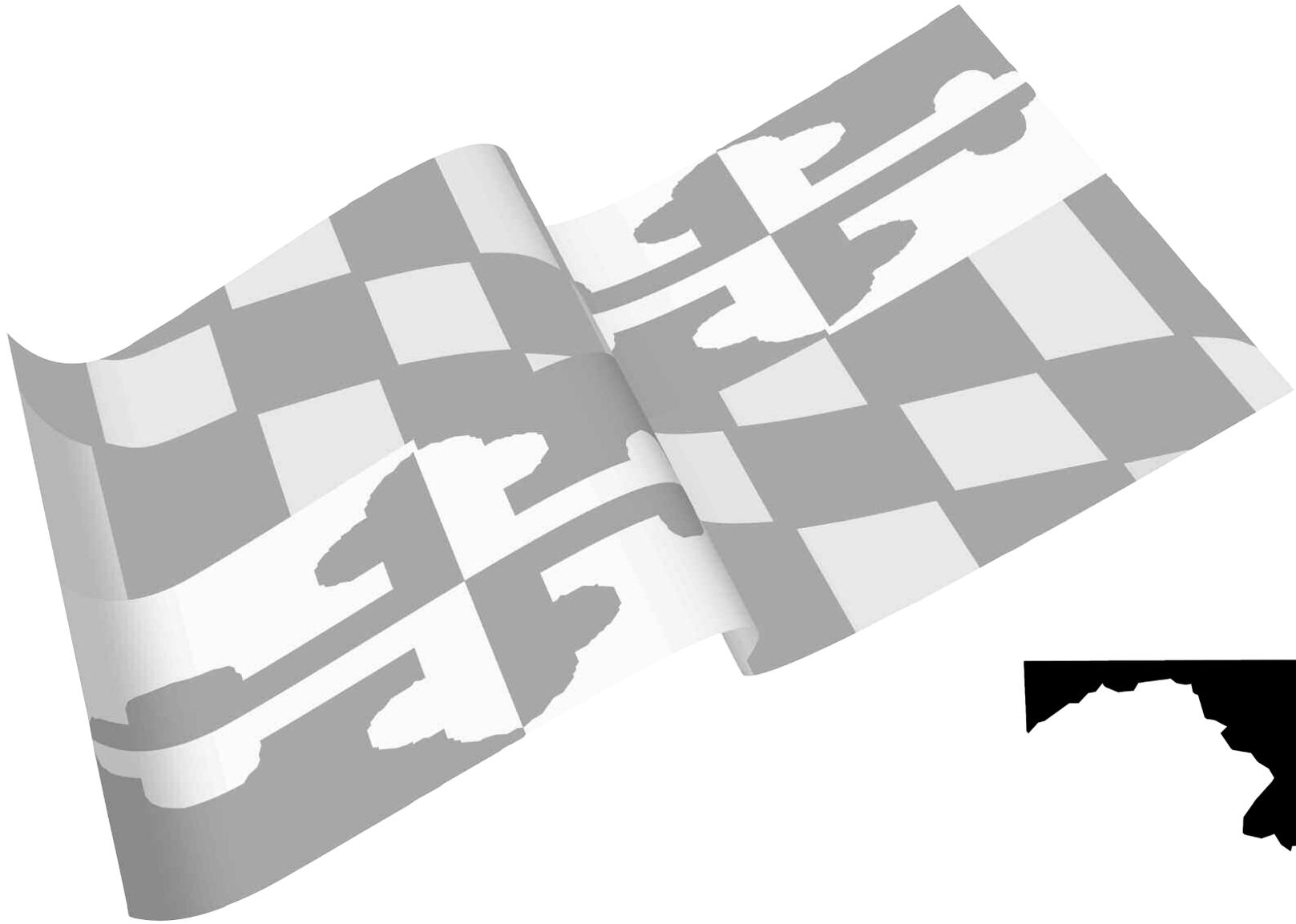
The following is a list of General Aviation Grants in the Consolidated Transportation Program. Additional information can be found under the respective Maryland Aviation Administration section.

MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (000's)			Total
		Federal	State	Local/Owner	
Allegany County	Greater Cumberland Regional	224	6	6	236
Anne Arundel County	Tipton Airport	1,367	37	37	1,441
Baltimore City	Pier 7 Heliport	0	76	8	84
Caroline County	Ridgely Airpark	367	10	10	387
Carroll County	Carroll County Regional Airport	150	4	4	158
Cecil County	Cecil County	0	503	56	559
Charles County	Indian Head	5,273	139	139	5,551
Dorchester County	Cambridge-Dorchester Airport	153	4	4	161
Frederick County	Frederick Municipal Airport	1,141	55	55	1,251
Garrett County	Garrett County	0	90	90	180
Kent County	Massey	0	55	6	61

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2010

Montgomery County	Montgomery County Airpark	2,900	76	76	3,052
Montgomery County	Davis Airport	0	75	8	83
Prince George's County	College Park Airport	550	14	14	578
Prince George's County	Potomac Airfield	0	90	10	100
Prince George's County	Freeway	0	6	1	7
Somerset County	Crisfield-Somerset County Airport	190	5	5	200
St. Mary's County	St. Mary's County Regional Airport	238	6	6	250
Talbot County	Easton Airport	4,200	274	274	4,748
Washington County	Hagerstown Regional Airport	6,433	341	341	7,115
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	2,793	114	114	3,021



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, in order 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 receiving 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) location 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 DoD 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 over 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 over 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 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 State of

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

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, subsequently signed into law as the BRAC Community Enhancement Act in the summer of 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 2009, additional BRAC Zones were designated in the City of Aberdeen in Harford County, and Savage Town Centre in Howard County.

The BRAC Community Enhancement Act also empowered local governments to negotiate for transportation improvements with developers of Enhanced Use Lease (EUL) projects at military installations, which are otherwise exempt from local mitigation requirements. As a result of the legislation, in June 2009, a Payment in Lieu of Taxes Agreement (PILOT) was executed between MDOT (acting on behalf of the state), Harford County and the private developer, for mitigation in connection with an EUL Project to be located at the Aberdeen Proving Ground. Similar agreements are anticipated in association with EUL projects at Fort Meade and Fort Detrick.

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.

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 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. Addressing BRAC needs 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

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

challenges of time and available 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 capacity projects will be implemented over time. Many of the long-term projects identified in the FY 2010-2015 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. Sixteen (16) intersections were identified for potential improvement based on level of service, relative cost, environmental and socio-economic impacts, and proximity to the installations. Improvements at those 16 intersections were advanced to the 30% design stage, funded in part with federal assistance. Following continued development of regional priorities and in consideration of limited resources given prevailing economic conditions, twelve (12) of the 16 intersections were then selected to advance in the design phase and continue toward implementation in synchronization with BRAC consolidation in 2011.

In 2010, MDOT and SHA will advance similar design efforts for key intersection improvements identified proximate to Andrews Air Force Base, as well as continue to work with local stakeholders and federal partners to refine statewide BRAC project priorities in accordance with available funding. Also in the short-term, MDOT and MTA will collaborate with the installations, their tenants, DoD, and local officials to develop and implement sound Transportation Demand Management practices. These efforts will include the growth and marketing of car and van pool programs, Ridesharing, and the Guaranteed Ride Home program, as well as promoting telework and flexible work hours where possible, and bicycle and pedestrian uses.

In the FY 10-15 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 phased 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 and the Branch Avenue Metro Access Project in Prince George’s County. In addition, the MARC commuter rail system

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

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" in 2007, 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 FY 10-15 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	MTA- 24
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) Assess 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 2010-2015 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-37
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-30
4) New MARC Layover and Maintenance Facility at Aberdeen Proving Ground	MTA	MTA-2
IV. Implement CTP Highway Project Pipeline (FY 2010-2015 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-3
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-29
5) I-95/MD 24 Interchange Improvements at MD 24/MD 924/Tollgate Road	MdTA	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-29
7) JFK (I-95) Toll Plaza Planning Study.	MdTA	MdTA-26
8) Expand and Improve the MD 152 Park & Ride Lot (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-29
9) US 40 Hatem Bridge Deck Replacement, including the US 40 at MD 222 Intersection Break-Out Project.	MdTA	MdTA-20
10) Construction of MD 132 Resurfacing, MD 462 to Beards Hill Road.	SHA	SHA-H-MINOR-9
11) Construction of MD 755 Community Safety and Enhancement, MD 24 to Willoughby Beach Road (Phase I)	SHA	SHA-H-MINOR-23
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 2010-2015 CTP)		
1) Planning for Baltimore Washington Investment Corridor Study, to include MARC Market and Capacity Analyses (Greenbelt to BWI).	MTA	MTA-46
2) Central Maryland Transit Maintenance Facility, Ft. Meade	MTA	MTA-36
3) Support LOTS for Anne Arundel and Howard counties	MTA	MTA-30
4) Planning and Engineering for assessment of transit needs for BRAC: Ft. Meade-related studies	MTA	MTA-37
a. BRAC Commuter Bus Study		
IV. Implement CTP Highway Project Pipeline (FY 2010-2015 CTP)		
1) Planning Study for MD 175 from MD 170 to MD 295	SHA	SHA-AA-5
2) Planning Study for MD 198, from MD 295 to MD 32	SHA	SHA-AA-6
3) Implement key intersection improvements	SHA	SHA-SW-5

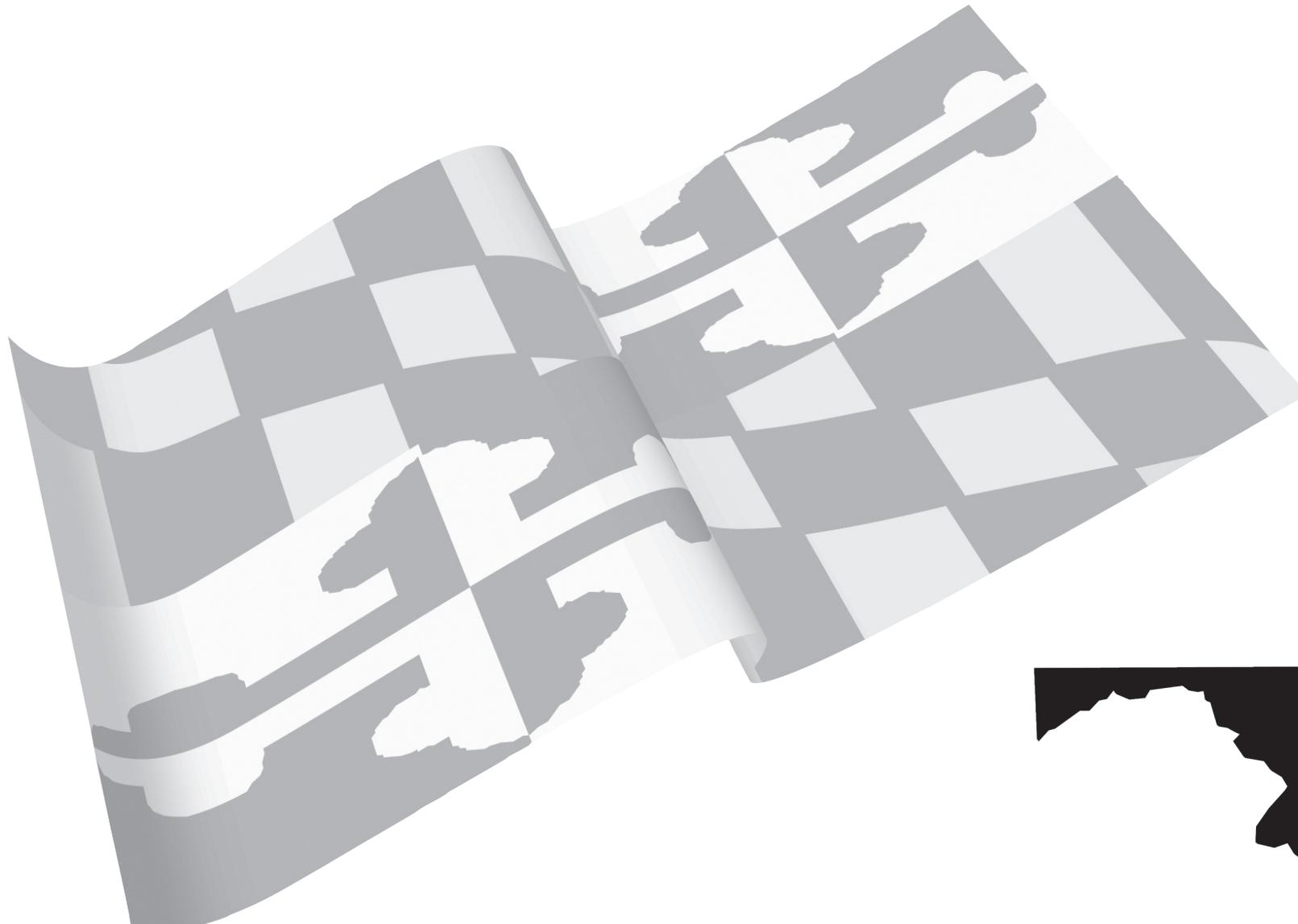
**MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES**

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 2010-2015 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-37
2) Support LOTS for Montgomery County and Montgomery County's Local Bus Program	MTA	MTA-32
IV. Implement CTP Highway Project Pipeline (FY 2010-2015 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 2010-2015 CTP)		
1) Support LOTS for Frederick County (FY '09)	MTA	MTA-30
III. Implement CTP Highway Project Pipeline (FY 2010-2015 CTP)		
1) Planning and Engineering for US 15 – New interchange at Monocacy Boulevard/Christopher Crossing.	SHA	SHA-F-11

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	Complete
II. Implement CTP Transit Project Pipeline (FY 2010-2015 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-37
2) Planning for Southern Maryland Mass Transportation Analysis	MTA	MTA-40
3) Support LOTS for Prince George's County and Prince George's County Local Bus Program (FY 10)	MTA	MTA-33
III. Implement CTP Highway Project Pipeline (FY 2010-2015 CTP)		
1) Construct a new interchange at MD 4 and Suitland Parkway	SHA	SHA-PG-14



AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) SUMMARY

**American Recovery and Reinvestment Act
Summary of All Formula Allocations**

Maryland State Transit Projects		
		Cost
Core Bus		\$27.1
Light Rail		\$17.3
MARC		\$23.7
METRO		\$39.9
	subtotal	\$108.0
Washington Regional Transit Projects		
WMATA	subtotal	\$201.8
Local Transit Projects		
Baltimore Urban Area		\$6.0
Washington Urban Area		\$13.8
Philadelphia Urban Area		\$0.4
Small Urban Areas		\$16.1
Rural Areas		\$7.4
	subtotal	\$43.7
State Highway Projects		
Environmental		\$3.2
Traffic and Safety		\$86.5
Safety and Resurfacing		\$177.4
Bridge		\$47.1
Congestion Management		\$0.3
Safety and Capacity		\$2.0
	subtotal	\$316.5
Local Highway Projects		
County Highway Projects		\$62.0
Baltimore City Highway Projects		\$35.1
	subtotal	\$97.1
Does not include WMATA funding	TOTAL	\$565.3

American Recovery and Reinvestment Act Maryland State Transit Projects

Jurisdiction	Description	\$ Cost (thousands)
AA Co., Balto City, Balto Co.	Bus Procurement and Equipment	9,600
AA Co., Balto City, Balto Co.	Light Rail Substation Breakers Replacement/Overhaul	5,500
Anne Arundel	MARC BWI Station Renovation (additional elevators, electrical upgrades)	3,000
Baltimore City	Bus Facilities Infrastructure Renewal and Improvements (Wash Blvd Roof)	10,100
Baltimore City	Light Rail Signage Upgrades	500
Baltimore City	MARC Penn Station Improvements (station heating, window replacement)	4,000
Baltimore City	MARC West Balto Station Parking Expansion Phase I (demolition)	3,000
Baltimore City	Bus Loop Pavement Rehab at Mondawmin Transit Center	2,000
Baltimore City	Light Rail Yard Switches Upgrade (manual to electric)	4,200
Baltimore City	Bus NW Division HVAC Upgrade	5,400
Baltimore City, Baltimore Co.	Metro Fastener and Bolt Replacement	3,500
Baltimore City, Baltimore Co.	Metro Public Address System	5,326
Baltimore City, Baltimore Co.	Metro Stations Restoration	5,000
Baltimore City, Baltimore Co.	Metro Tunnel and Underground Station Repairs	3,900
Baltimore City, Baltimore Co.	Metro Bridge and Elevated Structures Rehabilitation	2,600
Baltimore City, Baltimore Co.	Metro Railcar Truck Overhaul	19,500
Baltimore Co.	Light Rail Falls Road Station Parking Expansion	2,281
Baltimore Co.	Light Rail Substation Installation	4,799
Baltimore Co.	MARC Martins Yard Improvements	400
Prince George's	MARC Laurel Station Southbound Platform Rehabilitation	2,100
Prince George's	MARC Muirkirk Retaining Wall Rehabilitation	182
Systemwide	MARC CSXT Joint Benefit Projects	4,658
Systemwide	MARC Public Address System	6,489
	ARRA - MTA Total	108,035

American Recovery and Reinvestment Act Washington Metropolitan Area Transit Authority Projects

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

\$72 million is attributed to Maryland

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

Area	Allocation Description	Total Cost (thousands)
Baltimore Urban Area		
Annapolis	Heavy Duty Bus Replacements	\$2,234
	Preventative Maintenance	\$75
Anne Arundel County	Medium Bus Replacements	\$388
Laurel (CTC)	Technology	\$600
Howard County	Facility and Equipment Upgrades	\$459
	Paratransit and Hybrid Bus Purchases	\$2,219
	subtotal	\$2,678
Baltimore Area Subtotal		\$5,975
Washington Urban Area		
Montgomery County	Heavy Duty Transit Bus Replacements	\$6,550
	Facility and Equipment Upgrades	\$350
Prince George's County	Heavy Duty Transit Bus Replacements	\$6,900
Washington Area subtotal		\$13,800
Philadelphia Urban Area		
Cecil	Facility & Equipment Upgrades	\$366

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

Area	Allocation Description	Total Cost (thousands)
Small Urban Areas		
Allegany	Small and Medium Bus Replacements	\$291
	Facility & Equipment Upgrades	\$707
	subtotal	\$998
Carroll	Small Bus Replacements and Support Vehicles Purchase	\$256
	Facility & Equipment Upgrades	\$1,314
	subtotal	\$1,570
Charles	Medium Bus Replacements	\$1,444
	Facility upgrades and electronic fareboxes	\$259
	Preventative Maintenance	\$227
	subtotal	\$1,930
Frederick	Various Bus and Vehicle Replacements	\$1,372
	Facility & Equipment Upgrades	\$1,277
	Preventative Maintenance	\$375
	subtotal	\$3,024
Harford	Small Bus Replacements and Medium Bus Purchases	\$4,402
	Preventative Maintenance	\$173
	subtotal	\$4,575
Wicomico, Worcester, Somerset (Shore Transit)	Various Bus Replacements and Support Vehicle Purchases	\$1,065
	Facility & Equipment Upgrades	\$347
	Preventative Maintenance	\$19
	Preventative Maintenance - DE Allocation	\$45
	subtotal	\$1,476
Washington	Medium Bus Repacements and Purchase ane Support Vehicle Purchase	\$647
	Facility & Equipment Upgrades	\$1,454
	Preventative Maintenance	\$170
	subtotal	\$2,271
5307 Program Administration		\$282
Small Urban Subtotal		\$16,126

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

Area	Allocation Description	Total Cost (thousands)
Rural (non Urban or Small Urban)		
Calvert	Medium Bus Replacements and Small Bus Purchase	\$471
	Facility & Equipment Upgrades	\$256
	subtotal	\$727
Caroline, Talbot, Kent	Small and Medium Bus Replacements and Support Vehicle Purchase	\$201
	Facility & Equipment Upgrades	\$131
	subtotal	\$332
Dorchester	Small Bus Replacements	\$176
Garrett	Small Bus Replacements	\$148
	Facility Upgrades	\$109
	subtotal	\$257
Ocean City	Heavy Duty Bus Replacements	\$2,166
	Facility & Equipment Upgrades	\$591
	subtotal	\$2,757
Queen Anne's	Small Bus Replacements and Medium Bus Purchase	\$626
	Facility & Equipment Upgrades	\$69
	subtotal	\$695
St. Mary's	Small Bus Replacements and Medium Bus Purchases	\$335
	Facility & Equipment Upgrades	\$120
	subtotal	\$455
5311 Program Administration		\$913
Inter City Bus Allocation		\$1,114

Rural Subtotal **\$7,426**

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

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

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

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

American Recovery and Reinvestment Act Maryland Local Highway Projects

Municipality	Project location	Total Cost Estimate (\$)
Allegany County	Resurface Cash Valley Road from US 40 to MD 36	756
Allegany County	Bridge repairs for Allegheny Highlands Trail over New Hope Road	130
Allegany County	Reconstruction of Maryland Avenue from Jefferson Street to Short Street	498
Anne Arundel County	Resurface Various Locations Throughout the County	6,043
Baltimore City	Reconstruct Northern Parkway from Falls Road to Park Heights Avenue	7,572
Baltimore City	Resurface Hilton Street from Frederick Avenue to Mulberry Street	928
Baltimore City	Reconstruct Orleans Street from Central Avenue to Wolfe Street	7,083
Baltimore City	Resurface Frankford Avenue from Sinclair Lane to Moravia Park Drive	1,340
Baltimore City	Resurface Park Heights Avenue from Northern Parkway to Garrison Boulevard	1,620
Baltimore City	Reconstruct Argonne Drive Bridge	6,528
Baltimore City	Traffic Signal Reconstruction, Rewiring and CCTV Throughout the City	4,000
Baltimore City	Edmonson Village Transportation, Community and System Preservation	1,000
Baltimore City	Resurface Various Locations Throughout the City	2,500
Baltimore City	Change Order for Pennington Avenue Project	2,529
Baltimore County	Resurface Various Locations Throughout the County	8,129
Calvert County	Resurface 5th Street from Boyd's Turn Road to Bayside Avenue and Brickhouse Road from Ward Road to Chaney Road	1,343
Caroline County	Signing at Various Locations Throughout the County	203
Caroline County	Pavement Markings at Various Locations Throughout the County	342
Caroline County	Reconstruct 5th Avenue from Market Street to .89 Miles South of the Town of Denton	416
Carroll County	Resurface Various Locations Throughout the County	2,715
Cecil County	Resurface Various Locations Throughout the County	1,504
Charles County	Resurface Various Locations Throughout the County	1,229
Charles County	Geometric Improvements to the Rosewick Road at Heritage Green Parkway Intersection	362
Charles County	Geometric Improvements to the Smallwood Drive (WB) @ McDaniel Road Intersection	218
Charles County	ADA Sidwalk work at Various Locations in the Town of LaPlata	96
Charles County	ADA Sidwalk work at Various Locations in the Town of Indian Head	43
Dorchester County	Resurface Various Locations Throughout the County	980
Dorchester County	Pavement Markings at Various Locations Throughout the County	83

American Recovery and Reinvestment Act Maryland Local Highway Projects

Municipality	Project location	Total Cost Estimate (\$)
Frederick County	Resurface Various Locations Throughout the County	2,617
Frederick County	Cleaning and Painting of Various Bridges Throughout the County	282
Frederick County	Geometric Improvements at the MD 80 @ Ijamsville	682
Garrett County	Resurface New Germand Road and Chestnut Ridge Road	1,204
Harford County	Resurface Various Locations Throughout the County	1,504
Harford County	Rehabilitate Pleasantville Road from the Baltimore County Line to Highpoint Road	1,520
Harford County	reserve funding for low bids	128
Howard County	Resurface Various Locations Throughout the County	2,993
Kent County	Resurface Various Locations Throughout the County	540
Montgomery County	Resurface Various Locations Throughout the County	5,715
Montgomery County	ATMS and TSSM Project on US 29 @ Briggs Chaney Road to Howard County Line	600
Montgomery County	Install Streetlighting on MD 124 (Air Park Road) and Rosewood Manor Lane	1,100
Montgomery County	Signing at Various Locations Throughout the County	600
Montgomery County	Signal Upgrades at Various Locations Throughout the County	250
Montgomery County	Guardrail Work at Various Locations Throughout the County	225
Prince George's County	Resurface Various Locations Throughout the County	4,460
Prince George's County	Resurface Various Locations Throughout the County	2,937
Queen Anne's County	Guardrail Work at Various Locations Throughout the County	330
Queen Anne's County	Pavement Markings and Signing at Various Locations Throughout the County	269
Queen Anne's County	Safety Improvements along Tanyard Road from MD 304 to White Marsh Road	514
Somerset County	Resurface Various Locations Throughout the County	642
St. Mary's County	Bridge Replacement on Mechanicsville Road over Shaptico Creek	1,246
St. Mary's County	Resurface Pegg Road From MD 237 to Forest Run Drive	250
Talbot County	Bridge Replacement on Dutchnan's Lane over Windwill Bridge	885
Washington County	Resurface Various Locations Throughout the County	2,303
Wicomico County	Resurface Various Locations Throughout the County	1,795
Worcester County	Resurface Various Locations Throughout the County	1,319
	TOTAL Non-SHA Highway ARRA allocation	97,100

American Recovery and Reinvestment Act Maryland State Highway Projects

County	Route	Description	Project Description	ARRA Cost (\$ thousands)
Allegany	I-68	MD 36 to Garrett County Line	Environmental	417
Allegany	I-68	Guradrails West of Hillcrest Drive to West of US 40 Scenic	Traffic & Safety	4,076
Allegany	I 68	Evitts Creek Bridge to Rocky Gap Bridge	Safety and Resurfacing	3,890
Allegany	Various	Resurfacing Various Locations in Allegheny County	Safety and Resurfacing	2,388
Allegany	US 40 Alt	Garrett County Line to East of Tisdale Street	Safety and Resurfacing	947
Allegany	MD 657	North of Old Beechwood Road to County Line	Safety and Resurfacing	4,600
Allegany	US 220	over Potomac River	Bridge	750
Anne Arundel	Various	Various Locations in Northern Anne Arundel County	Safety and Resurfacing	4,612
Anne Arundel	Various	Various Locations in Southern Anne Arundel County	Safety and Resurfacing	4,629
Anne Arundel	Various	MD 2 & MD 710 - Traffic Signal Reconstruct	Traffic & Safety	1,621
Baltimore	Various	Various Locations in Baltimore County West of I-83	Safety and Resurfacing	4,912
Baltimore	Various	Various Locations in Baltimore County East of I-83	Safety and Resurfacing	4,612
Baltimore	I-83	Downes Road to Pennsylvania Line and Ramps at MD 45, Mount Carmel Road and Middletown Road	Safety and Resurfacing	4,638
Baltimore	I-695	MD 26 (Liberty Road) Bridge Replacement	Bridge	30,928
Baltimore	Various	MD 7, MD 157, MD 700 and MD 45 Traffic Signal Reconstruct	Traffic & Safety	1,721
Calvert	Various	Various Locations in Calvert County	Safety and Resurfacing	4,612
Caroline	MD 404	East of Tuckahoe Creek to East of MD 480	Safety and Capacity	2,000
Caroline	Various	Various Locations in Caroline County	Safety and Capacity	2,306
Caroline	MD 404	MD 404 Alternate to Holly Road	Safety and Capacity	1,122
Carroll	MD 27	at MD 140 Ramps (geometric improvement)	Traffic & Safety	743
Carroll	MD 26	at Klees Mill Road (LT lanes)	Traffic & Safety	1,498
Carroll	Various	Various Locations in Carroll County	Safety and Resurfacing	2,288
Cecil	Various	Various Locations in Cecil County	Safety and Resurfacing	2,736
Cecil	MD 7D	Southern Approach to Big Elk Creek	Traffic & Safety	800
Cecil	MD 222	Park and Ride Expansion at Blythe Dale Road	Congestion Management	330
Charles	Various	Various Locations in Charles County	Safety and Resurfacing	4,612
Dorchester	Various	Various Locations in Dorchester County	Safety and Resurfacing	2,588
Dorchester	US 50 W	East of Big Mill Pond to Linkwood Road	Safety and Resurfacing	1,246
Frederick	I-70	at I-270 Interchange	Environmental	497
Frederick	MD 80	Fingerboard Road at Ijamsville Road/Big Woods Road	Traffic & Safety	1,266

American Recovery and Reinvestment Act Maryland State Highway Projects

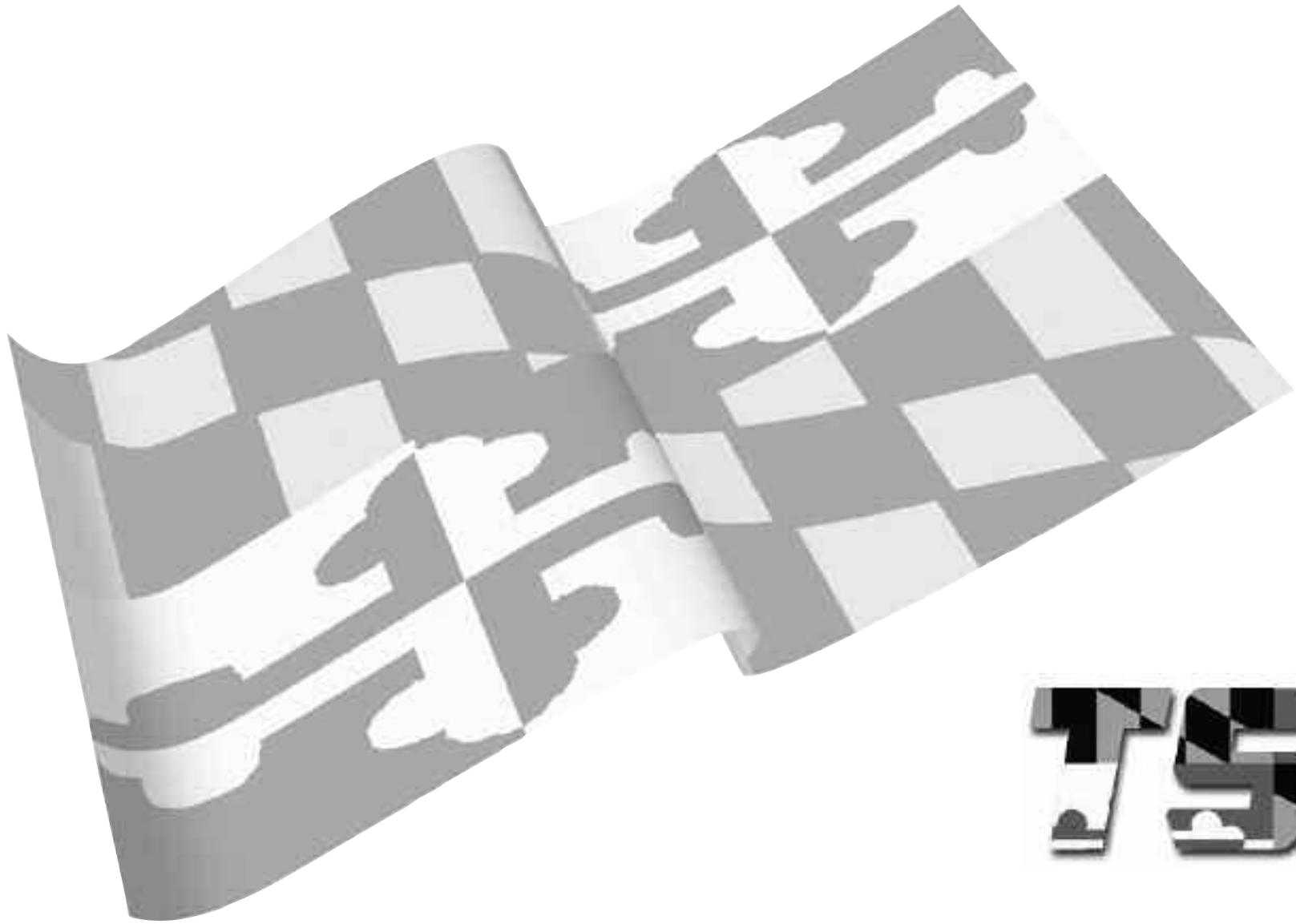
County	Route	Description	Project Description	ARRA Cost (\$ thousands)
Frederick	I-270 NB	Bennett Creek Bridge to MD 80 Bridge	Safety and Resurfacing	1,088
Frederick	Various	Various Locations in Frederick County	Safety and Resurfacing	4,982
Frederick	US 15 SB	North of Catoclin Hollow Road to MD 26 Bridge	Safety and Resurfacing	3,163
Frederick	I-70	Structure 1013800 to structure at Hollow Road	Safety and Resurfacing	4,119
Garrett	US 219	North of MD 42 to Bumble Bee Road	Safety and Resurfacing	1,743
Garrett	MD 135	Chestnut Grove Road to Lee Road	Safety and Resurfacing	2,227
Garrett	Various	Various Locations in Garrett County	Safety and Resurfacing	2,620
Garrett	US 219	North of Corporate Limits of Accident to Bear Creek Bridge	Safety and Resurfacing	1,384
Harford	Various	Various Locations in Harford County	Safety and Resurfacing	4,812
Harford	MD 543	Wheel Road to MD 22	Safety and Resurfacing	1,289
Harford	MD 462	MD 132 to Carsins Run	Safety and Resurfacing	1,258
Howard	Various	Various Locations in Howard County	Safety and Resurfacing	4,612
Howard	US 29 SB	Brokenland Parkway to Middle Patuxent River	Safety and Resurfacing	4,077
Howard & Prince George's	I-95	I-495 to MD 100 - Median Landscaping	Environmental	414
Kent	Various	Various Locations in Kent County	Safety and Resurfacing	2,060
Montgomery	MD 650	Milestone Drive to Venice Drive	Safety and Resurfacing	2,199
Montgomery	I-495	Potomac River Bridge to I-270	Safety and Resurfacing	8,942
Montgomery	Various	Various Locations in Montgomery County (Gaitherburg Shop)	Safety and Resurfacing	4,576
Montgomery	Various	Various Locations in Montgomery County (Fairland Shop)	Safety and Resurfacing	5,056
Montgomery	MD 193	MD 586 to Arcola Avenue	Safety and Resurfacing	4,060
Montgomery	MD 187	South of Center Drive to North Brook Lane	Safety and Resurfacing	2,158
Montgomery	US 29	MD 410 to Wayne Avenue-Traffic Signal Reconstruct	Traffic & Safety	1,197
Montgomery	MD 28	at MD 586	Traffic & Safety	1,155
Prince George's and Montgomery	MD 650	MD 410 to Holton Lane	Safety and Resurfacing	1,694
Prince George's	US 50	at I-495/I-95 Interchange	Environmental	639
Prince George's	MD 212	at Allview Drive/Evans Trail	Traffic & Safety	1,371
Prince George's	Various	Various Locations in Prince George's County (Marlboro Shop)	Safety and Resurfacing	4,576
Prince George's	Various	Various Locations in Prince George's County (Laurel Shop)	Safety and Resurfacing	4,576
Prince George's	MD 214	Cindy Lane to Brightseat Road	Safety and Resurfacing	2,328

American Recovery and Reinvestment Act Maryland State Highway Projects

County	Route	Description	Project Description	ARRA Cost (\$ thousands)
Prince George's	MD 212	D.C. Line to Sargent Road	Safety and Resurfacing	2,100
Prince George's	MD 410	MD 201 to Riverdale Road	Safety and Resurfacing	2,251
Prince George's	US 1	MD 410 to Albion Road	Safety and Resurfacing	1,191
Prince George's	I-95	MD 5 to Darcy Road, Northbound	Safety and Resurfacing	7,600
Prince George's	MD 650	D.C. Line to MD 410	Safety and Resurfacing	2,775
Prince George's	Various	Clean/Paint 10 Bridges in Prince George's County	Bridge	1,790
Prince George's	Various	Clean/Paint bridges on US 1, MD 201, MD 202, MD 212 and MD 500	Bridge	1,742
Prince George's	MD 725	over Federal Spring Branch (bridge replacement)	Bridge	1,645
Prince George's	I-95	Forestville Road over I-95 (deck replacement)	Bridge	1,716
Prince George's	MD 201	over I-95 (deck replacement)	Bridge	5,720
Prince George's		Berwyn Road over Indian Creek (deck replacement)	Bridge	1,144
Prince George's	MD 410	at MD 500 (intersection reconstruction)	Traffic & Safety	1,700
Queen Anne's	Various	Various Locations in Queen Anne's County	Safety and Resurfacing	2,306
St Mary's	Various	Various Locations in St Mary's County	Safety and Resurfacing	6,212
Somerset	Various	Various Locations in Somerset County	Safety and Resurfacing	2,306
Talbot	Various	Various Locations in Talbot County	Safety and Resurfacing	2,288
Talbot	US 50	MD 662B to MD 309	Safety and Resurfacing	3,454
Washington	MD 65	at MD 63 (lower vertical crest)	Traffic & Safety	660
Washington	Various	Various Locations in Washington County	Safety and Resurfacing	3,078
Wicomico	Various	Various Locations in Wicomico County	Safety and Resurfacing	2,288
Worcester	Various	Various Locations in Worcester County	Safety and Resurfacing	2,306
Worcester	MD 528	9th Street to 26th Street	Safety and Resurfacing	930
Areawide	Various	Truck Weigh/Inspection Stations - Full Depth Concrete Repair	Traffic & Safety	1,345
Areawide	Various	Install/Upgrade Areawide Signing	Traffic & Safety	5,922
Areawide	Various	Traffic Detection at Signalized Intersections	Traffic & Safety	1,825
Areawide	Various	Traffic Detection at Signalized Intersections	Traffic & Safety	1,673
Areawide	Various	Upgrade Signals to LED with Battery Backups	Traffic & Safety	5,297
Areawide	Various	Sign Lighting System (Lumitrak)	Traffic & Safety	2,541
Areawide	Various	Interstate Lighting - Various Locations on I-95, I-495, I-695 and I-270	Traffic & Safety	7,999
Areawide	Various	Upgrade Signals to LED with Battery Backups	Traffic & Safety	5,581
Areawide	Various	Dynamic Message Signs Deployment	Traffic & Safety	3,757

American Recovery and Reinvestment Act Maryland State Highway Projects

County	Route	Description	Project Description	ARRA Cost (\$ thousands)
SHA D1	Various	Guardrail Work in SHA District 1	Traffic & Safety	1,616
SHA D1	Various	ADA sidewalk contract for SHA District 1, Including Ocean City	Traffic & Safety	3,089
SHA D1	Various	Safety Improvements for Resurfacing in SHA District 1	Traffic & Safety	380
SHA D1 & D2	Various	Tree Planting in SHA Districts 1 and 2	Environmental	252
SHA D1 & D2	Various	Rehabilitate at-grade rail crossings on state rail lines	Traffic & Safety	600
SHA D2	Various	Guardrail Work in SHA District 2	Traffic & Safety	2,284
SHA D2	Various	Safety Improvements for Resurfacing in SHA District 2	Traffic & Safety	299
SHA D2	US 301	US 50 to Delaware State line	Environmental	116
SHA D3	Various	Wetland Planting and Reforestation in SHA District 3	Environmental	221
SHA D3	Various	Guardrail Work in SHA District 3	Traffic & Safety	853
SHA D3	Various	ADA sidewalk contract for SHA District 3	Traffic & Safety	3,613
SHA D3	Various	Safety Improvements for Resurfacing in SHA District 3	Traffic & Safety	468
SHA D3	Various	Signals Improvements and Reconstructions in SHA District 3	Traffic & Safety	5,071
SHA D4	Various	Guardrail Work in SHA District 4	Traffic & Safety	834
SHA D4	Various	ADA sidewalk contract for SHA District 4	Traffic & Safety	2,623
SHA D4	Various	Safety Improvements for Resurfacing in SHA District 4	Traffic & Safety	442
SHA D4 & D7	Various	Wetland Planting and Reforestation in SHA Districts 4 and 7	Environmental	368
SHA D5	Various	Clean and Paint 12 Bridges in SHA District 5	Bridge	1,700
SHA D5	Various	Wetland Planting and Reforestation in SHA District 5	Environmental	255
SHA D5	Various	Guardrail Work in SHA District 5	Traffic & Safety	834
SHA D5	Various	ADA sidewalk contract for SHA District 5	Traffic & Safety	2,904
SHA D5	Various	Safety Improvements for Resurfacing in SHA District 5	Traffic & Safety	597
SHA D6	I-68	Orleans Road to Sandy Mile (Guardrail)	Traffic & Safety	1,716
SHA D6 & D7	Various	Guardrail Work in SHA Districts 6 and 7	Traffic & Safety	1,905
SHA D7	Various	ADA sidewalk contract for SHA District 7	Traffic & Safety	1,988
SHA D7	Various	Safety Improvements for Resurfacing in SHA District 7	Traffic & Safety	581
			ARRA - SHA Total	316,510



TSD



THE SECRETARY'S OFFICE

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

	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	6.2	3.6	3.7	3.9	3.8	3.9	25.0
System Preservation Minor Projects	40.6	21.9	13.1	5.7	5.8	5.3	92.4
<u>Development & Evaluation Program</u>							
	-	-	-	-	-	-	-
SUBTOTAL	46.7	25.5	16.8	9.6	9.6	9.2	117.4
<u>Capital Salaries, Wages & Other Costs</u>							
	1.7	1.8	2.2	2.2	2.2	2.2	12.3
TOTAL	48.4	27.3	19.0	11.8	11.8	11.4	129.7
Special Funds	47.6	27.3	19.0	11.8	11.8	11.4	128.9
Federal Funds	0.8	-	-	-	-	-	0.8



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 2009 - 14 CTP: Added funding in FY 15

<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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2012....	....2013....	....2014....	....2015....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	220,015	156,215	10,300	10,500	10,200	10,400	11,000	11,400	63,800	0	
Total	220,015	156,215	10,300	10,500	10,200	10,400	11,000	11,400	63,800	0	
Federal-Aid	175,278	123,878	8,500	8,400	8,400	8,400	8,700	9,000	51,400	0	

STIP REFERENCE #State6



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. Fifteen Maryland counties are in air quality non-attainment or maintenance 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 2009 - 14 CTP: Total overall cost increased by \$3.9 million due to the addition of FY 15.

<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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	52,427	28,562	4,989	3,587	3,662	3,911	3,813	3,903	23,865	0
Total	52,427	28,562	4,989	3,587	3,662	3,911	3,813	3,903	23,865	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

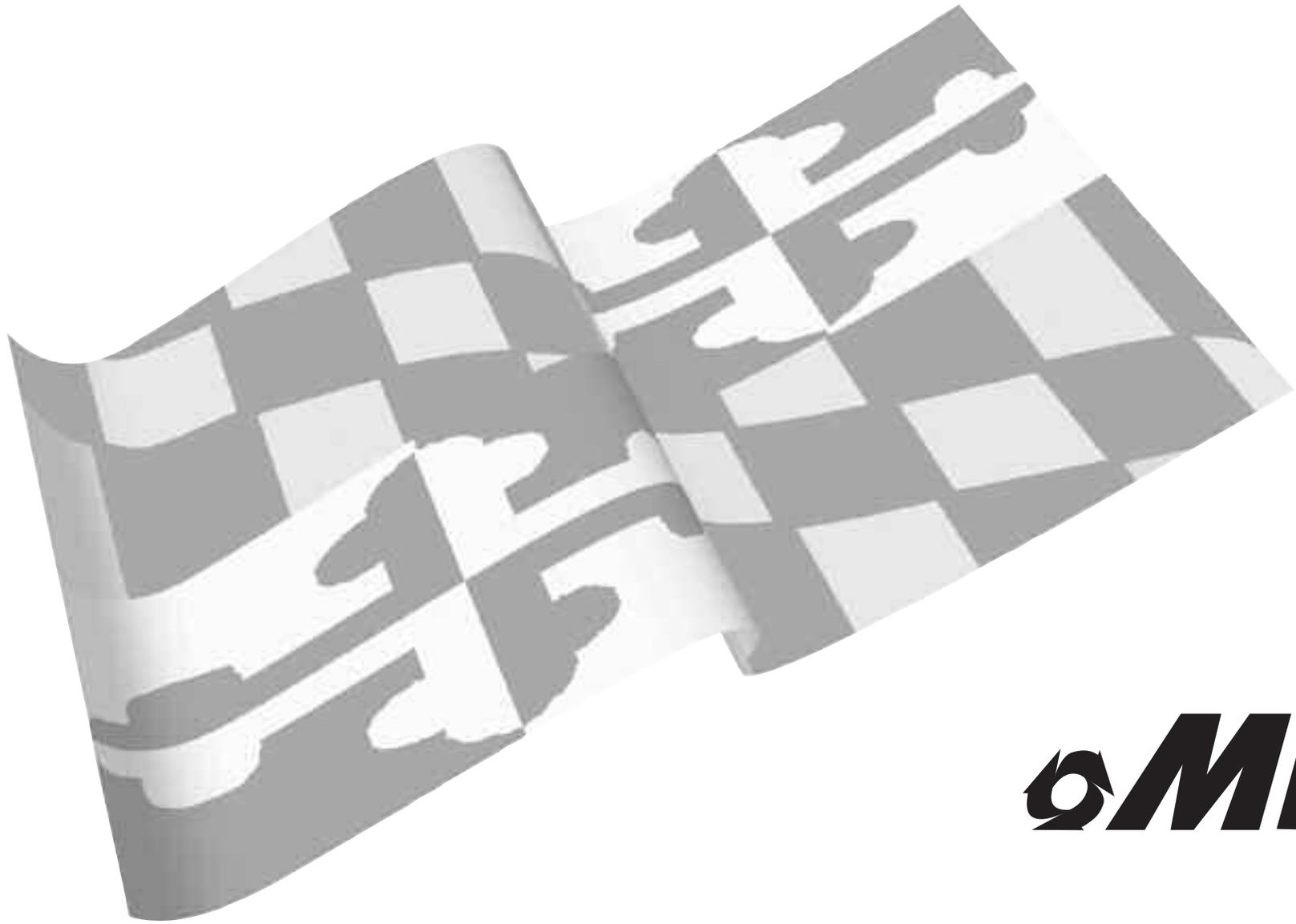
THE SECRETARY'S OFFICE - LINE 3

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>The Secretary's Office</u>		
	<u>FY 2010 and Prior</u>		
1	Shepherds Mill Road Grant (0039)	160	Complete
2	Consultant Contract Services (0087)	5,558	Complete
3	Center Plaza (0088)	400	Complete
4	Dorchester County Grant for Flood Damage (0129)	134	Complete
5	Southern Maryland Grant (0132)	64	Complete
6	Ft. McHenry Transportation Improvements Grant (0145)	1,300	Complete
7	MEDCO - New MDOT Building (0070)	1,887	Underway
8	MDOT Headquarters Building (0081)	328	Underway
9	Baltimore Rail Study (State Share) (0121)	450	Underway
10	Ridgely Trail Project (0122)	161	Underway
11	Charles Street Trolley (0135)	400	Underway
12	Sondheim Memorial (Fountain) (0139)	200	Underway
13	TOD Implementation (Revenue Increase Project) (0143)	2,126	Underway
14	Mainframe Upgrade 2 (0144)	6,000	Underway
15	MBE 2009 Disparity Study (0146)	3,000	Underway
16	University of Maryland - NCSG Agreement (0148)	199	Underway
17	OPCP-09 Consultant Contract (0153)	3,584	Underway
18	Caroline County TSO Grant for Highway Damage (0155)	52	Underway
19	Real Estate Services (0005)	995	Ongoing
20	Program Management (0019)	358	Ongoing
21	Network Hardware/Software Replacement Costs (0020)	3,525	Ongoing
22	Rail Safety Oversight (0032)	160	Ongoing
23	Airport Citizens Committee (0078)	416	Ongoing
24	Security/Emergency Management (0082)	597	Ongoing
25	Capital Program Management System Maintenance (0086)	321	Ongoing
26	iFMIS (0097)	653	Ongoing
27	TSO OA Replacements OBJ 10 (0099)	134	Ongoing
28	TSO OA Enhancements/OB 11 (0100)	68	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 and Prior (cont'd)</u>			
29	Data Center Shared Services (0101)	562	Ongoing
30	Environmental Compliance Oversight (0126)	580	Ongoing
31	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	5,500	Ongoing
32	Special Real Estate Counsel (0133)	202	Ongoing
33	Transfer to MdTA (0138)	6,000	Ongoing
34	MD Department of Planning Grant (Capital Portion) (0154)	92	Ongoing
35	Towson Circle Grant (0149)	2,000	FY 2010
<u>FY 2011</u>			
36	MBE 2009 Disparity Study (0146)	2,000	Underway
37	University of Maryland - NCSG Agreement (0148)	150	Underway
38	OPCP-09 Consultant Contract (0153)	2,000	Underway
39	Baltimore Rail Study (0121)	300	Underway
40	Real Estate Services (0005)	295	Ongoing
41	Program Management (0019)	150	Ongoing
42	Network Hardware/Software Replacement Costs (0020)	4,417	Ongoing
43	Rail Safety Oversight (0032)	75	Ongoing
44	Security/Emergency Management (0082)	75	Ongoing
45	Capital Program Management System Maintenance (0086)	80	Ongoing
46	TSO OA Replacements OBJ 10 (0099)	138	Ongoing
47	TSO OA Enhancements/OB 11 (0100)	70	Ongoing
48	Data Center Shared Services (0101)	562	Ongoing
49	MD Department of Planning Grant (Capital Portion) (0154)	92	Ongoing
50	Special Real Estate Counsel (0133)	225	Ongoing
51	Environmental Compliance Oversight (0126)	250	Ongoing
52	Transfer to MdTA (0138)	6,000	Ongoing
53	MD 695 @ Broening Highway Grant (0150)	5,000	Spring, 2011



 **MVA**



MOTOR VEHICLE ADMINISTRATION

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

	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	1.8	2.8	3.9	3.7	7.4	7.4	26.9
System Preservation Minor Projects	24.0	17.0	15.0	15.2	13.6	13.7	98.5
<u>Development & Evaluation Program</u>	<u>2.7</u>	<u>2.4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>5.1</u>
SUBTOTAL	28.5	22.2	18.8	18.9	21.0	21.1	130.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>1.1</u>	<u>1.1</u>	<u>1.4</u>	<u>1.5</u>	<u>1.5</u>	<u>1.5</u>	<u>8.1</u>
TOTAL	29.6	23.3	20.3	20.4	22.5	22.6	138.6
Special Funds	27.9	22.9	20.3	20.4	22.5	22.6	136.6
Federal Funds	1.7	0.3	-	-	-	-	2.0



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 2009 - 14 CTP: System development delayed due to cost containment.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	1,015	1,015	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	34,400	1,165	0	500	1,736	1,500	5,125	5,075	13,936	19,299	
Total	35,415	2,180	0	500	1,736	1,500	5,125	5,075	13,936	19,299	
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:

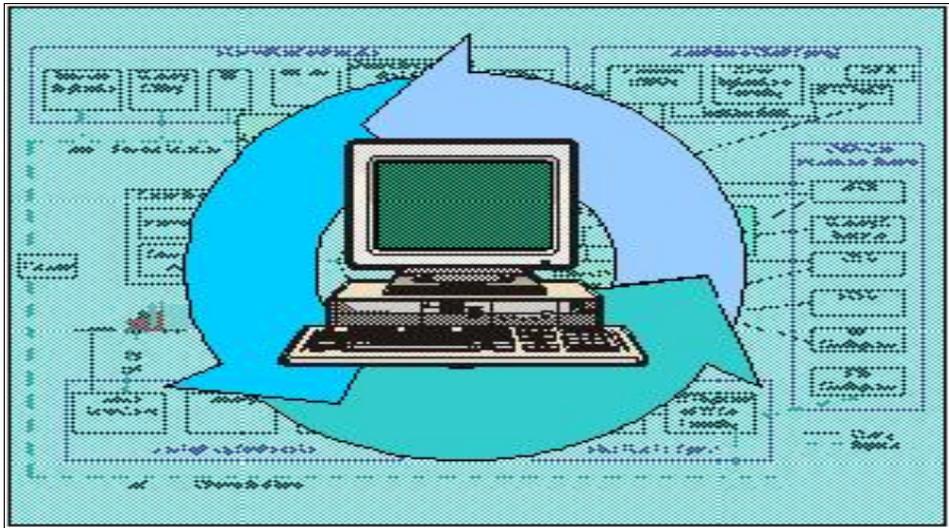
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost increase of \$1.0 million due to an increase of \$2.2 million for FY 15 and cost containment.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		TOTAL	
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,734	1,234	0	100	100	100	100	100	500	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	22,209	10,063	1,540	2,083	2,040	2,115	2,184	2,184	12,146	0	
Total	23,943	11,297	1,540	2,183	2,140	2,215	2,284	2,284	12,646	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 2009 - 14 CTP: Cash flow for system development moved from FY 2009 to FY 2010 due to delay in full project acceptance.

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 2009			2010	20112012.....2013.....		2014.....	.....2015.....
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	1,588	1,221	292	75	0	0	0	0	367	0	0
Total	1,588	1,221	292	75	0	0	0	0	367	0	0
Federal-Aid	0	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 2009 - 14 CTP: Federal grant funds of \$942,000.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,291	1,182	806	1,303	0	0	0	0	2,109	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,012	7	1,875	1,130	0	0	0	0	3,005	0
Total	6,303	1,189	2,681	2,433	0	0	0	0	5,114	0
Federal-Aid	942	0	942	0	0	0	0	0	942	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	Federal	1,130

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

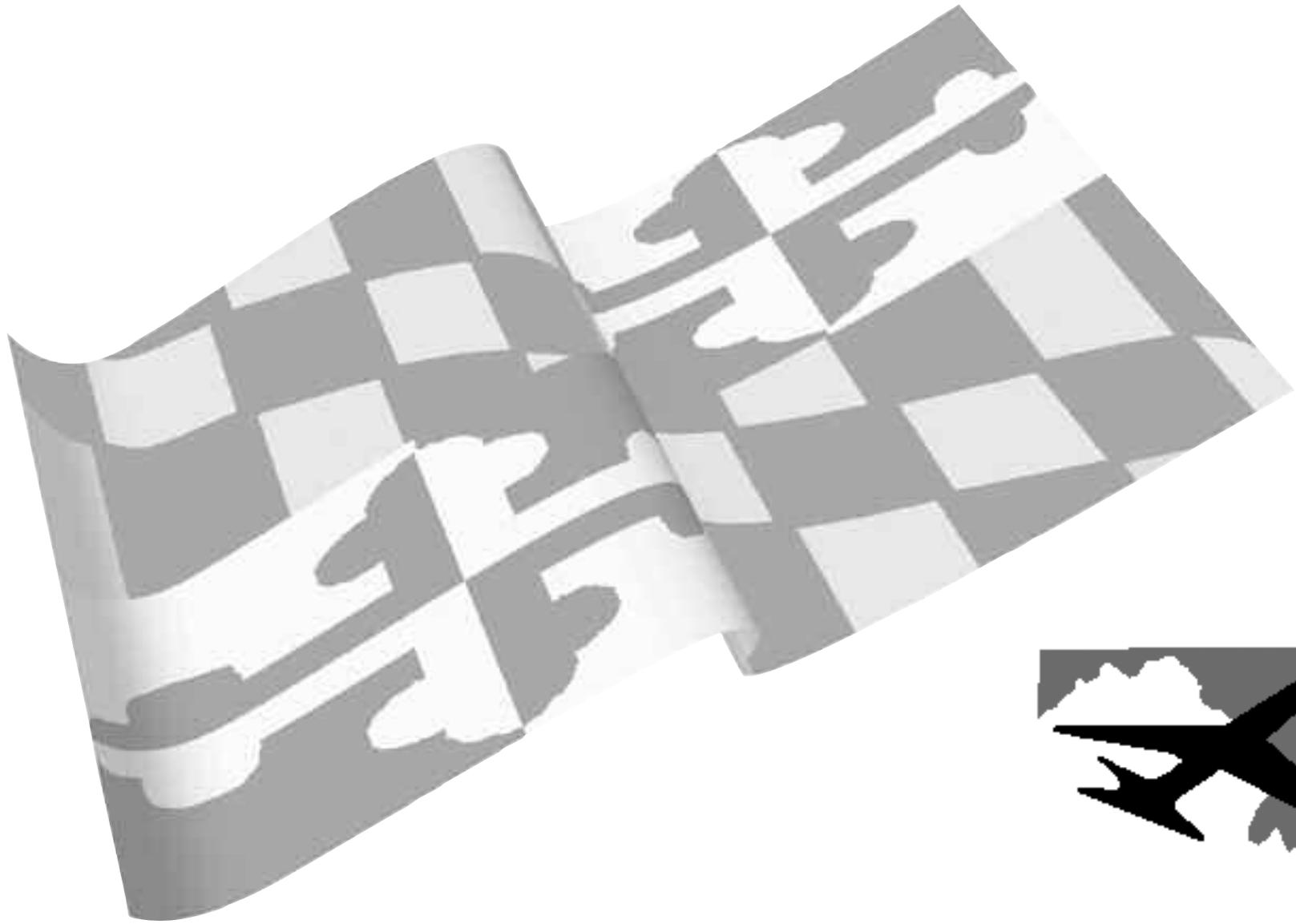
MOTOR VEHICLE ADMINISTRATION - LINE 5

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior</u>			
<u>Building Improvements</u>			
1	Gaithersburg VEIP Relocation (0663)	60	Complete
2	Limited English Proficiency Compliance (0662)	445	Complete
3	Mobile Office Replacement (0549)	1,066	Complete
4	OIR Office Renovation (0535)	15,198	Complete
5	Gaithersburg Office Interior Modification and Site Work (0648)	2,543	Underway
6	Roof Replacement for Southern Branches (0680)	1,440	Underway
7	Roof Replacement for Western Branches (0679)	1,369	Underway
8	Baltimore City Office Relocation (0602)	3,032	Underway
9	Bel Air Office Interior Modifications and Site Work (0654)	3,345	Underway
10	VEIP 2009 Activation (0664)	4,503	Underway
11	Building and Interior Modification (0598)	1,002	Ongoing
12	Comprehensive Planning Services (0536)	300	Ongoing
13	Environmental Management System Improvements (0668)	698	Ongoing
14	Glen Burnie Office Systems Preservation (0512)	2,660	Ongoing
<u>Information Technology</u>			
15	DIWS Ignition Interlock Improvements (0678)	381	Complete
16	DLS/POS Migration (0681)	5,841	Underway
17	CDL Skills Test Electronic Issuance & Wireless System (0683)	808	Underway
18	OAH Automated Case Tracking & Adjudication System (0685)	419	Underway
19	Central Document Processing System Preservation (0651)	552	Ongoing
20	Computer Equipment System Preservation (0645)	1,859	Ongoing
21	Network Switch System Preservation (0649)	80	Ongoing
22	Security System Preservation & Improvement (0518)	1,677	Ongoing
23	System Preservation (0597)	833	Ongoing
24	Telecommunication System Preservation & Improvement (0545)	581	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 5 (cont'd)

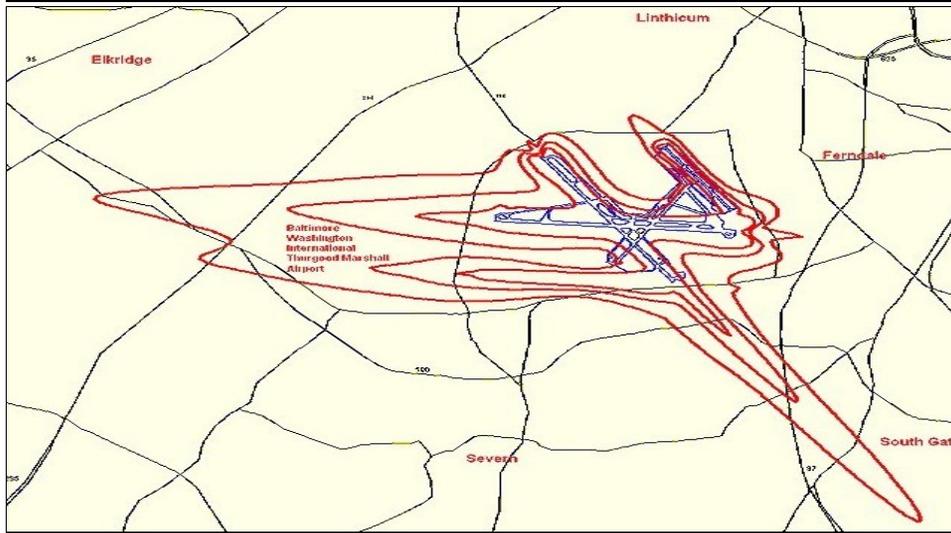
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>Information Technology Project (Appr 8)</u>			
25	Kiosk and Internet Services (MITDP) (0657)	4,205	Underway
26	Central Scheduling System (MITDP) (0656)	1,762	Underway
27	Customer Traffic Management System 2 (MITDP) (0626)	2,122	Underway
<u>FY 2011</u>			
<u>Building Improvements</u>			
28	Building and Interior Modification (0598)	967	Ongoing
29	Comprehensive Planning Services (0536)	175	Ongoing
30	Environmental Management System Improvements (0668)	400	Ongoing
31	Glen Burnie Office Systems Preservation (0512)	1,966	Ongoing
32	Walnut Hill Express Office Relocation (0682)	200	Summer, 2010
<u>Information Technology</u>			
33	Central Document Processing System Preservation (0651)	260	Ongoing
34	Computer Equipment System Preservation (0645)	1,928	Ongoing
35	Network Switch System Preservation (0649)	85	Ongoing
36	Security System Preservation & Improvement (0518)	1,032	Ongoing
37	System Preservation (0597)	1,139	Ongoing
38	Telecommunication System Preservation & Improvement (0545)	598	Ongoing
<u>Information Technology Project (Appr 8)</u>			
39	DIWS Upgrade (0684)	4,400	Summer, 2010



MARYLAND AVIATION ADMINISTRATION

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

	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	61.1	36.1	19.1	10.0	2.0	0.9	129.2
System Preservation Minor Projects	21.6	25.2	106.2	166.7	134.2	63.1	516.9
<u>Development & Evaluation Program</u>	<u>2.1</u>	<u>11.5</u>	<u>12.2</u>	<u>0.5</u>	<u>0.5</u>	<u>-</u>	<u>26.8</u>
SUBTOTAL	84.8	72.8	137.5	177.2	136.7	64.0	672.9
<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	90.9	78.9	143.6	183.3	142.8	70.1	709.5
Special Funds	20.9	20.0	20.0	54.1	53.5	65.8	234.3
Federal Funds	18.0	5.7	29.9	47.3	37.1	4.3	142.2
Other Funding *	52.0	53.2	93.7	81.9	52.2	-	333.0
<u>Other Funding Breakdown*</u>							
TSAOTA	12.3	10.3	0.5	-	-	-	23.1
RAA	6.0	4.0	2.0	1.0	1.0	-	14.0
PFC	33.2	37.7	40.2	24.5	15.7	-	151.2
Private	-	-	50.9	56.5	35.5	-	142.9
CFC	<u>0.6</u>	<u>1.3</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1.9</u>
	52.1	53.2	93.7	81.9	52.2	-	333.1



STATUS: MAA has acquired 250 properties through FY 2009.

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 Marshall. The purpose of this program is to purchase, at fair market value, the most severely impacted residential properties within the BWI Marshall Noise Zone, in accordance and consistent with local zoning.

SMART GROWTH STATUS:

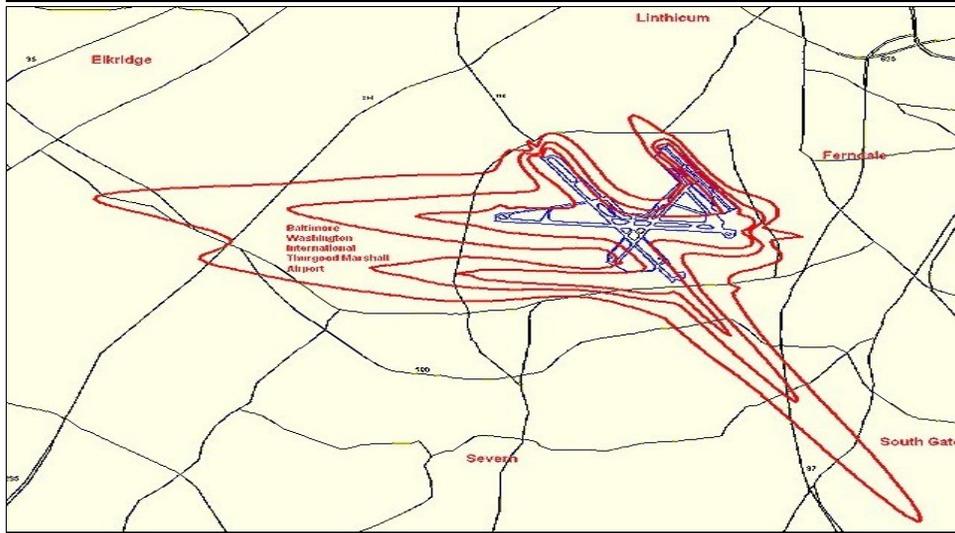
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Homeowner Assistance Program -- Line 2

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The \$1.6 million increase will support the noise escrow account.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	49	49	0	0	0	0	0	0	0	0
Right-of-way	35,414	33,814	0	800	800	0	0	0	1,600	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	35,463	33,863	0	800	800	0	0	0	1,600	0
Federal-Aid	23,687	23,687	0	0	0	0	0	0	0	0



STATUS: MAA has participated in the soundproofing of 670 properties and sales assistance for 113 homes through FY 2009.

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

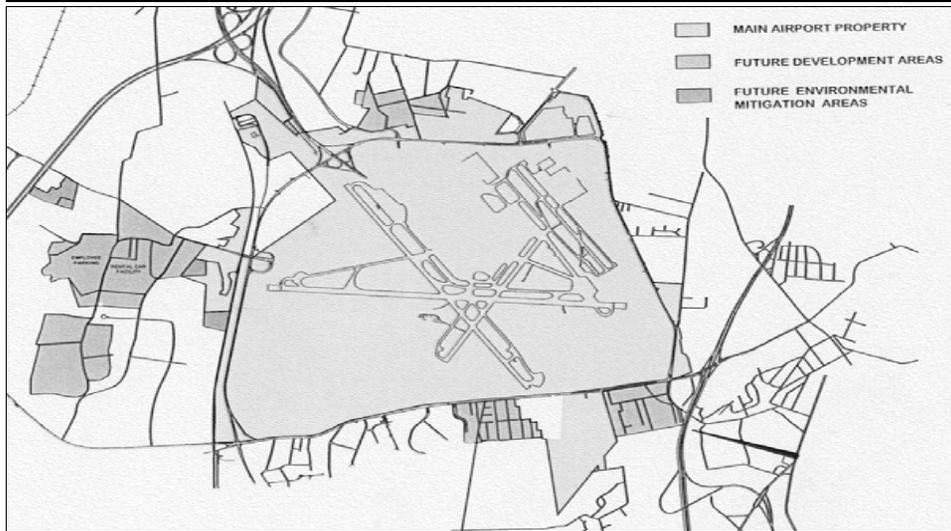
ASSOCIATED IMPROVEMENTS:

Noise Zone Land Acquisition Program -- Line 1

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cashflow reflects the addition of FY 2015.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	460	441	3	3	3	3	3	4	19	0
Right-of-way	27,271	22,360	231	936	936	936	936	936	4,911	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	27,731	22,801	234	939	939	939	939	940	4,930	0
Federal-Aid	15,272	11,372	0	780	780	780	780	780	3,900	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
RW	2014	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:

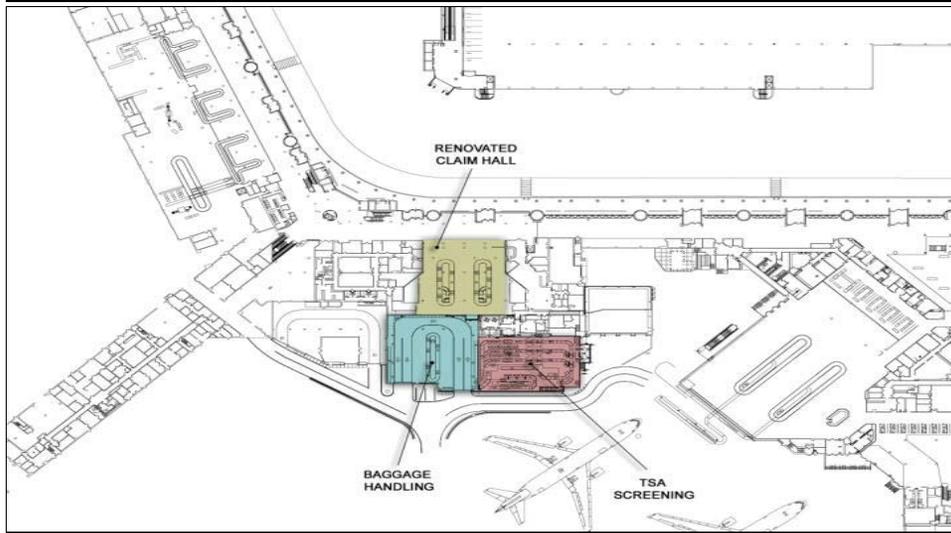
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The \$1.0 million cost decrease reflects program 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	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					TO COMPLETE	
				2012.....2013.....2014.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	12,211	12,211	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	12,211	12,211	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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

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

JUSTIFICATION: The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected airline departure flight schedules, is dependent upon BWI 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Construction underway. Completion Spring 2010.

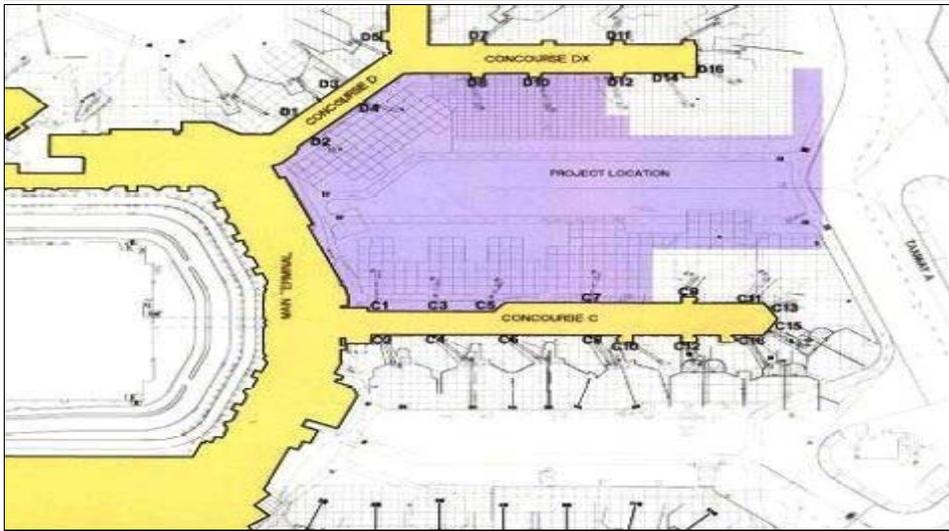
SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Updated cashflows reflect latest project expenditures.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,240	2,840	1,400	0	0	0	0	0	0	1,400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	34,763	19,026	15,737	0	0	0	0	0	0	15,737	0
Total	39,003	21,866	17,137	0	0	0	0	0	0	17,137	0
Federal-Aid	0	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 and Transportation Security Administration (TSA) grant.
1539



STATUS: Construction underway.

PROJECT: Concourse C/D Apron Reconstruction at BWI Marshall Airport (ARRA)

DESCRIPTION: This project consists of the reconstruction of the aircraft ramp area between Concourses C and D. The work includes pavement removal and reconstruction, improvements to drainage structures, upgrades to deicing collection facilities, communications infrastructure, and ramp lighting.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Concourse D/E Apron and Airfield Pavement Improvements at BWI Marshall Airport -- Line 6

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Formerly part of Airfield Pavement Improvement Program. The \$14.3 million decrease reflects actual bid compared to engineering estimate. Project advanced with \$15.0 million of American Recovery and Reinvestment Act funds for construction.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX	BALANCE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....	YEAR TOTAL	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,550	2,257	293	0	0	0	0	0	293	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,779	18	22,455	18,306	0	0	0	0	40,761	0
Total	43,329	2,275	22,748	18,306	0	0	0	0	41,054	0
Federal-Aid	18,276	0	15,000	3,276	0	0	0	0	18,276	0

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

USAGE: Accommodate projected annual passenger growth.

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



STATUS: Airfield taxiway paving and Concourse D/E ramp reconstruction complete September 2008. Airfield lighting cable and drainage upgrades to be complete Spring 2010.

PROJECT: Concourse D/E Apron and Airfield Pavement Improvements at BWI Marshall Airport

DESCRIPTION: This project includes the reconstruction and overlay of multiple taxiways, replacement of airfield lighting and electrical duct bank, and the reconstruction of aircraft ramp areas between Concourses D & E. The work includes pavement removal and reconstruction, improvements to drainage structures, upgrades to deicing collection facilities, installation of centerline and edge lighting on taxiways, ramp lighting and electrical system improvements. 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:

Concourse C/D Apron Reconstruction at BWI Marshall Airport -- Line 5

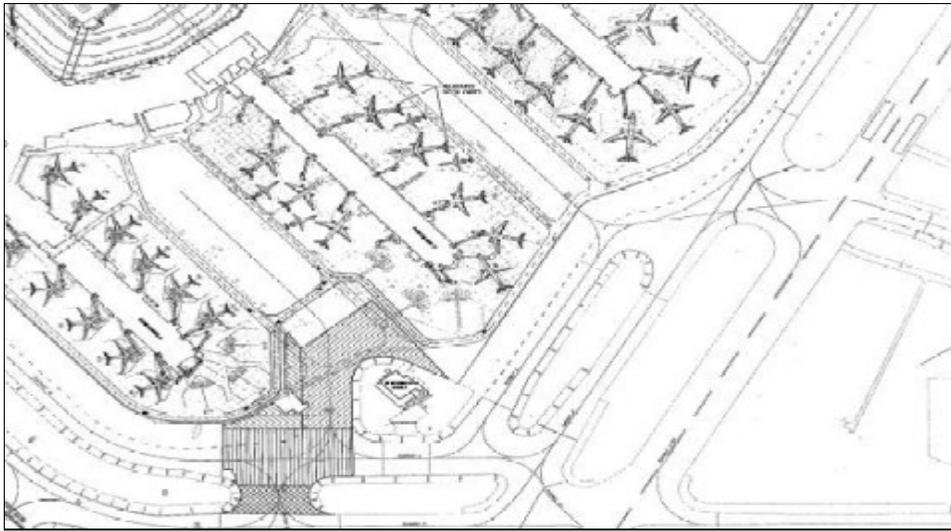
SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The Concourse C/D Apron reconstruction moved into Line 5. Airfield Lighting and Cable replacement added from System Preservation Program. Cost increase of \$0.8 million reflects airfield security cost.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		TOTAL	
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,239	3,239	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	65,184	58,805	6,379	0	0	0	0	0	6,379	0	
Total	68,423	62,044	6,379	0	0	0	0	0	6,379	0	
Federal-Aid	19,979	19,979	0	0	0	0	0	0	0	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.
1351, 1469, 7011



STATUS: Third phase of construction complete December 2009. First two phases completed September 2006.

PROJECT: Concourse B/C Apron Reconstruction at BWI Marshall Airport

DESCRIPTION: This project consists of the reconstruction of the aircraft ramp area between Concourses B and C. The work includes pavement removal and reconstruction, improvements to drainage structures, 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 indentified 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 2009 - 14 CTP: Addition of initial project phases from System Preservation Program. Decrease of \$5.7 million due to actual bids compared to the engineering estimate for the current section.

<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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,821	1,768	53	0	0	0	0	0	53	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	20,565	16,122	4,443	0	0	0	0	0	4,443	0	
Total	22,386	17,890	4,496	0	0	0	0	0	4,496	0	
Federal-Aid	9,846	9,846	0	0	0	0	0	0	0	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.
1510, 1610, 1710



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The \$1.8 million decrease reflects actual bids for project. Cashflow adjusted for fabrication schedule.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	377	377	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,641	42	773	826	0	0	0	0	1,599	0
Total	2,018	419	773	826	0	0	0	0	1,599	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Design underway.

PROJECT: Integrated Life-Safety and Security Systems at BWI Marshall Airport

DESCRIPTION: These projects provide for the replacement of numerous, disparate, end of life cycle facility monitoring, emergency response and security systems. The use of new technologies will allow the integration of Consolidated Dispatch Center (CDC) systems with Closed Circuit Television (CCTV) and Controlled Access Security (CASS) systems. Improvements will include replacement of the MODUCOM fire alert and fire alarm system, terminal-wide CCTV and CASS systems; automation of the dispatching system; monitoring/control workstations; access detection; and event monitoring.

JUSTIFICATION: Federal Aviation Administration and Transportation Security Administration regulations require BWI Marshall to provide adequate safeguards to prevent unauthorized entry to secure areas, maintain event records, and meet standards for incident response.

SMART GROWTH STATUS:

- Project 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 2009 - 14 CTP: Project added to Construction Program from System Preservation Minor Projects Program.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,113	1,502	2,611	0	0	0	0	0	2,611	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	31,244	31	0	10,288	12,909	8,016	0	0	31,213	0	
Total	35,357	1,533	2,611	10,288	12,909	8,016	0	0	33,824	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

USAGE: Accommodate projected annual passenger growth.

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

Other funding sources are Passenger Facility Charge (PFC) revenue and Transportation Security Administration (TSA) grant. 7200, 7402, 7403, 7404



STATUS: Construction completed December 2007. Cashflow reflects continued payment commitment through 2014.

PROJECT: Hagerstown Airport Expansion

DESCRIPTION: This project 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 includes associated land acquisition, hold apron, stormwater management, roadway and bridge improvements to US 11.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	44,766	6,202	4,060	2,062	1,062	1,042	0	14,428	0
Total	59,194	44,766	6,202	4,060	2,062	1,062	1,042	0	14,428	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 and to identify FAA design standard deficiencies. 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 land 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 Marshall 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

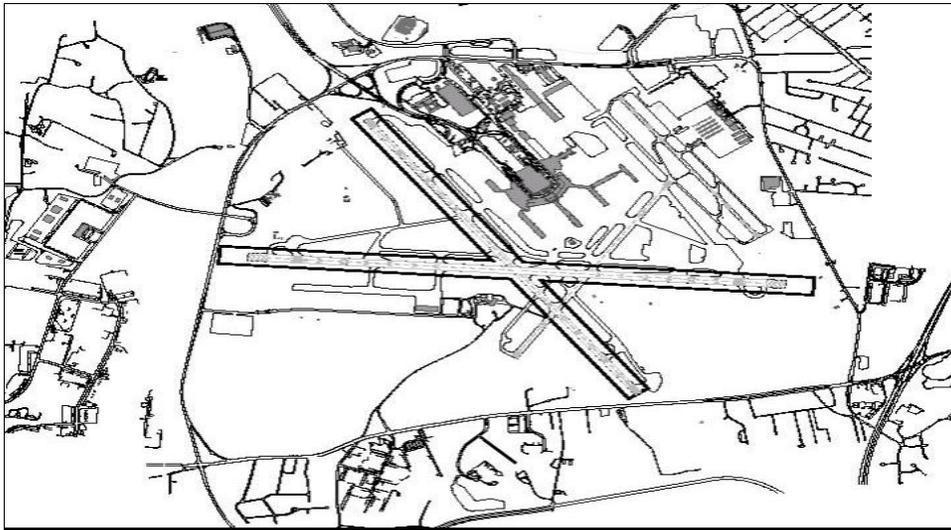
ASSOCIATED IMPROVEMENTS:

Airfield Pavement Area Improvements Design at BWI Marshall Airport -- Line 13

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Updated cashflows reflect latest project schedule. Reduction of \$0.1 million represents actual expenditures.

<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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	6,732	5,802	930	0	0	0	0	0	930	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	6,732	5,802	930	0	0	0	0	0	930	0
Federal-Aid	4,200	3,511	689	0	0	0	0	0	689	0

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



STATUS: Underway.

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

DESCRIPTION: This project provides for the study and design work necessary for the environmental impact assessment of all capital projects shown on the current Airport Layout Plan (ALP). Projects include: runway safety areas; airfield pavement, terminal, and fuel farm improvements; perimeter roadway; 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:

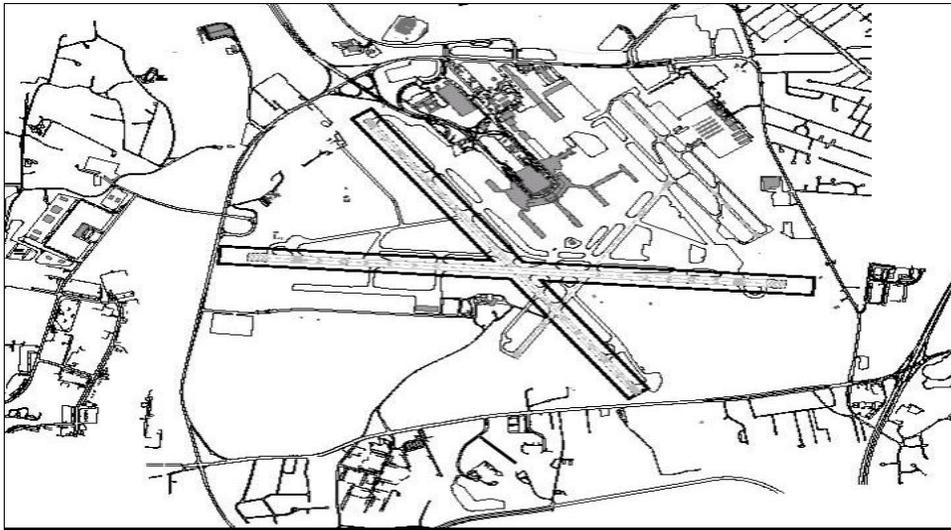
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Airfield Pavement Area Improvements Design at BWI Marshall Airport -- Line 13

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost increase of \$0.7 million due to addition of Airfield Pavements Improvements Design work that represented design support for the ALP environmental assessment.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	810	491	319	0	0	0	0	0	319	0	
Engineering	703	332	371	0	0	0	0	0	371	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	1,513	823	690	0	0	0	0	0	690	0	
Federal-Aid	1,122	612	510	0	0	0	0	0	510	0	



STATUS: Preliminary FAA reimbursable agreement established. System Preservation Program reflects construction reserve beginning in FY 2012 pending outcome of ALP Environmental Assessment and Master Plan update.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost increase of \$7.0 million due to expansion of design scope to cover airfield pavement reconstruction to meet FAA standards.

PROJECT: Airfield Pavement Area Improvements Design at BWI Marshall Airport

DESCRIPTION: This project consists of the design of the Runway Safety Area (RSA) improvements, other facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet FAA standards. RSA and pavement reconstruction schedule to focus initially on Runway 10-28 followed by Runway 15R-33L. The BWI Master Plan will determine the RSA improvements for Runways 15L-33R and 4-22.

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

SMART GROWTH STATUS:

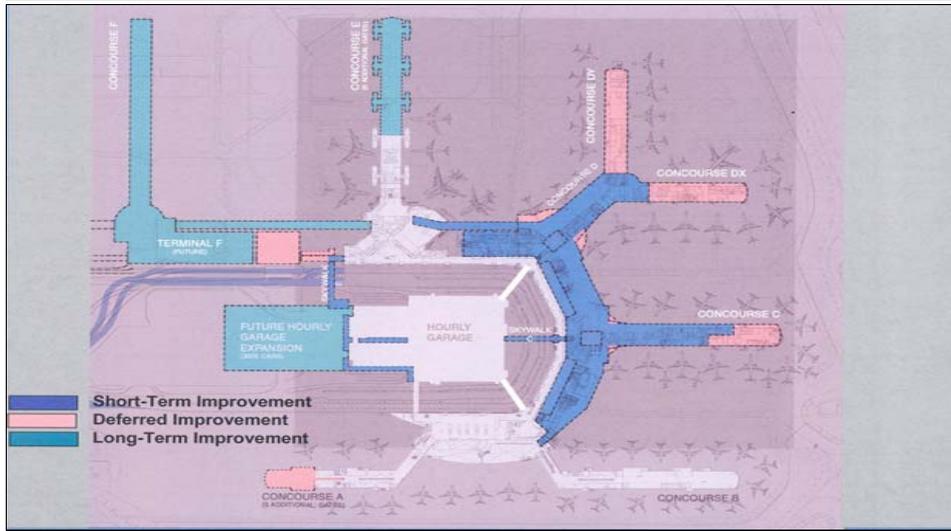
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Master Plan at BWI Marshall Airport -- Line 11
 Airport Layout Plan Environmental Assessment at BWI Marshall Airport -- Line 12

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	13,891	86	64	7,509	6,232	0	0	0	13,805	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	13,891	86	64	7,509	6,232	0	0	0	13,805	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding source is Passenger Facility Charge (PFC) Revenue.
 9800, 9805



STATUS: Terminal Modernization Plan Project I, area between Concourses D and E, conceptual design is complete. System Preservation Program reflects construction reserve beginning in FY 2012 pending determination of financing.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost decrease of \$7.0 million reflects moving of construction funding to system preservation pending determination of financing.

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. The International and A/B Terminals 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.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2012....	....2013....	....2014....	....2015....		
Planning	2,768	1,317	369	1,082	0	0	0	0	1,451	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	0	0	0	0	0	0	0	0	0	0
Total	11,768	1,317	369	4,028	5,051	501	502	0	10,451	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding source is Passenger Facility Charge (PFC) revenue.
8101, 9010, 9885, 9886

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 15

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2010 and Prior</u>		
	<u>Airport Technology</u>		
1	IT Equipment (1456)	6,973	Ongoing
	<u>Airside Development</u>		
2	Comprehensive Paving FY 2008 (8007)	3,282	Complete
3	Airfield Pavement Milling Equipment (9320)	94	Complete
4	Deicing Fluid Storage Tank #4 (9009)	1,290	Complete
5	Taxiway E Reconfiguration (8203)	85	Underway
6	Comprehensive Paving 2006 (1467)	100	Underway
	<u>Annual</u>		
7	Bridge Inspection (SHA Consultant) (1023)	654	Complete
8	Airfield Structures Inspections (7005)	113	Complete
9	Terminal Spaceframe Inspection (7000)	144	Complete
10	Retaining Wall Inspection (8001)	100	Underway
11	Comprehensive Regional Air Passenger Survey (1486)	100	Underway
12	Parking Garage Structure Inspection (1463)	75	Underway
13	Real Estate Administrative Services (7019)	309	Ongoing
14	Real Estate Property Services (7018)	284	Ongoing
	<u>Baltimore/Washington</u>		
15	Comprehensive Design - AE 99-007 (1056)	622	Complete
16	Comprehensive Design - AE99-006 (1055)	1,880	Complete
17	Comp Construction Mgmt & Inspection Services (1188)	2,999	Complete
18	Comprehensive Design Services - AE01-007-010 (1185)	6,249	Complete
19	Wildlife Management Plan (1181)	845	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>Baltimore/Washington (cont'd)</u>			
20	Comp Business Planning Services (1271)	501	Complete
21	Comp Commercial Facilities & Business Planning Services (1274)	176	Complete
22	Fire Protection Engineer Services (1173)	161	Ongoing
23	Comp Environmental Planning AE-05-003-005 (1460)	3,119	Ongoing
24	Comp. Architectural Engineering Design Services (1324)	4,604	Ongoing
25	Comprehensive Airport Facilities Planning (1459)	4,532	Ongoing
26	Comprehensive Aviation Planning Services (1113)	2,165	Ongoing
27	Comprehensive Intermodal & Terminal Planning Services (1114)	2,813	Ongoing
28	Acoustical Services Contract (1485)	541	Ongoing
29	Comp Arch Eng Design Services (7015)	2,733	Ongoing
30	Comp Construction Mgmt & Inspection (7016)	2,193	Ongoing
31	Comprehensive MBE/DBE Program Monitoring Services (1272)	351	Ongoing
32	OECM - Engineering & Facilities Emergency Mapping Validation (1723)	1,580	Ongoing
33	Pavement Management BWI/MTN (1389)	1,870	Ongoing
34	Comprehensive AIT Services (1291)	205	Ongoing
35	Building Permits and Inspections (1390)	451	Ongoing
<u>Consolidated Rental Car Facility</u>			
36	CRCF Bus Maintenance Facility HVAC Mods (8307)	218	Complete
37	CRCF CSB Courtyard Improvements (8304)	2,200	Spring, 2010
<u>Environmental Compliance</u>			
38	Erosion & Stormwater Management Improvements (8103)	1,497	Underway
39	Comp Environmental Compliance Services (1461)	10,000	Ongoing
40	Terminal Environmental Mitigation (8105)	182	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>Equipment</u>			
41	External Defibrillator Replacement (71) (9405)	120	Underway
<u>Information Technology CTIPP</u>			
42	IT - Engineering & Facilities Emergency Mapping Systems (1623)	1,243	Underway
43	External IT Infrastructure Upgrades (7401)	1,466	Underway
<u>Landside Development</u>			
44	Bridge/Ramp/Jenne Joint Repairs - Hourly Garage (8004)	1,514	Complete
45	Hourly Garage Tunnel Leakage (9319)	105	Complete
46	Access Roadway Traffic Improvements (9321)	173	Underway
47	Hourly Garage Animal Relief Area & Tunnel Leakage (9322)	14	Spring, 2010
<u>Martin State</u>			
48	MTN Taxilane K Pavement (9299)	1,512	Complete
49	MTN Fire Suppression (9298)	17	Complete
50	MTN Taxiway F Extension (9297)	160	Complete
<u>Regional Aviation</u>			
51	Statewide - Airport Pavement (1607)	224	Complete
52	Statewide - Airport System Plan (ASP) Update/Revision (1608)	504	Complete
53	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Underway
54	Regional Aviation Program (1107)	100	Underway
55	Statewide Aviation Grants (AIP-5%) (1105)	750	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>Security</u>			
56	Equipment and Safety Training Systems (7303)	2,287	Underway
57	Baggage Security Cages (9205)	1,431	Underway
58	Interim CCTV Security Improvements (9209)	252	Underway
59	Security Initiatives (1298)	3,884	Ongoing
60	BWI Perimeter Gate G Modification (9207)	3,018	Spring, 2010
<u>Terminal Development</u>			
61	BWI Water System Improvements (8306)	253	Complete
62	Elevator Safety Improvements (9306)	190	Complete
63	Tenant Emergency Paging Access (8202)	450	Complete
64	Pier C PBX HVAC Replacement (7406)	831	Complete
65	Security Division Office Expansion (9204)	405	Complete
66	MAA Terminal Offices (9500)	2,171	Complete
67	Tenant and Safety Modifications (1457)	472	Underway
68	Baggage Handling System (BHS) Upgrades (7001)	4,366	Underway
69	Painting Terminal Exterior - Airside (7301)	1,086	Underway
70	Terminal Building Interior / Exterior Modifications (7014)	2,848	Underway
71	Terminal Floor Carpet Replacement (9308)	439	Underway
72	Terminal Improvement Project (7017)	7,373	Underway
73	Utilities Connection (7020)	31	Underway
74	Emergency Backup Systems (9312)	2,266	Underway
75	Terminal Space Frame Improvements (9307)	223	Underway
76	800 Mhz Emergency Digital Trunked Radio System (1334)	6	Underway
77	County Sewer and Water Capital Improvements (1028)	354	Underway
78	Loading Bridge Metering (9318)	880	Underway
79	Tenant Mod - Fire Station Exhaust (1417)	13	Underway
80	Terminal Interior / Exterior Modifications (8014)	400	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>Terminal Development (cont'd)</u>			
81	Facility Management Program (7600)	160	Ongoing
82	Terminal Leasehold Modifications (7500)	183	Ongoing
83	Pier C Gravity Sewer Main Improvements (8305)	357	Spring, 2010
84	Sanitary Sewer Upgrade Phase 3 (9313)	231	Spring, 2010
<u>FY 2011</u>			
<u>Airport Technology</u>			
85	Permanent Noise Monitoring System Replacement (7405)	1,400	Fall, 2010
<u>Airside Development</u>			
86	Comprehensive Paving 2006 (1467)	100	Summer, 2010
87	Comprehensive Paving FY 2011-12 (9008)	1,000	Summer, 2010
88	Deicing Fluid Storage Tank #1 and 2 Repair plus General Aviation (9004)	175	Summer, 2010
89	Above Ground Deicing Storage Tanks - Additional (2) (9304)	927	Spring, 2011
90	Airfield Equipment Storage Building (9303)	8,000	Spring, 2011
91	Airside Taxiway Rehabilitation Phase 2 (Taxiway U) (9316)	148	Spring, 2011
<u>Baltimore/Washington</u>			
92	BWI / MTN Environmental Documents (9003)	1,082	Summer, 2010
93	Comp Construction Mgmt and Inspection Services (8016)	100	Summer, 2010
94	Comp Stormwater Facilities (9006)	200	Summer, 2010
95	Comprehensive Environmental Services (9407)	913	Fall, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

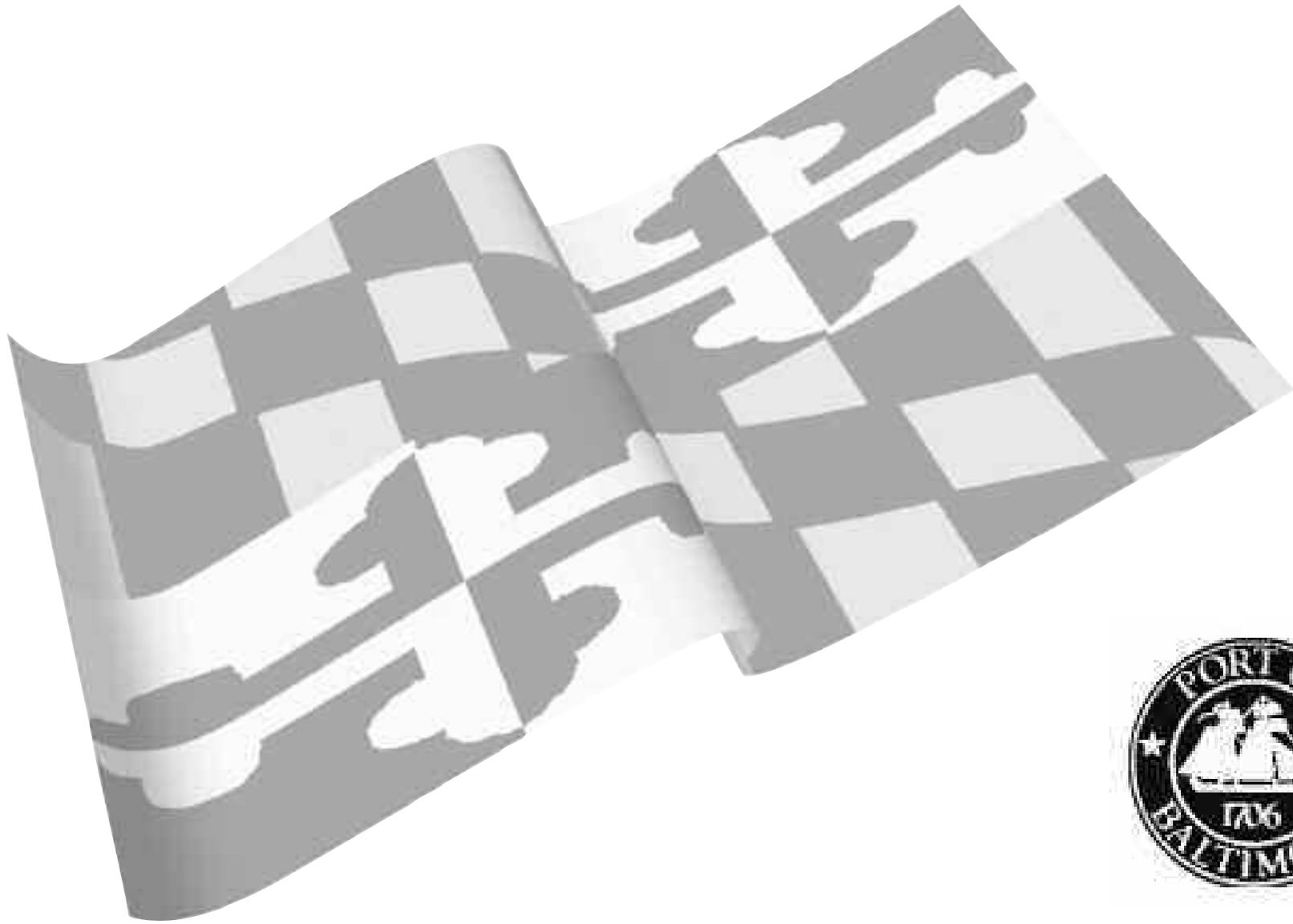
MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2011 (cont'd)</u>			
<u>Equipment</u>			
96	Portable Snowmelter Replacement (2 - New) (9401)	1,700	Summer, 2010
97	Airport Fire Rescue Unit - Replacement (9200)	800	Spring, 2011
<u>Information Technology CTIPP</u>			
98	Parking Revenue Control (1270)	4,288	Summer, 2010
<u>Landside Development</u>			
99	Construction Material Storage Building (9404)	500	Summer, 2010
<u>Martin State</u>			
100	MTN Water Supply for Fire System (1433)	1,263	Summer, 2010
<u>Regional Aviation</u>			
101	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Summer, 2010
102	Regional Aviation Program (1107)	350	Summer, 2010
103	Statewide Aviation Grants (AIP-5%) (1105)	750	Summer, 2010
<u>Security</u>			
104	TSA Baggage Screening Improvements (9000)	3,270	Summer, 2010
<u>Terminal Development</u>			
105	County Sewer and Water Capital Improvements (1028)	1,000	Summer, 2010
106	Terminal Fire Alarm & Monitoring Upgrade (7210)	415	Summer, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 15 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
107	<p><u>FY 2011 (cont'd)</u></p> <p><u>Terminal Development (cont'd)</u></p> <p>Pier C Cooling Tower Replacement (9403)</p>	71	Spring, 2011



MARYLAND PORT ADMINISTRATION

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

	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	49.5	39.0	34.2	117.0	50.5	49.0	339.1
System Preservation Minor Projects	19.8	33.6	34.5	26.8	25.0	25.1	164.8
<u>Development & Evaluation Program</u>	<u>8.6</u>	<u>8.7</u>	<u>11.5</u>	<u>9.3</u>	<u>10.5</u>	<u>10.5</u>	<u>59.1</u>
SUBTOTAL	78.0	81.3	80.2	153.1	86.0	84.5	563.0
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.7</u>	<u>4.8</u>	<u>5.2</u>	<u>5.3</u>	<u>5.4</u>	<u>5.4</u>	<u>30.8</u>
TOTAL	82.7	86.1	85.4	158.3	91.4	89.9	593.8
Special Funds	81.6	81.0	85.4	158.3	91.4	89.9	587.6
Federal Funds	1.1	5.1	-	-	-	-	6.2
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 on December 31, 2009, and be converted to a wild life habitat in the future.

JUSTIFICATION: The disposal capacity of the island is needed to allow maintenance dredging of the Port's harbor and shipping channels. 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 2,000 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 8

STATUS: The facility will cease in flow operations December 31, 2009. Maintenance and monitoring will continue until the final configuration of the cell is determined.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The program increased by \$7.1 million to reflect the cost to convert the facility into a wildlife habitat.

<u>POTENTIAL FUNDING SOURCE:</u>		<input 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 2009			2010	20112012....2013....			....2014....	....2015....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,431	4,876	367	510	458	400	410	410	2,555	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	81,976	54,679	3,523	2,791	3,127	3,078	7,388	7,390	27,297	0
Total	89,407	59,555	3,890	3,301	3,585	3,478	7,798	7,800	29,852	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5013



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

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Total program increased by \$33.9 million due to the addition of FY 15.

PROJECT: Dredge Material Placement and Monitoring

DESCRIPTION: This project involves the placement and monitoring of dredge material used for enhancement and maintenance dredging of Baltimore Port channels and beneficial use projects. Costs associated with this program are for construction of containment sites, monitoring during placement, and dredge site placement operations.

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 2,000 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 8

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2010	20112012.....2013.....			.....2014.....	.....2015.....
Planning	16,440	1,876	4,098	5,046	1,850	1,850	860	860	14,564	0
Engineering	2,851	2,851	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	518,473	257,660	37,396	12,716	15,969	112,548	41,844	40,340	260,813	0
Total	537,764	262,387	41,494	17,762	17,819	114,398	42,704	41,200	275,377	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, 5237, 5238, 5241, 5242, 5300, 5305, 5418



STATUS: Construction for Phase I was completed in 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 (in a phased approach) 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 funded reconstruction of Berths 5 and 6. (Berth 4 is the next phase, which is not yet funded.)

JUSTIFICATION: Berths 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off and other break-bulk (van packs). 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 DMT Berth 4 as the highest priority project which is unfunded.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009			YEAR 2010	YEAR 20112012....2013....	2014....2015....	YEAR	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	405	405	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	23,876	23,876	0	0	0	0	0	0	0	0	0
Total	24,281	24,281	0	0	0	0	0	0	0	0	0
Federal-Aid	0	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 2009 - 14 CTP: This project increased by \$4.4 million due to the receipt of new Federal Port Security and ARRA Grants.

PROJECT: Terminal Security Program (ARRA)

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, Seagirt Marine Terminal Security Infrastructure, Access Control (gate improvements) and Visitor Control at Dundalk marine terminal. Terminal Perimeter Security will integrate a detection intrusion system.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			YEAR 2010	YEAR 20112012....2013....2014....			....2015....
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	35,609	25,878	1,909	7,669	153	0	0	0	9,731	0	0
Total	35,609	25,878	1,909	7,669	153	0	0	0	9,731	0	0
Federal-Aid	17,294	11,076	1,117	5,101	0	0	0	0	6,218	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2010	Federal	1,270
CO	2011	Federal	4,948

1062, 1093, 1618, 1619, 1765, 1767, 1768, 1780, 1781, 1782, 1783, 1789, 1798, 1799



PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Projects include conversion of the existing cargo shed; demolition of ancillary structures, paving, striping, fencing and lighting to create surface parking located at the South Locust Point terminal; security enhancements; roof repair; new gangway; redundant electrical feeder; and the acquisition and development of adjacent land for additional parking. Four cruise lines operate international excursions out of MPA facilities; a total of 81 voyages will sail in 2009.

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
- Grandfathered
- Project Outside PFA; Subject to Exception
- 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 and procure a new gangway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project cost has increased by \$4.2 million due to the addition of new projects, including a gangway made necessary by the increase in voyages and a variety of ships departing from Baltimore.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	18,201	12,301	425	3,775	1,700	0	0	0	5,900	0
Total	20,828	14,928	425	3,775	1,700	0	0	0	5,900	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Canton Warehouse Facility

DESCRIPTION: The MPA purchased the former Canton Warehouse site (17.8 acres) located on Keith Ave in Baltimore for future cargo storage.

JUSTIFICATION: Additional cargo capacity will be necessary at the Port to handle international cargo when the current global economic downturn improves. Expanding existing terminals is more efficient and cost effective than constructing new terminals.

STATUS: The Canton Warehouse site was purchased in FY 2009.

SMART GROWTH STATUS:

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

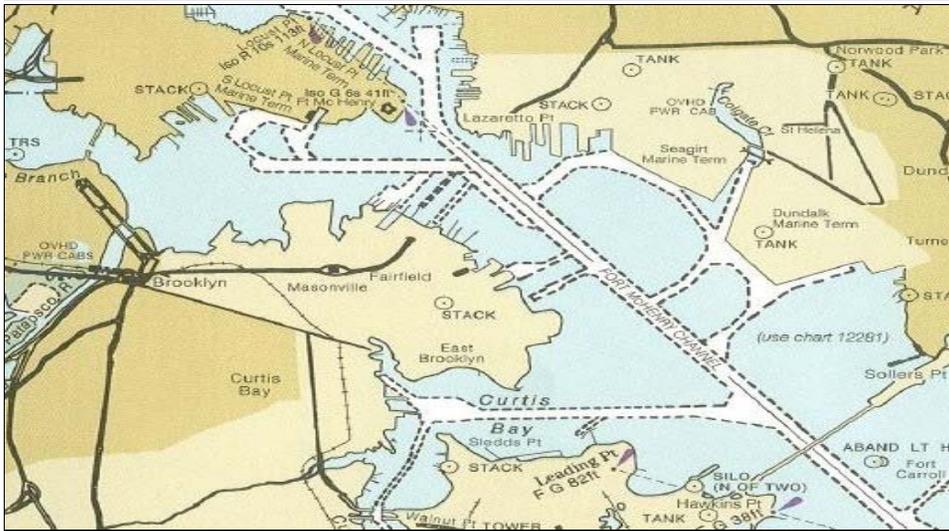
ASSOCIATED IMPROVEMENTS:

None

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project development is deferred due to changes in the current economic condition.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	3,000	3,000	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	3,000	3,000	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

2000, 2010



STATUS: Four parcels were purchased since FY 08.

PROJECT: Dundalk Marine Terminal Property Acquisition

DESCRIPTION: Purchase parcel(s) of land 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; for security processing or other space needs. Transferring functions to this property will free-up space on the terminal for additional cargo capacity. Expanding existing terminals is more cost effective than building new terminals.

SMART GROWTH STATUS:

- Project 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 2009 - 14 CTP: \$7.2 million was reprogrammed from other projects for this line.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	16,080	8,490	0	3,000	4,590	0	0	0	7,590	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	16,080	8,490	0	3,000	4,590	0	0	0	7,590	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 2009 - 14 CTP: The program was increased by \$11.7 million due to the addition of FY 15 and the reallocation of funds from other projects to continue the analysis of future dredge placement needs.

<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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2012....	....2013....	....2014....	....2015....		
Planning	85,260	44,564	4,463	3,943	6,912	7,378	9,000	9,000	40,696	0	
Engineering	28,983	12,606	4,141	4,736	4,630	950	960	960	16,377	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	117,240	60,167	8,604	8,679	11,542	8,328	9,960	9,960	57,073	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



STATUS: The Corrective Measures Alternative Analysis is expected to be completed by Fall 2010.

PROJECT: Chrome Ore Processing Residue Remediation (COPR)

DESCRIPTION: In the Mid 1970's, a portion of DMT was developed and expanded using chromium ore processing residue (COPR) as fill material. MPA entered into a Settlement Agreement with Honeywell International, Inc and Consent Decree with Maryland Department of the Environment (MDE) and Honeywell to provide a long-term final remedy to resolve all environmental matters related to the presence of COPR at Dundalk Marine Terminal.

JUSTIFICATION: Originally COPR was believed to be good fill material; unfortunately, it is now known that a large portion of the COPR at DMT contains hexavalent chromium which is defined and regulated as a hazardous substance under Federal and State law. The studies and work plans required under the Consent Decree are designed to assess the presence and scope of chromium in all environmental media, including the soil, water, and air at the site, and to evaluate whether or not chromium is migrating off-site. A Corrective Measures Alternatives Analysis (CMAA) will be prepared that will evaluate a complete range of potential final remedies for the DMT.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: This project was moved to construction program from system preservation

<u>POTENTIAL FUNDING SOURCE:</u>										
<input 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 2009			2010	20112012.....2013.....			.....2014.....	.....2015.....
Planning	240	121	119	0	0	0	0	0	119	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	28,375	15,811	1,694	3,490	6,335	85	480	480	12,564	0
Total	28,615	15,932	1,813	3,490	6,335	85	480	480	12,683	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1011, 1068, 1084, 1102, 1104, 1106, 1108, 1120, 9000

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior</u>			
<u>All Terminals</u>			
1	Concrete Deck Repair II (1788)	750	Complete
2	Paving Repair V (1733)	4,310	Complete
3	Environmental Best Practices (1738)	1,714	Underway
4	Environmental Remediation (1400)	961	Underway
5	Berth Substructure IV (1787)	4,000	Underway
6	Paving Repairs IV (1734)	3,636	Underway
7	RTG Diesel Retrofit (1825)	28	Underway
8	Storm Water Pollution Prevention (1410)	200	Underway
9	NLP/SLP Crane Demo (1823)	400	Spring, 2010
<u>Dundalk Marine Terminal</u>			
10	Shed Sprinkler System Rehabilitation - Phase I - Shed 4 (3125)	2,674	Complete
11	MIT Gate Demolition (1078)	240	Complete
12	Repair of Traffic Signal Pole @ 1st St and North (1122)	25	Complete
13	Maintenance Building Electrical Testing - DMT (1115)	14	Complete
14	Sanitary Force Main Repair - DMT (1126)	65	Complete
15	9th Street Substation Relocation (1109)	3,000	Underway
16	Demolition of APM Gate - DMT (1111)	293	Underway
17	Demolition of Shed 5 and Surcharge (1067)	3,100	Underway
18	Fuel Island Renovation (1125)	1,689	Underway
19	Crane Rail Rehabilitation Berths 12 (1110)	500	Underway
20	High Mast Lighting - APM area DMT (1112)	900	Underway
21	Rail Improvement - Lot 1800 DMT (1114)	935	Underway
22	Repair of Berth 4 - DMT (1040)	117	Underway
23	Shed Sprinkler System Rehabilitation - Phase I - Shed 6 (3126)	2,550	Underway
24	Berth 9 & 10, RoRo Heavy Lift Pad (1133)	2,500	Spring, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>Environmental</u>			
25	Hawkins Point O&M (1707)	542	Underway
<u>Facilities and Equipment</u>			
26	Fleet Replacement Dump Trucks (3035)	520	Complete
27	Crane Elevator Rehabilitation (3036)	300	Complete
28	Rebuild Diesel Generator Crane #6 DMT (3039)	128	Complete
29	Sprinkler Repairs (3038)	555	Complete
30	Trolley Wheel Bearing Crane #35 (3043)	35	Complete
31	Cable Reel Drive - SMT Cranes (3046)	40	Underway
32	Equipment and Infrastructure Preservation (3029)	1,397	Underway
33	High Voltage Cables - Elevators (3037)	300	Underway
34	Loader and Bucket Truck (3041)	270	Underway
35	Railroad Crane Inspection and Construction (3106)	416	Underway
<u>Masonville Auto Terminal</u>			
36	Kurt Iron Environmental Phase I - Clean-up (1210)	26	Ongoing
<u>North Locust Point</u>			
37	Grain Pier Demolition - NLP (1812)	275	Complete
38	NLP Water Main Repair (1819)	26	Underway
<u>Open-Ended Consulting</u>			
39	Misc Engineering Services - Small Procurement I (1231)	173	Complete
40	Claims and Schedule Review (1230)	243	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>Open-Ended Consulting (cont'd)</u>			
41	Misc. Engineering Services - Small Procurement II (1232)	122	Complete
42	Portwide Engineering & Design B - WBCM (1234)	2,416	Complete
43	Portwide Engineering & Design C - STV (1235)	1,099	Complete
44	Portwide Engineering & Design E - RK&K (1237)	993	Complete
45	Diving Services (1790)	200	Complete
46	Claims and Schedule Review - 2007 (1245)	250	Complete
47	Miscellaneous Survey III (1239)	150	Complete
48	Portwide Engineering and Design (1252)	2,581	Complete
49	Portwide Engineering & Design FY 08 WBC&M (1251)	3,100	Complete
50	Comprehensive Facility Inspection Diving (1725)	200	Complete
51	Portwide Design Engineering FY 10 (1255)	9,000	Complete
52	Portwide Engineering & Design D - JMT (1236)	813	Underway
53	Construction Management Inspection 2007 (1240)	1,707	Underway
54	Portwide Engineering & Design FY 08 JMT (1253)	2,256	Underway
55	Portwide Engineering & Design FY 08 WR (1254)	1,694	Underway
56	Construction Management Inspection FY 2009 (1249)	2,000	Underway
57	DMT Heavy Lift Beam Capacity Evaluation (3127)	3	Underway
58	Engineering Survey Consultants (1241)	200	Underway
<u>Port - Wide</u>			
59	Open Ended Studies - Planning II (3116)	1,200	Underway
60	CTIPP Equipment (3124)	288	Underway
<u>Seagirt Marine Terminal</u>			
61	RTG Runway Resurfacing (1709)	3,994	Complete
62	Seagirt Marine Terminal HVAC Replacement (1332)	952	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>Seagirt Marine Terminal (cont'd)</u>			
63	Replace Trolley Rails & Wheels on Crane No. 35 (3045)	453	Complete
64	SMT Maintenance Building Mezzanine (1377)	43	Complete
65	Berth Substructure Repair Phase II (1335)	1,550	Underway
<u>South Locust Point</u>			
66	Repair Shed 11B Column Damage (1630)	18	Complete
67	Shed 11 Support Column Repair (1631)	26	Complete
68	SLP Shed 11A Damage Pipe Column (1632)	10	Complete
69	Whirly Crane Revitalization - SLP (1119)	135	Underway
70	Cruise Terminal Electrical (1621)	500	Underway
<u>World Trade Center</u>			
71	WTC Hurricane Barrier (1516)	419	Complete
72	WTC Renovations - DBED (3108)	3,465	Complete
73	Point Breeze Relocation to WTC (3410)	475	Underway
74	Sondheim Plaza Lighting (1528)	450	Underway
75	Tenant Renovation - Meridian WTC (3107)	570	Underway
<u>FY 2011</u>			
<u>All Terminals</u>			
76	Bollard Repairs - All Terminals (1828)	25	Summer, 2010
77	Concrete Deck Repair III (1821)	1,000	Summer, 2010
78	Paving Repair Balance (1706)	534	Summer, 2010
79	Pricing Contingency Change (1742)	512	Summer, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

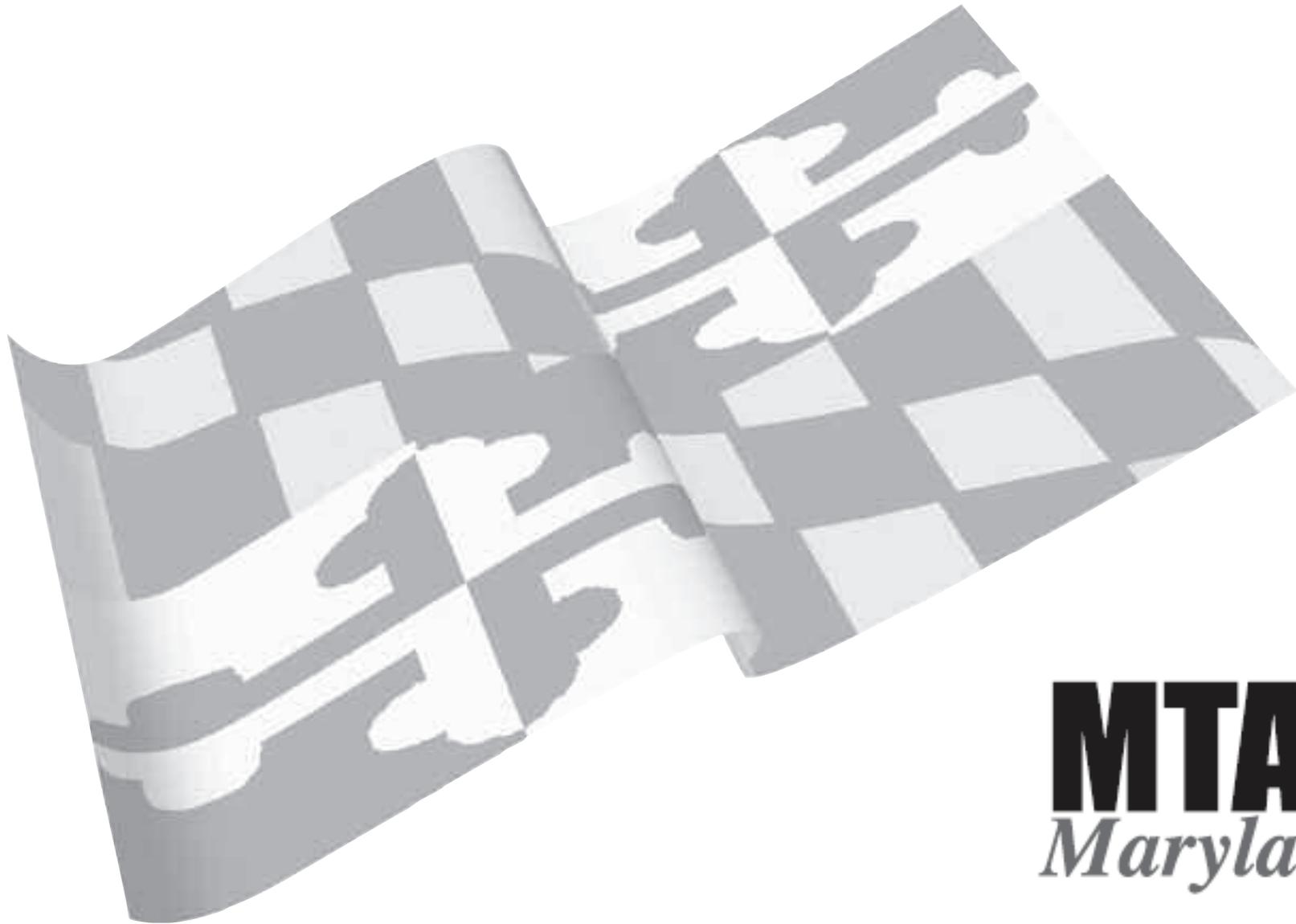
MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2011 (cont'd)</u>			
<u>Dundalk Marine Terminal</u>			
80	DMT High Voltage Feeder (1123)	3,000	Summer, 2010
81	High Mast Lighting Control Improvement (1131)	500	Fall, 2010
82	Replace Cabs for Cranes #10, #11 and #12 (1134)	100	Fall, 2010
83	Berth 6/7 Rail Rehabilitation (1135)	1,000	Spring, 2011
84	Fendering Redesign and Replacement (1129)	1,000	Spring, 2011
85	Force Main and Sewerage Ejector Pump Replacement (1130)	200	Spring, 2011
<u>Environmental</u>			
86	Hawkins Point O&M (1707)	510	Summer, 2010
<u>Facilities and Equipment</u>			
87	Crane System Preservation (Balance) (3019)	675	Summer, 2010
88	Railroad Crane Inspection and Construction (3106)	300	Summer, 2010
<u>Masonville Auto Terminal</u>			
89	Pier Restroom Replacement (1746)	150	Spring, 2011
<u>North Locust Point</u>			
90	North Locust Point Water Mains (1816)	2,000	Spring, 2011
<u>Open-Ended Consulting</u>			
91	PE Inspection Diver IV (1826)	500	Fall, 2010
92	Schedule Claims Review 2008 (1246)	200	Fall, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2011 (cont'd)</u>		
	<u>Open-Ended Consulting (cont'd)</u>		
93	Inspection Surveys (1827)	400	Spring, 2011
	<u>Port - Wide</u>		
94	CTIPP Equipment (3124)	341	Summer, 2010
95	Planning Open Ended Studies - Balance (3122)	300	Summer, 2010
	<u>South Locust Point</u>		
96	Renewable Energy Project SLP (1633)	200	Summer, 2010
97	SLP Berth Substructure DEF (1634)	2,000	Summer, 2010
98	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,500	Summer, 2010
99	Lighting Control (3050)	400	Fall, 2010
	<u>World Trade Center</u>		
100	Reseal Exterior Granite Slab at WTC Plaza Level (1529)	300	Summer, 2010
101	Tenant Renovation - Meridian WTC (3107)	783	Summer, 2010
102	New Roof Deck & Guardrail Waterproofing (1523)	460	Fall, 2010



MTA 
Maryland



MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	246.7	233.5	174.0	148.8	145.6	130.3	1,078.9
System Preservation Minor Projects	171.2	143.9	83.3	40.2	32.0	51.7	522.3
<u>Development & Evaluation Program</u>	<u>43.0</u>	<u>80.2</u>	<u>68.1</u>	<u>11.7</u>	<u>11.7</u>	<u>1.7</u>	<u>216.2</u>
SUBTOTAL	460.9	457.5	325.4	200.6	189.3	183.7	1,817.5
<u>Capital Salaries, Wages & Other Costs</u>	<u>11.2</u>	<u>11.0</u>	<u>3.0</u>	<u>3.0</u>	<u>3.0</u>	<u>3.0</u>	<u>34.2</u>
TOTAL	472.1	468.5	328.4	203.6	192.3	186.7	1,851.7
Special Funds	188.5	150.6	140.5	60.6	68.8	82.2	691.2
Federal Funds	263.2	282.8	185.8	142.4	122.9	103.8	1,100.9
Other Funding	20.4	35.1	2.1	0.6	0.6	0.6	59.6



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



MTA CONSTRUCTION PROGRAM



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

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost increase of \$2.3 million reflects maximized use of remaining federal grant funds.

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
- 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	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,600	3,349	251	0	0	0	0	0	251	0
Right-of-way	6,377	6,097	280	0	0	0	0	0	280	0
Construction	48,656	44,241	2,005	2,410	0	0	0	0	4,415	0
Total	59,309	54,363	2,536	2,410	0	0	0	0	4,946	0
Federal-Aid	46,949	43,164	1,968	1,817	0	0	0	0	3,785	0

USAGE: There was an average of 407 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 for an additional maintenance facility underway.

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

PROJECT: MARC Maintenance, Layover & Storage Facilities

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

<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 2009			2010	20112012.....2013.....		2014.....	.....2015.....
Planning	7,554	3,202	1,252	1,550	1,550	0	0	0	4,352	0	
Engineering	7,256	5,458	1,598	200	0	0	0	0	1,798	0	
Right-of-way	9,872	9,472	400	0	0	0	0	0	400	0	
Construction	36,299	68	0	5,000	15,000	16,231	0	0	36,231	0	
Total	60,981	18,200	3,250	6,750	16,550	16,231	0	0	42,781	0	
Federal-Aid	40,654	9,350	2,600	4,480	11,994	12,230	0	0	31,304	0	



STATUS: Improvements are ongoing.

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

DESCRIPTION: Ongoing improvement program of the MARC Camden, Brunswick and Penn lines to ensure safety and quality of service. Program is implemented through CSX and Amtrak operating agreements. On CSX projects, the existing signal system will be upgraded and three crossovers will be added to increase track capacity. Amtrak projects will include passenger upgrades at Baltimore Penn Station, BWI Rail Station and Washington Union Station.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost increased \$29.5 million due to the addition of the Gateway project which is a joint effort by Maryland and several other states, the federal Government and CSX to enhance the movement of rail freight.

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

#8007, #8008 and #8010 added as an ARRA-related project
0183, 0687, 8007, 8008, 8010



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

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

PROJECT: MARC Coaches - Overhauls and Replacement

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

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

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: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2010	20112012.....2013.....			.....2014.....	.....2015.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	782	582	200	0	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	114,938	33,182	11,700	9,400	23,000	22,656	15,000	0	81,756	0
Total	115,720	33,764	11,900	9,400	23,000	22,656	15,000	0	81,956	0
Federal-Aid	68,656	8,579	7,920	7,200	15,286	17,742	11,929	0	60,077	0

0181, 1161, 1302, 1304



STATUS: Final testing of equipment is underway.

PROJECT: MARC Locomotives - Overhauls and Replacements

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

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

SMART GROWTH STATUS:

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

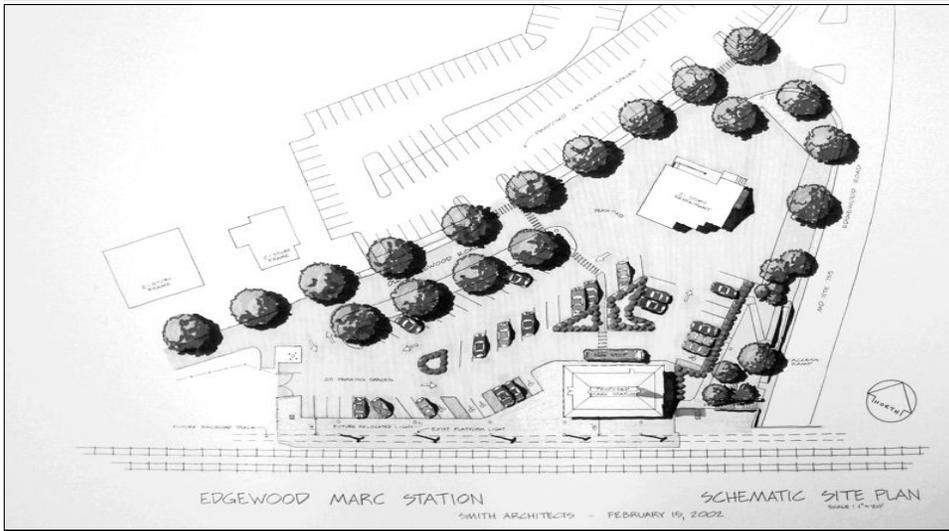
ASSOCIATED IMPROVEMENTS:

None.

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

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

1095, 1162, 1203, 1245



STATUS: Phase I improvements are complete. Engineering underway for Phase II station building and ADA access improvements. Construction expected to begin during current fiscal year pending final approval from Amtrak.

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:

Assessment of Transit Needs for Maryland Base Realignment and Closure -- Line 37

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	907	807	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,985	1,985	0	2,500	2,500	0	0	0	5,000	0
Total	7,892	2,792	100	2,500	2,500	0	0	0	5,100	0
Federal-Aid	4,419	1,004	80	1,935	1,400	0	0	0	3,415	0

USAGE: Approximately 315 MARC boardings per day occurred during CY 2008.



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 2009 - 14 CTP: Funding decreased \$13.6 million to fund immediate system preservation needs.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
TOTAL										
Planning	1,467	765	702	0	0	0	0	0	702	0
Engineering	635	17	318	300	0	0	0	0	618	0
Right-of-way	150	0	150	0	0	0	0	0	150	0
Construction	100,700	0	0	1,000	1,000	0	51,000	47,700	100,700	0
Total	102,952	782	1,170	1,300	1,000	0	51,000	47,700	102,170	0
Federal-Aid	69,310	564	376	920	0	0	29,962	37,488	68,746	0

1209, 1263, 1264, 1292, 1298, 1306



STATUS: Construction underway.

PROJECT: Paul S. Sarbanes Transit Center

DESCRIPTION: Construct 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 MARC platforms with connecting pedestrian bridge and elevator towers. 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 under a transit-oriented development (TOD) agreement between WMATA and a private developer, with a portion of the site reserved for future high-rise office, residential and hotel towers.

JUSTIFICATION: Consolidating transit services at a single location in Silver Spring will improve efficiency and ease of use. Proposed high density TOD development should increase ridership of MARC, Metrorail and Bus. 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 42

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Funding increased \$9.4 million due to revised construction estimates and project delays.

<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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2012....	....2013....	....2014....	....2015....		
Planning	825	825	0	0	0	0	0	0	0	0
Engineering	7,688	7,675	13	0	0	0	0	0	13	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	86,270	5,628	31,134	48,000	1,508	0	0	0	80,642	0
Total	94,783	14,128	31,147	48,000	1,508	0	0	0	80,655	0
Federal-Aid	53,556	10,891	24,918	17,747	0	0	0	0	42,665	0

USAGE: An average of 688 MARC boardings per day occurred during CY 2008.

Project total reflects \$27 million in local contribution from Montgomery County.
0254



STATUS: Phase I is complete. Engineering for Phase II is underway and will be completed in the current fiscal year. Construction to begin in current fiscal year pending final approval from Amtrak.

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, landscaping 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 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	2,718	2,518	200	0	0	0	0	0	200	0
Right-of-way	1,693	1,693	0	0	0	0	0	0	0	0
Construction	20,081	3,702	3,312	9,000	4,067	0	0	0	16,379	0
Total	24,794	8,215	3,512	9,000	4,067	0	0	0	16,579	0
Federal-Aid	16,065	5,489	2,809	7,200	567	0	0	0	10,576	0

USAGE: An average of 1,245 MARC boardings per day occurred during CY 2008.



STATUS: Biennial freight bridge and culvert inspection underway. Eastern Shore bridge structural repairs underway. Design for Delaware culvert rehabilitations underway, construction to occur during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Funding increased \$3.8 million to ensure required system preservation inspections and rehabilitations are performed to adhere to FRA safety regulations.

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 safety, capacity, 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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2010	20112012.....2013.....			.....2014.....	.....2015.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,240	1,834	606	400	350	350	350	350	2,406	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,582	6,712	1,960	1,600	1,770	1,270	770	500	7,870	0
Total	18,822	8,546	2,566	2,000	2,120	1,620	1,120	850	10,276	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Five grade crossings are to be rehabilitated in Kent and Queen Anne's Counties in the current fiscal year. Eight grade crossings to be funded under SHA's ARRA program are to be rehabilitated in Kent, Queen Anne's and Caroline Counties.

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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	484	397	12	15	15	15	15	15	87	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,097	1,747	1,100	650	650	650	650	650	4,350	0
Total	6,581	2,144	1,112	665	665	665	665	665	4,437	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Specification development underway. Overhaul to begin in budget year.

PROJECT: Light Rail Vehicle Mid-Life Overhaul

DESCRIPTION: Perform a mid-life overhaul of the Light Rail fleet. A 15-year inspection and overhaul of the major and sub-assemblies of the Light Rail fleet of 53 vehicles will be performed. The effort will also involve identifying and replacing obsolete parts and improving vehicle performance. Project also supports ongoing overhauls of systems to ensure reliability and safety.

JUSTIFICATION: Major overhaul of the Light Rail Vehicles and upgrades of selected systems will ensure safe operation, reduce ongoing maintenance costs, increase vehicle reliability and availability, and increase passenger comfort and security.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Increase of \$71.4 million in construction and engineering, which represents the full cost of completing the project.

<u>POTENTIAL FUNDING SOURCE:</u>										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,747	1,192	336	219	0	0	0	0	555	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	139,885	5,561	3,400	7,700	20,735	25,625	25,625	34,050	117,135	17,189
Total	141,632	6,753	3,736	7,919	20,735	25,625	25,625	34,050	117,690	17,189
Federal-Aid	79,459	3,371	1,888	4,426	16,380	20,500	19,821	13,073	76,088	0



STATUS: Phase 1 complete. Phase 2 underway.

PROJECT: Light Rail Vehicle Overhaul and Body Refurbishment

DESCRIPTION: Phase 1 included repair and/or replacement of major components of the 53 vehicle fleet. Phase 2 includes body repair, rust abatement and repainting.

JUSTIFICATION: Exterior refurbishment is needed to achieve full 30-year vehicle life as well as maintain quality environment for patrons.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the System Preservation Minors program.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	168	168	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,868	12,548	320	0	0	0	0	0	320	0
Total	13,036	12,716	320	0	0	0	0	0	320	0
Federal-Aid	2,276	2,276	0	0	0	0	0	0	0	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: 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 2009 - 14 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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			FOR PLANNING PURPOSES ONLY2012.....2013.....2014.....			.....2015.....
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	31,029	17,043	6,993	6,993	0	0	0	0	13,986	0
Total	31,739	17,753	6,993	6,993	0	0	0	0	13,986	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



STATUS: Mid-life overhaul is complete. Five and ten-year overhauls are 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).

JUSTIFICATION: On-going overhaul for Metro vehicle subsystems is required to reduce system failures and improve reliability. Repair of critical equipment such as traction motors, gearboxes, axles, and wheels is necessary for system dependability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project budget reduced by \$12.6 million due to revised estimates and schedule to reflect available funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	104	104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	118,770	105,120	2,450	3,700	3,875	2,475	575	575	13,650	0
Total	118,874	105,224	2,450	3,700	3,875	2,475	575	575	13,650	0
Federal-Aid	54,649	50,116	185	2,828	0	1,520	0	0	4,533	0

0091, 0491, 1281



STATUS: Construction is underway with initial truck assembly deliveries to occur during current fiscal year.

PROJECT: Metro Railcar Truck Assembly Overhaul (ARRA)

DESCRIPTION: Five-year overhaul cycle of major equipment to ensure safe and reliable operation of railcars. Truck assemblies, which consist of critical equipment such as traction motors, gearboxes, axles and wheels require overhaul to ensure safe operation and to prevent high failure rate.

JUSTIFICATION: Obsolete parts and defective components are in need of repair or replacement to ensure proper 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

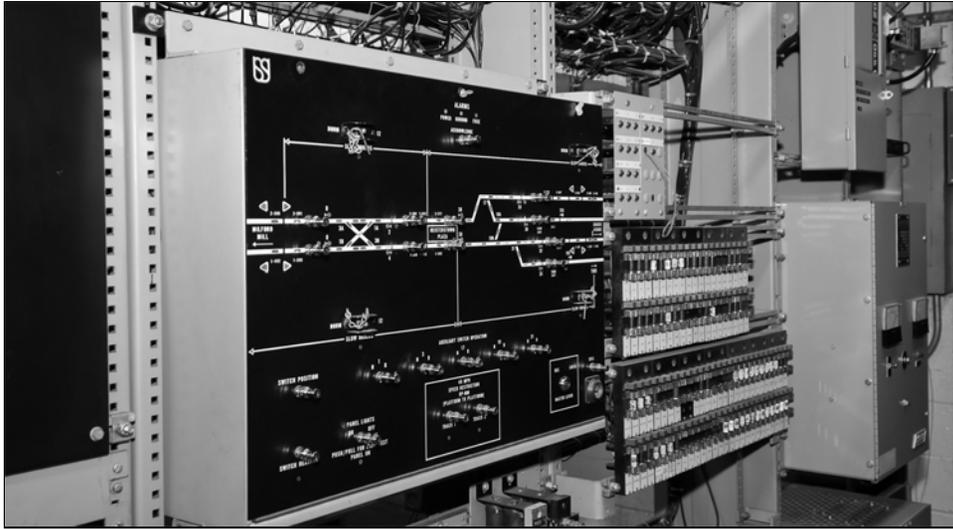
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project added to the Construction program due to the addition of ARRA funding.

<u>POTENTIAL FUNDING SOURCE:</u>		<input type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	19,500	0	1,900	6,000	7,500	4,100	0	0	19,500	0	
Total	19,500	0	1,900	6,000	7,500	4,100	0	0	19,500	0	
Federal-Aid	19,500	0	1,900	6,000	7,500	4,100	0	0	19,500	0	

#8019 added as an ARRA-related project.
8019



STATUS: Scope of work is under development.

PROJECT: Metro Train Control System Upgrade

DESCRIPTION: Project will replace the existing train control system. The current electronic components have exceeded recommended industry standard life cycles. The new technology will add reliability and provide new diagnostic capabilities for servicing.

JUSTIFICATION: Technology of the original system has reached its end of life cycle. Electronic components of the original design have become very difficult to find and costs for maintaining them have increased.

SMART GROWTH STATUS:

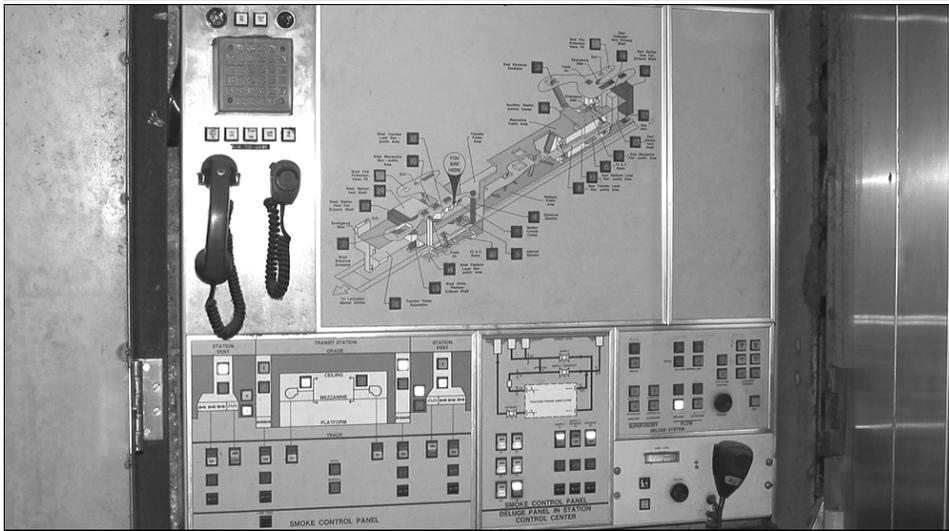
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the System Preservation Minors Program.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	925	0	170	755	0	0	0	0	925	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,125	0	0	0	15,048	3,342	4,275	1,460	24,125	0
Total	25,050	0	170	755	15,048	3,342	4,275	1,460	25,050	0
Federal-Aid	3,268	0	0	604	0	2,664	0	0	3,268	0



STATUS: Under construction.

PROJECT: Metro Fire and Security Management Systems

DESCRIPTION: The project will modernize the 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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	201	201	0	0	0	0	0	0	0	0	
Engineering	4,872	4,872	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	74,087	43,137	16,250	10,200	4,500	0	0	0	30,950	0	
Total	79,160	48,210	16,250	10,200	4,500	0	0	0	30,950	0	
Federal-Aid	45,287	27,953	5,580	8,160	3,594	0	0	0	17,334	0	



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

PROJECT: Metro Electrical Substation Improvements

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the System Preservation Minors 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	403	403	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,058	6,190	2,117	3,121	630	0	0	0	5,868	0
Total	12,461	6,593	2,117	3,121	630	0	0	0	5,868	0
Federal-Aid	6,118	3,622	0	2,496	0	0	0	0	2,496	0



STATUS: Engineering underway for Rogers Avenue interlocking. Remaining three sites are under evaluation.

PROJECT: Metro Interlocking Renewals

DESCRIPTION: Complete rebuild of four track interlockings on the Metro system, including locations at State Center, Rogers Avenue, Old Court and Milford Mill stations. Work includes replacement of ballast, ties, rails and electrical components.

JUSTIFICATION: Interlockings allow trains to cross from one track to another using turnouts and are important for operations. Replacements are necessary to correct general degradation and wear and to ensure safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the System Preservation Minors Program.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,760	260	400	600	200	100	100	100	1,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,100	0	0	4,800	0	0	0	5,300	10,100	0
Total	11,860	260	400	5,400	200	100	100	5,400	11,600	0
Federal-Aid	2,927	167	0	2,520	0	80	80	80	2,760	0



STATUS: Replacement of 100 40-foot buses is underway.

PROJECT: Bus Procurement (ARRA)

DESCRIPTION: Annual purchase of clean diesel hybrid electric buses to replace those that have been in service for 12 or more years.

JUSTIFICATION: Bus replacement levels are based on the fleet size age to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. Replacement buses are hybrid electric which reduces 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 2009 - 14 CTP: Project increased \$43 million due to an increase in federal funds, the addition of fiscal year 2015 and ARRA funding.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	225	225	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	344,868	110,663	66,214	26,990	38,510	45,783	28,925	27,783	234,205	0	
Total	345,093	110,888	66,214	26,990	38,510	45,783	28,925	27,783	234,205	0	
Federal-Aid	245,075	58,075	53,271	21,590	30,783	36,626	23,140	21,590	187,000	0	

#8001 added as an ARRA-related project.
0299, 0464, 0509, 0518, 1172, 1226, 8001



STATUS: Design and construction to begin during budget fiscal year.

PROJECT: Bus On-Board Closed Circuit Television Retrofit

DESCRIPTION: The project will retrofit 541 buses purchased between 1998 and 2006 with an on-board wireless closed circuit television (CCTV) system that will be compatible with the system being procured for new buses. The new system will link to various system components such as vehicle monitoring, automatic vehicle location (AVL), voice announcements and passenger counters.

JUSTIFICATION: The retrofit will bring the remaining bus fleet up to the same state of the art security and monitoring system levels as those on the 2008 through 2009 buses.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the System Preservation Minors Program.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	400	0	400	0	0	0	0	0	400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,570	0	1,300	2,030	5,000	2,240	0	0	10,570	0
Total	10,970	0	1,700	2,030	5,000	2,240	0	0	10,970	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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 2009 - 14 CTP: Vehicle procurement was reduced \$6.5 million to reflect fleet requirements.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	39,653	25,053	6,100	3,050	4,450	1,000	0	0	14,600	0
Total	39,653	25,053	6,100	3,050	4,450	1,000	0	0	14,600	0
Federal-Aid	11,094	4,294	0	2,440	3,560	800	0	0	6,800	0

USAGE: Service demand increased 13% in FY2009 compared to FY2008.



STATUS: Installation of fare collection equipment is complete. Smart card testing underway. Implementation of credit card acceptance at ticket vending machines is underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost increased \$7.9 million for the CharmCard implementation.

PROJECT: Replacement of Fare Collection Equipment and Implement Smart Card

DESCRIPTION: Replace existing fare collection equipment on Bus, Light Rail and Metro Subway with automatic fare collection equipment which includes the implementation of smart card technology and credit card readers on the rail systems. The project also includes the implementation of a customer service center to support the MTA and Washington Region transit properties.

JUSTIFICATION: The new fare collection equipment will increase the efficiency of operations, reduce fraud, improve data collection and enhance reliability. The smart card technology will allow faster passenger loading on bus and rail, and more accurate ridership numbers.

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	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2010	20112012.....2013.....			.....2014.....	.....2015.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	386	386	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	101,121	85,491	8,030	7,600	0	0	0	0	15,630	0
Total	101,507	85,877	8,030	7,600	0	0	0	0	15,630	0
Federal-Aid	17,775	17,775	0	0	0	0	0	0	0	0



STATUS: Procurement underway.

PROJECT: Intercounty Connector Buses

DESCRIPTION: Purchase Motor Coaches to provide express bus service on the ICC when complete.

JUSTIFICATION: Will be used to provide a projected 4,400 new express bus trips annually.

SMART GROWTH STATUS:

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

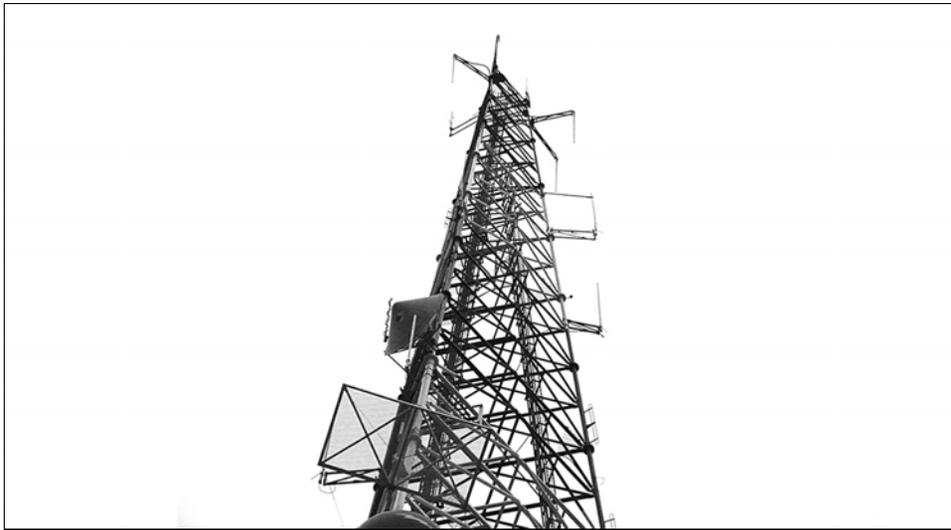
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: New Project.

POTENTIAL FUNDING SOURCE:										
				<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	10,000	0	0	0	0	0	10,000	0
Total	10,000	0	10,000	0	0	0	0	0	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Project funded by MdTA.
1377



PROJECT: Trunked Radio Site Locations

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

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

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the System Preservation Minors Program.

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 FOR PLANNING PURPOSES ONLY				SIX	BALANCE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....	YEAR TOTAL	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	699	699	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,422	6,222	3,400	1,800	0	0	0	0	5,200	0
Total	12,121	6,921	3,400	1,800	0	0	0	0	5,200	0
Federal-Aid	4,024	425	2,722	877	0	0	0	0	3,599	0



STATUS: Installation of the CAD/AVL system is nearly complete. Installation of next vehicle arrival signs is underway.

PROJECT: CAD/AVL Systems

DESCRIPTION: The Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) project provides radio data channel expansion to improve bus fleet'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 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	144	144	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	12,496	10,496	1,500	500	0	0	0	0	2,000	0	
Total	12,640	10,640	1,500	500	0	0	0	0	2,000	0	
Federal-Aid	1,136	1,136	0	0	0	0	0	0	0	0	



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

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 10 Metro locations. Phase II includes additional work at 4 Metro, 1 MARC and 5 Light Rail Stations as well as the Metro Portal.

JUSTIFICATION: The CCTV system will provide effective surveillance of MTA stations and maintenance facilities for Homeland Security-related purposes. 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.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	217	17	200	0	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,878	12,728	5,850	1,300	0	0	0	0	7,150	0
Total	20,095	12,745	6,050	1,300	0	0	0	0	7,350	0
Federal-Aid	10,435	9,395	0	1,040	0	0	0	0	1,040	0



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

PROJECT: Southern Maryland Commuter Bus Initiative

DESCRIPTION: Construction of Commuter Bus Park and Ride lots at Dunkirk, Prince Frederick, Waldorf, LaPlata and Charlotte Hall in Southern Maryland.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

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

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

1035, 1036, 1037, 1038, 1041



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

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

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 54

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Funding increased \$40 million due to addition of ARRA projects 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					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	24,893	15,525	1,618	1,550	1,550	1,550	1,550	1,550	9,368	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	213,550	80,508	35,739	44,939	13,091	13,091	13,091	13,091	133,042	0	
Total	238,443	96,033	37,357	46,489	14,641	14,641	14,641	14,641	142,410	0	
Federal-Aid	210,871	77,264	35,005	44,846	13,439	13,439	13,439	13,439	133,607	0	

#8020, 8021, 8022, 8023 and 8024 added as ARRA-related projects.

0045, 0211, 0217, 0218, 0826, 0828, 0878, 0885, 1143, 1144, 1150, 1184, 1238, 1261, 1300, 1347, 1348, 8020, 8021, 8022, 8023, 8024



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 54

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

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

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



STATUS: Funds are awarded on an annual basis for local bus replacements.

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.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Funding increased by \$4.6 million due to the addition of fiscal year 2015 and cash flow refinements.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	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	51,786	34,546	7,240	2,000	2,000	2,000	2,000	2,000	17,240	0	
Total	51,786	34,546	7,240	2,000	2,000	2,000	2,000	2,000	17,240	0	
Federal-Aid	10,805	2,805	0	1,600	1,600	1,600	1,600	1,600	8,000	0	



STATUS: Funding is awarded on an annual basis for bus replacements.

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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	8,327	4,707	1,120	500	500	500	500	500	3,620	0	
Total	8,327	4,707	1,120	500	500	500	500	500	3,620	0	
Federal-Aid	2,000	0	0	400	400	400	400	400	2,000	0	



STATUS: Washington Boulevard Bus Maintenance facility roof construction will begin in current fiscal year. Additional repairs are ongoing based upon priority plan.

PROJECT: Agencywide Roof Replacement (ARRA)

DESCRIPTION: Repair or replacement of roofs on MTA facilities.

JUSTIFICATION: Repairs are needed to stop leaks, increase energy efficiency and extend service life.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the System Preservation Minors 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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2010	2011	FOR PLANNING PURPOSES ONLY2012.....			.....2013.....	.....2014.....	.....2015.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,343	642	201	100	100	100	100	100	701	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,583	1,925	5,600	7,058	1,000	1,000	1,000	1,000	16,658	0
Total	19,926	2,567	5,801	7,158	1,100	1,100	1,100	1,100	17,359	0
Federal-Aid	15,584	1,126	4,000	6,938	880	880	880	880	14,458	0

#8002 is an ARRA-related project.
0300, 8002



STATUS: Demolition project to occur during current fiscal year. Project planning for new lot is underway.

PROJECT: MARC West Baltimore Station Parking Expansion (ARRA)

DESCRIPTION: Construct additional parking spaces at the West Baltimore MARC Station in Baltimore City. Phase I is for the demolition of structures to prepare for the parking expansion.

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 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:

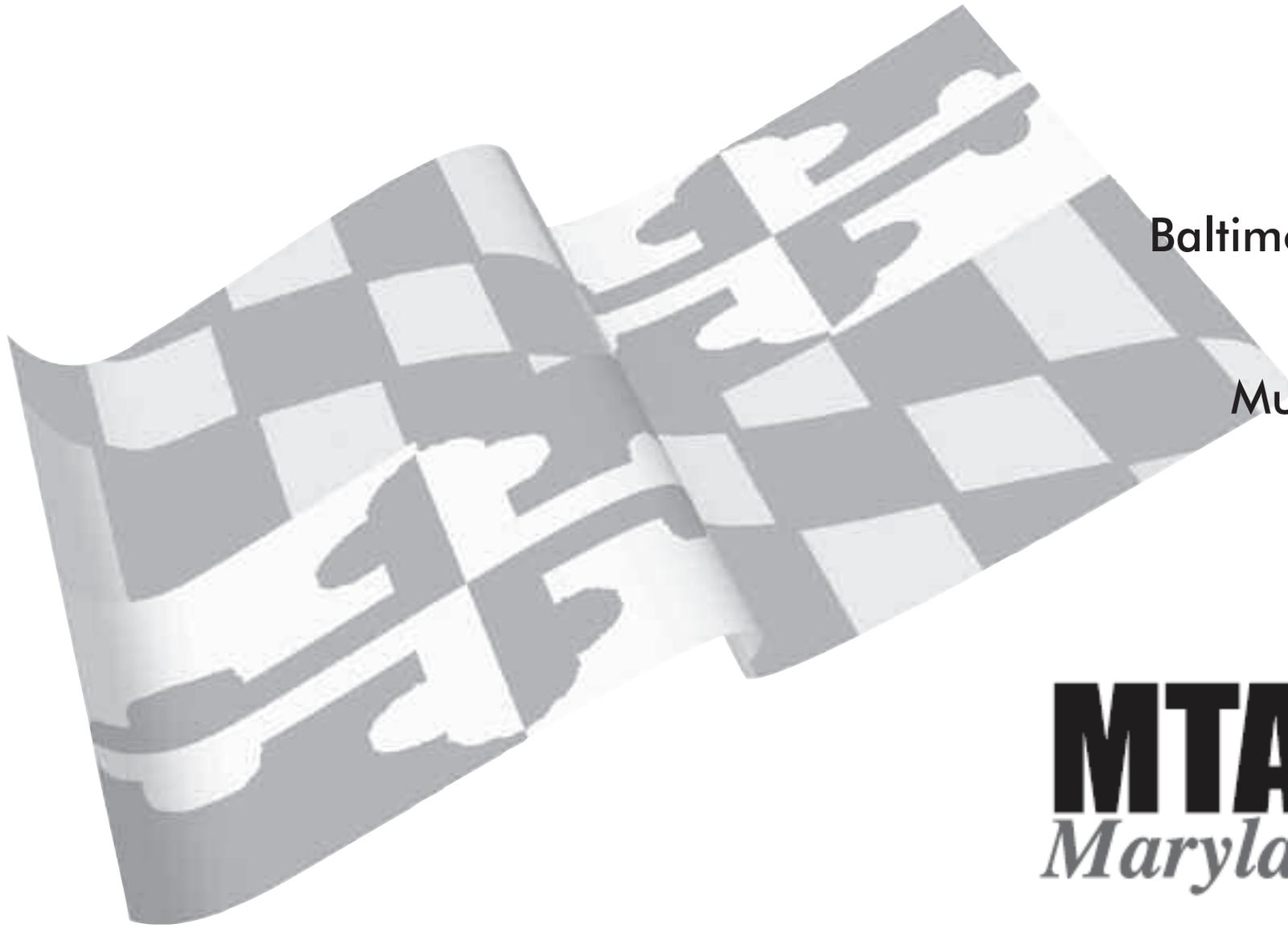
None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Moved from Development and Evaluation Program to the Construction Program. Cost increased \$10.3 million due to addition of construction phase and ARRA funding.

POTENTIAL FUNDING SOURCE:											
				<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	769	269	200	300	0	0	0	0	500	0	
Engineering	1,150	0	150	400	600	0	0	0	1,150	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	8,975	44	2,350	456	6,125	0	0	0	8,931	0	
Total	10,894	313	2,700	1,156	6,725	0	0	0	10,581	0	
Federal-Aid	9,288	232	2,660	1,016	5,380	0	0	0	9,056	0	

USAGE: An average of 748 MARC boardings per day occurred during CY 2008.

#8013 added as an ARRA-related project.
1089, 8013



MARC

Light Rail

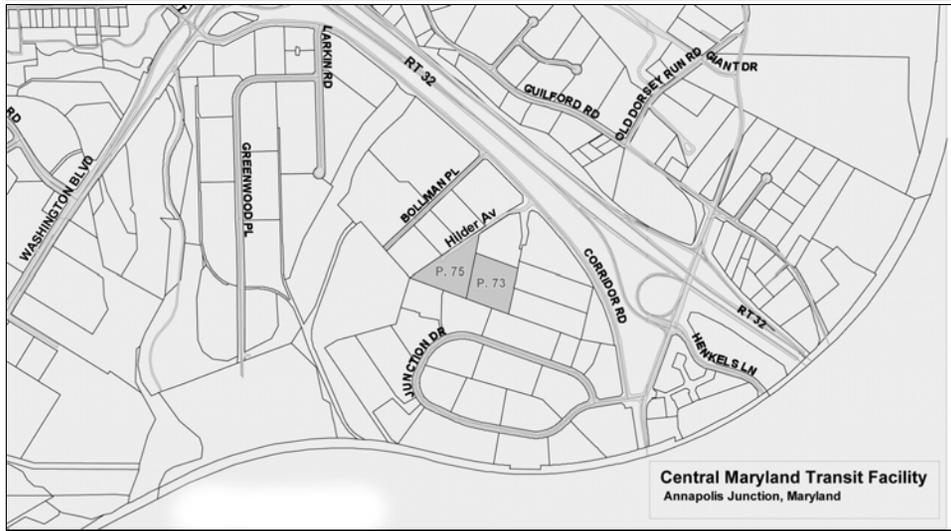
Baltimore Metro

Bus

Multi-Modal



MTA DEVELOPMENT & EVALUATION PROJECTS



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. This is a BRAC related project.

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

SMART GROWTH STATUS:

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

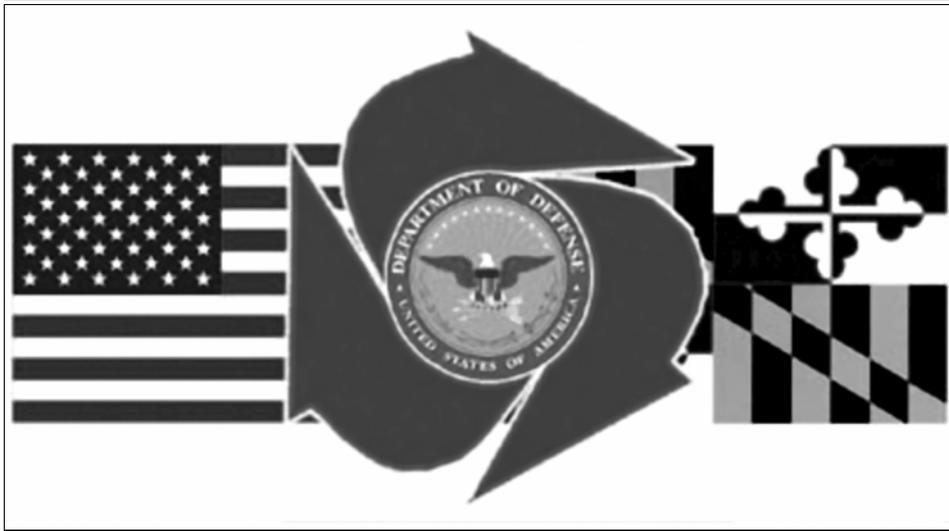
ASSOCIATED IMPROVEMENTS:

Assessment of Transit Needs for Maryland Base Realignment and Closure -- Line 37

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved from Development and Evaluation Program to the Construction Program. Project increased \$2.8 million to utilize federal earmark.

<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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,101	0	0	2,101	0	0	0	0	2,101	0	
Right-of-way	5,000	0	5,000	0	0	0	0	0	5,000	0	
Construction	1,219	0	0	1,219	0	0	0	0	1,219	0	
Total	8,320	0	5,000	3,320	0	0	0	0	8,320	0	
Federal-Aid	6,656	0	4,000	2,656	0	0	0	0	6,656	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.



STATUS: BRAC Commuter Bus Study complete. Coordination with BRAC bases and local jurisdictions is ongoing.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

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. This is a BRAC related project.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MARC Edgewood Station -- Line 6
- Central Maryland Transit Maintenance Facility D & E -- Line 36
- MARC Riverside Maintenance Facility -- Line 45

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 2009			YEAR 2010	YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	2,044	1,344	200	100	100	100	100	100	700	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	2,044	1,344	200	100	100	100	100	100	700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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

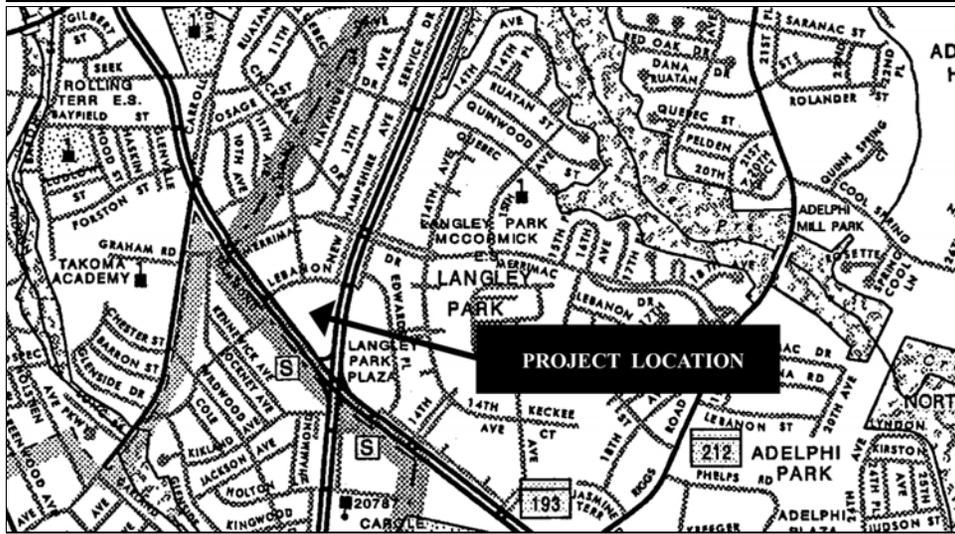
ASSOCIATED IMPROVEMENTS:

None.

STATUS: Project planning phase is complete. Project design started during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Funding increased \$5.9 million due mainly to addition of engineering phase.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	2,982	2,882	100	0	0	0	0	0	100	0
Engineering	5,608	108	2,400	3,100	0	0	0	0	5,500	0
Right-of-way	2,456	2,456	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,046	5,446	2,500	3,100	0	0	0	0	5,600	0
Federal-Aid	4,435	1,955	0	2,480	0	0	0	0	2,480	0



PROJECT: Takoma/Langley Park Transit Center

DESCRIPTION: Construction of an off-street covered 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. Project includes 12 bus bays to provide service for 11 bus routes, passenger shelters, public restroom facilities, a canopy over the entire facility 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
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

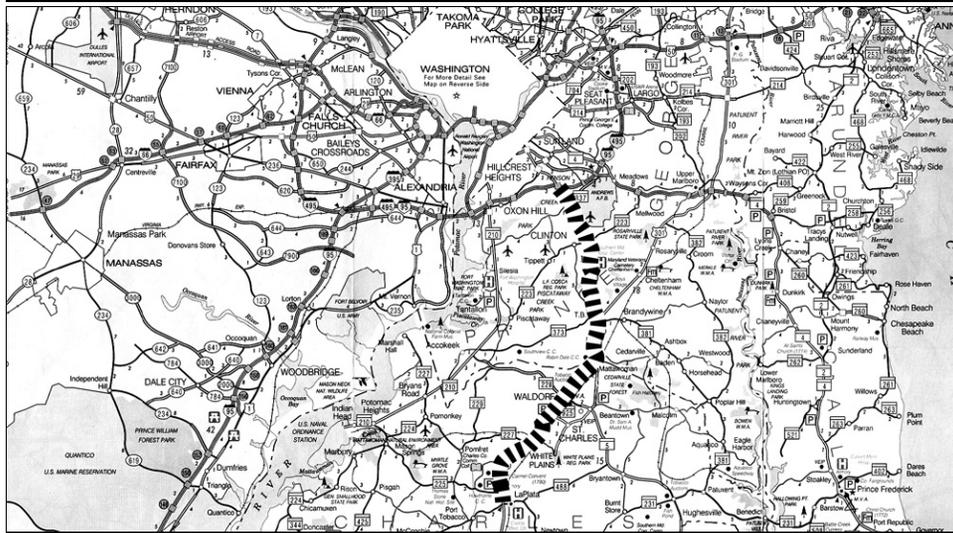
Purple Line -- Line 42

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

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Moved from the Construction Program to the Development and Evaluation Program.

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)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	760	457	303	0	0	0	0	0	303	0	
Engineering	3,120	332	618	2,170	0	0	0	0	2,788	0	
Right-of-way	9,250	0	0	9,250	0	0	0	0	9,250	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	13,130	789	921	11,420	0	0	0	0	12,341	0	
Federal-Aid	818	0	409	409	0	0	0	0	818	0	

Montgomery County (\$2.5 million), Prince Georges County (\$2.5 million), and Maryland Transportation Infrastructure Investment Funding (TIIF) revenues through WMATA (\$7.31 million) are providing \$12.31 million towards the project cost.



STATUS: Corridor preservation study to be completed during current 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:

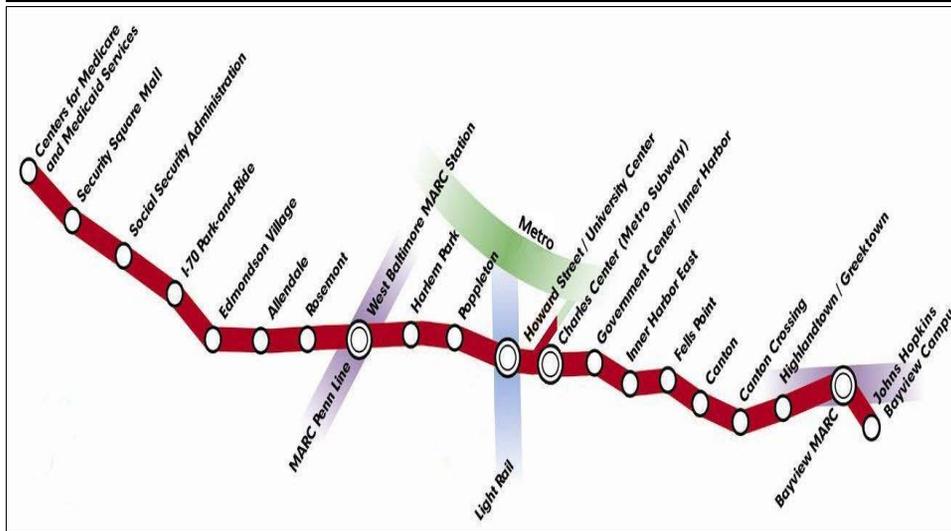
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	1,796	1,426	370	0	0	0	0	0	370	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	1,796	1,426	370	0	0	0	0	0	370	0	
Federal-Aid	1,022	726	296	0	0	0	0	0	296	0	



STATUS: New Starts application to be submitted during current fiscal year.

PROJECT: Red Line

DESCRIPTION: The Red Line is a 14-mile, east-west, light rail transit (LRT) line in a corridor that comprises Baltimore County's Woodlawn employment and commercial centers, the residential areas of West Baltimore, including Edmondson Village and the Uplands; the downtown Baltimore Central Business District (CBD), including the University of Maryland Medical System and nearby tourist attractions; residential, retail and commercial points in Harbor East, Fells Point, Canton and Highlandtown; and employment and medical institutions at the Johns Hopkins Bayview campus in east Baltimore City.

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
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

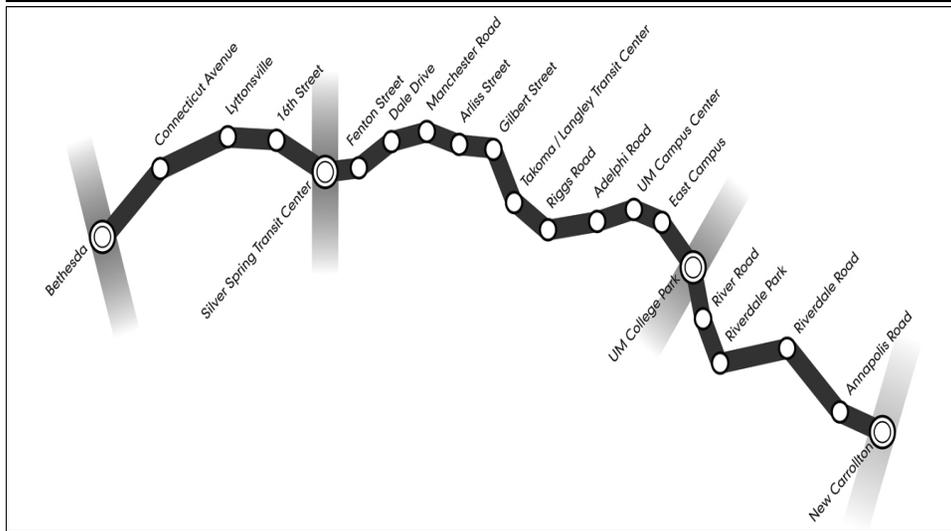
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Funding has been advanced to support completion of Preliminary Engineering.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	65,534	32,034	14,500	19,000	0	0	0	0	33,500	0
Engineering	53,241	0	0	10,000	29,570	0	0	0	39,570	13,671
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	217,689	32,034	14,500	29,000	29,570	0	0	0	73,070	112,585
Federal-Aid	108,201	13,335	9,288	14,500	14,785	0	0	0	38,573	56,293

Funding is contingent upon successful entry into the New Starts program.
0862



STATUS: New Starts application to be submitted during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Funding has been advanced to support completion of Preliminary Engineering.

PROJECT: Purple Line

DESCRIPTION: 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. The locally preferred alternative has 21 proposed stations traveling through four major activity centers. It would connect riders to Metrorail, MARC, Amtrak, and regional and local bus services. Also, the Purple Line would provide a 4.2-mile pedestrian/bicycle trail along the transitway between the Bethesda and Silver Spring central business districts (CBDs). Transit ridership is estimated at 64,800 daily boardings.

JUSTIFICATION: The Purple 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 also connects the MARC Brunswick, Camden and Penn lines as well as Amtrak at New Carrollton. In addition, the Purple Line connects 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 39

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	57,071	30,571	12,000	14,500	0	0	0	0	26,500	0	
Engineering	60,500	0	0	10,000	24,613	0	0	0	34,613	25,887	
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	117,571	30,571	12,000	24,500	24,613	0	0	0	61,113	25,887	
Federal-Aid	65,612	20,015	8,097	12,250	12,307	0	0	0	32,654	12,943	

Funding is contingent upon successful entry into the New Starts program.



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 on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			YEAR 2010	YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	3,312	3,137	175	0	0	0	0	0	175	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	3,312	3,137	175	0	0	0	0	0	175	0
Federal-Aid	1,524	1,524	0	0	0	0	0	0	0	0



STATUS: Preliminary engineering to begin during current fiscal year following selection of a locally preferred alternative.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

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

<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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	11,190	4,684	3,506	3,000	0	0	0	0	6,506	0	
Engineering	37,000	0	0	2,000	10,000	10,000	10,000	0	32,000	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	48,190	4,684	3,506	5,000	10,000	10,000	10,000	0	38,506	5,000	
Federal-Aid	23,535	731	2,804	2,500	5,000	5,000	5,000	0	20,304	2,500	

Funding is contingent upon successful entry into the New Starts program.



STATUS: Project on hold.

PROJECT: MARC Riverside Maintenance Facility

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:

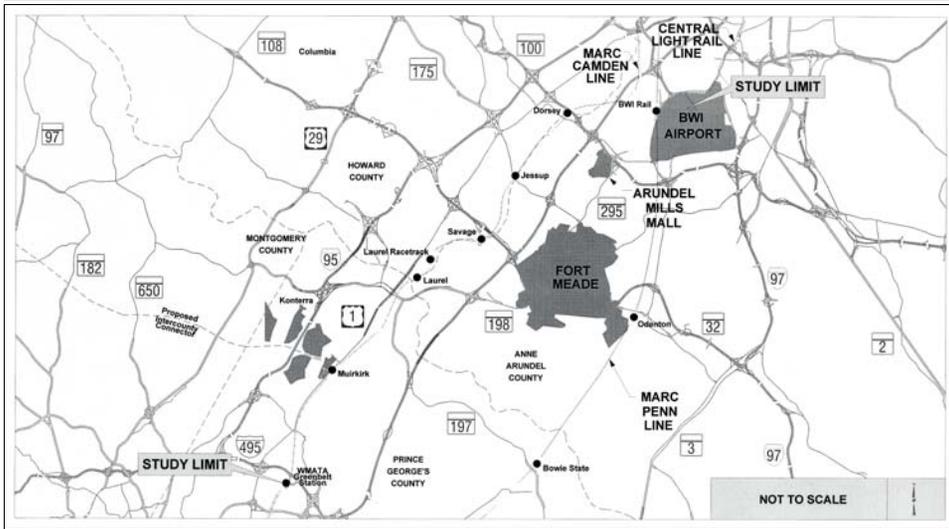
- Project Not Location Specific or Location Not Determined
- Project Within PFA Project Outside PFA; Subject to Exception
- Grandfathered Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Assessment of Transit Needs for Maryland Base Realignment and Closure --Line 37

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
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	153	153	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	153	153	0	0	0	0	0	0	0	0	0
Federal-Aid	29	29	0	0	0	0	0	0	0	0	0



STATUS: Project complete.

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 2009 - 14 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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2010	20112012.....2013.....		2014.....	.....2015.....
Planning	131	131	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	131	131	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	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 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2010 AND PRIOR</u>			
1	Police Dispatching, Communications and Reporting Management (1163)	1,334	Complete
2	Wheaton CBD Intermodal Access (1271)	510	Complete
3	Operations Plan for Metro and Light Rail (1354)	110	Complete
4	Howard Street Revitalization D & E (1207)	3,744	Underway
5	Engineering Management System (1204)	1,542	Underway
6	Non-Revenue Vehicles (1079)	902	Underway
7	Parking Lot Inspection & Repaving (0177, 0470)	1,165	Underway
8	Scheduling System (0513)	4,922	Underway
9	MAXIMO (1168)	1,188	Underway
10	Homeland Security - 2007 (1342)	9,005	Underway
11	Washington Blvd Building Improvements (1247)	5,990	Underway
12	Owner-Controlled Insurance Program (0832)	486	Underway
13	Bridge, Tunnel and Corrosion Inspection Services Program (0608, 0752)	1,434	Underway
14	Bethesda Metro Entrance D&E (1269)	5,207	Underway
15	Southern Maryland Stadium Parking (1274)	2,265	Underway
16	Baltimore Intercity Bus Terminal (1235)	5,214	Underway
17	Telephone Communications Systems (0493)	3,001	Underway
18	Capital Program Support Fund (1239)	2,212	Underway
19	Fare Collection Facilities and Equipment (1094, 1329)	1,649	Underway
20	Environmental Compliance (1149)	3,964	Underway
21	Miscellaneous Planning Studies (0510)	709	Underway
22	Northern District Police Facility Relocation D & E (1324)	1,960	Underway
23	Strategic and Other Transit Studies (0221, 1213)	500	Underway
24	Homeland Security - 2006 (1240)	5,160	Underway
25	Rail Purchase (0660)	2,496	Underway
26	Lexington Market Transit Improvement/West Side Development (1060)	7,212	Underway
27	Safety & Infrastructure Improvements (1070)	250	Underway
28	New IT Equipment (1103)	993	Underway
29	ADA Compliance (0266)	1,000	Underway
30	Transit Facilities Improvements (ARRA) (0447, 8025)	3,328	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>AGENCYWIDE IMPROVEMENTS -- FY 2011</u>			
31	Safety and Infrastructure Improvements (1070)	250	Summer, 2010
32	Owner-Controlled Insurance Program (0832)	600	Summer, 2010
33	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	1,017	Summer, 2010
34	Strategic and Other Transit Studies (0221, 1213)	500	Summer, 2010
35	Capital Program Support Fund (1239)	1,119	Summer, 2010
36	Non-Revenue Vehicles (1079)	500	Summer, 2010
37	Parking Lot Inspection & Repaving (0177, 0470)	1,000	Summer, 2010
38	New IT Equipment (1103)	565	Summer, 2010
39	Fare Collection Equipment Preservation Fund (1329)	1,000	Summer, 2010
40	Environmental Compliance (1149)	2,250	Summer, 2010
41	ADA Compliance (0266)	800	Summer, 2010
42	Miscellaneous Planning Studies (0510)	573	Summer, 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>BUS SYSTEM IMPROVEMENTS -- FY 2010 AND PRIOR</u>			
1	Automatic Passenger Counters (1241)	100	Complete
2	Division Maintenance Facility Ventilation Improvements (1073)	2,400	Underway
3	Fuel/Fluids Management System (1120)	1,979	Underway
4	Northwest Yard Repaving (1179)	897	Underway
5	Wireless LAN D & E (1210)	659	Underway
6	Operators' Seat Replacement (1122)	484	Underway
7	Maintenance Support Improvement Fund (0554)	500	Underway
8	Maintenance Electrical & Mechanical Equipment (ARRA) (1078, 1276, 8027)	2,150	Underway
9	Systemwide Improvements and Rehabilitation (0547, 0849, 1148)	975	Underway
10	Facilities Rehabilitation (0193, 1076, 1180)	5,816	Underway
11	Bus Lifts (1096)	600	Underway
<u>BUS SYSTEM IMPROVEMENTS -- FY 2011</u>			
12	Bus Lifts (1096)	350	Summer, 2010
13	Maintenance Electrical & Mechanical Equipment (ARRA) (1078, 8027)	4,600	Summer, 2010
14	Systemwide Improvements and Rehabilitation (0547, 0849, 1148)	2,095	Summer, 2010
15	Maintenance Support Improvement Fund (0554)	1,500	Summer, 2010
16	Facilities Rehabilitation (0193, 1076)	1,215	Summer, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FREIGHT IMPROVEMENTS -- FY 2010 AND PRIOR</u>			
1	Freight/LTR Rail Abandonment (1100)	462	Underway
2	Dorchester County Airport Expansion D & E (1191)	124	Underway
3	Capital Improvement Program (0590)	2,860	Underway
<u>FREIGHT IMPROVEMENTS -- FY 2011</u>			
4	Capital Improvement Program (0590)	100	Summer, 2010
5	Freight/LTR Rail Abandonment (1100)	462	Fall, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 50

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LIGHT RAIL IMPROVEMENTS -- FY 2010 AND PRIOR</u>			
1	Howard Street Safety Improvements (0489)	848	Complete
2	Yard Switches Conversion (ARRA) (0451, 8028)	1,183	Complete
3	Signal Priority (1142)	2,545	Underway
4	Signage Upgrades (ARRA) (8004)	500	Underway
5	PA/LED Signs Replacements (1294)	1,640	Underway
6	Railroad Worker Protection Equipment (1364)	800	Underway
7	Balance Weight Assembly (1254)	500	Underway
8	Parking Expansion (ARRA) (0871, 8003)	3,417	Underway
9	Rail Installation (0797)	400	Underway
10	Light Rail Enhancements (0790)	3,441	Underway
11	Substation Installations (ARRA) (0341, 8005, 8026)	12,478	Underway
12	Norfolk-Southern Lead Track Rehabilitation (1340)	653	Underway
13	Drainage Improvements (0856)	893	Underway
14	Bridge Preservation (0248, 1279)	765	Underway
15	Light Rail Vehicle Cameras D & E (1211)	310	Underway
16	Electrical Equipment Overhaul and Upgrade (1185, 1187)	1,100	Underway
17	Facilities and Station Rehabilitation (0005, 0870, 1189, 1227)	2,796	Underway
18	Grade Crossing Repair (1048)	325	Underway
<u>LIGHT RAIL IMPROVEMENTS -- FY 2011</u>			
19	Facilities and Station Rehabilitation (0005)	1,000	Summer, 2010
20	Grade Crossing Repair (1048)	750	Summer, 2010
21	Rail Installation (0797)	400	Summer, 2010
22	Bridge Preservation (0248, 1279)	395	Summer, 2010
23	PA/LED Signs Replacement (1294)	4,515	Summer, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 51

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>MARC IMPROVEMENTS -- FY 2010 AND PRIOR</u>			
1	Miscellaneous Facility Improvements and Rehabilitation (0199, 1098, 1308)	4,133	Underway
2	MARC Parking Needs Study D & E (1363)	300	Underway
3	East Baltimore and Martins Evaluation D & E (1217)	200	Underway
4	Laurel Station Rehabilitation (ARRA) (8006)	2,100	Underway
5	System Preservation Fund (0634)	1,750	Underway
6	Parking Lot Improvements (1006)	120	Underway
7	BWI Garage Repairs (1358)	681	Underway
8	PA/LED Signs (0430)	6,567	Underway
9	Seat Replacement (1284)	4,038	Underway
10	Passenger Warning System @ CSX Stations (0420)	3,138	Underway
11	Public Address System (ARRA) (8011)	6,489	Underway
12	Martins Yard Improvements (ARRA) (8009)	400	Underway
13	Aberdeen Station Enhancements (1182)	275	Underway
14	Muirkirk Retaining Wall (ARRA) (8012)	182	Underway
<u>MARC IMPROVEMENTS -- FY 2011</u>			
15	Miscellaneous Facility Improvements and Rehab. (0199)	900	Fall, 2010
16	System Preservation Fund (0634)	2,000	Fall, 2010
17	Parking Lot Improvements (1006)	760	Fall, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 52

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>METRO IMPROVEMENTS -- FY 2010 AND PRIOR</u>			
1	Halon Gas Replacement (ARRA) (8029)	522	
2	Rail Shop Equipment Improvements (0838)	2,707	Complete
3	Rail Inspection Program D & E (0194)	1,526	Complete
4	Communications Control Console Replacement (1244)	1,104	Complete
5	Tunnel and Underground Station Repairs (ARRA) (8017)	3,900	Underway
6	PA/LED Signs (1295)	1,051	Underway
7	Twin Block Tie Replacement (0368)	250	Underway
8	Station Renovations (ARRA) (8016)	5,000	Underway
9	Rail Fastener and Bolt Replacement (ARRA) (0455, 8014)	7,937	Underway
10	Station Emergency Telephones (1288)	3,557	Underway
11	Train Control Systems (0840)	50	Underway
12	Roof Replacements (1258)	1,000	Underway
13	Rail Installation Program D & E (0868)	3,247	Underway
14	Miscellaneous System Preservation Improvements (0179, 1186)	2,650	Underway
15	Bridge & Elevated Structures Rehab. Fund (ARRA) (0239, 8018)	1,125	Underway
16	Station Communication and Control Booth Rebuilds (1259)	2,400	Underway
17	Miscellaneous Facility Upgrades (1282)	2,000	Underway
18	Parking Lot Lighting (1316)	700	Underway
19	Miscellaneous Facility Improvements (1293)	211	Underway
20	Replacement of Street Gratings (1178)	2,886	Underway
21	Public Address System (ARRA) (8015)	5,326	Underway
22	Tunnel Structural Repairs (0529, 1318)	220	Underway
<u>METRO IMPROVEMENTS -- FY 2011</u>			
23	Miscellaneous System Preservation Improvements (0179, 1186)	3,225	Summer, 2010
24	Tunnel Structural Repairs (0529, 1318)	245	Summer, 2010
25	Bridge & Elevated Structures Rehab. Fund (ARRA) (0239, 8018)	2,400	Summer, 2010
26	Twin Block Tie Replacement (0368)	250	Summer, 2010
27	Roof Replacements (1258)	1,100	Summer, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
28	<p><u>METRO IMPROVEMENTS -- FY 2011 (cont'd)</u></p> <p>Train Control Systems (0840)</p>	300	Spring, 2011

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 53

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>MOBILITY IMPROVEMENTS -- FY 2010 AND PRIOR</u>			
1	New Centralized Mobility Facility D & E (1146)	688	Complete
2	Mobility Communications Systems (1194)	125	Underway
3	Mobility Data Backup and Communications Systems (1165)	778	Underway
4	Mobility Miscellaneous Improvements Fund (1166)	810	Underway
<u>MOBILITY IMPROVEMENTS -- FY 2011</u>			
5	Mobility Miscellaneous Improvements Fund (1166)	600	Summer, 2010
6	Mobility Communications Systems (1194)	125	Fall, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS</u>			
<u>ALLEGANY COUNTY FY 2009 AND PRIOR</u>			
7	2 Small Replacement & 1 Expansion Bus (ARRA)	160	Complete
8	Capital Maintenance Items (ARRA)	20	Complete
9	Maintenance - Components	12	Complete
10	Maintenance Equipment	32	Complete
11	Maintenance/Support Vehicle	30	Complete
12	Preventive Maintenance	120	Complete
13	Small Buses for Non-Profits	200	Complete
14	2 Medium Replacement Buses	260	Underway
15	Computer Equipment (ARRA)	10	Underway
16	Facilities Improvements & Rehabilitation	218	Underway
17	Facilities Renovation Electrical System (ARRA)	85	Underway
18	Medium High Floor 30' Bus Replacement (ARRA)	134	Underway
19	Preventative Maintenance (ARRA)	250	Underway
20	Rehab/Renovate Office (ARRA)	10	Underway
21	Shop Equipment (ARRA)	1	Underway
22	Vehicle Shelter (ARRA)	200	Spring, 2010
23	Video Surveillance System for Vehicles (ARRA)	68	Spring, 2010
<u>ALLEGANY COUNTY FY 2010</u>			
24	Facilities Expansion (ARRA)	35	Underway
25	Small buses to Non-profits	56	Underway
26	Roof Replacement (ARRA)	28	FY 2010
<u>ANNE ARUNDEL COUNTY FY 2009 AND PRIOR</u>			
27	2 Medium Low-Floor 30' Bus - Expansion (ARRA)	388	Underway
28	Computer Equipment for Non-Profits (ARRA)	120	Underway
29	Department of Aging ITS	363	Underway
30	Small buses to Non-profits	98	Underway
31	Bicycle Equipment	2	Fall, 2010
32	On Board Communications	2	Fall, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CITY OF ANNAPOLIS FY 2009 AND PRIOR</u>			
33	1 Replacement Trolley (ARRA)	591	Winter, 2010
34	Support Vehicle	50	Winter, 2010
35	3 Replacement Trolleys	993	Complete
36	Facilities Maintenance	5	Complete
37	Preventive Maintenance	100	Complete
38	4 Medium Replacement Buses	978	Underway
39	5 Replacement Transit Buses (ARRA)	1,643	Underway
40	Bicycle Equipment	4	Underway
41	Maintenance Equipment	27	Underway
42	On Board Communications	10	Underway
43	Preventive Maintenance (ARRA)	75	Underway
44	Supplemental Funding-Heavy Duty Bus Replacement	175	Underway
45	Technology - Computers	16	Underway
46	Safety & Security - Facility	53	Summer, 2010
<u>CITY OF ANNAPOLIS FY 2010</u>			
47	Design/Build Covered Storage Facility	150	Winter, 2010
48	Portable Radios	13	Winter, 2010
49	Bike Rack for Replacement Bus	2	Spring, 2010
50	Farebox for Replacement Bus	1	Spring, 2010
51	Mobile Column Lift	334	Spring, 2010
<u>BALTIMORE COUNTY FY 2009 AND PRIOR</u>			
52	2 Small Expansion Buses	132	Complete
53	Small Buses to Non-Profits	214	Complete
54	Technology - Software	72	Complete
<u>BALTIMORE COUNTY FY 2010</u>			
55	Small Buses to Non-Profits	120	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CALVERT COUNTY FY 2009 AND PRIOR</u>			
56	1 Small Expansion Bus (ARRA)	65	Complete
57	3 Small Replacement Buses	186	Complete
58	Maintenance Equipment	42	Complete
59	2 Medium Low-Floor 30' Bus Replacements (ARRA)	406	Underway
60	GPS/Vehicle Tracking System (ARRA)	13	Underway
61	Passenger Amenities	2	Underway
62	Passenger Equipment (ARRA)	2	Underway
63	Safety & Security - Passenger Equipment	4	Underway
64	Shop Equipment (ARRA)	6	Underway
65	Electronic Fare Collection System (ARRA)	220	Spring, 2010
66	Passenger Amenities (ARRA)	15	Spring, 2010
67	Facility Improvements	744	Fall, 2010
<u>CALVERT COUNTY FY 2010</u>			
68	Bus Wash Facility	826	Winter, 2010
<u>CAROLINE COUNTY FY 2009 AND PRIOR</u>			
69	Safety & Security -- Passenger Amenities (ARRA)	8	Winter, 2010
70	Support Vehicle (ARRA)	25	Winter, 2010
71	Surveillance Equipment (ARRA)	100	Winter, 2010
72	Two-way Radios (ARRA)	23	Winter, 2010
73	1 Medium Replacement Bus	130	Complete
74	1 Small Replacement Bus	62	Complete
75	1 Small Replacement Bus (ARRA)	62	Complete
76	4 Small Replacement Buses	232	Complete
77	Support Vehicle	25	Complete
78	1 Medium Low-Floor 30' Replacement Bus (ARRA)	112	Underway
79	Maintenance Equipment	57	Underway
80	Vehicles for Non-profits	145	Underway
81	Office Equipment	30	Spring, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CARROLL COUNTY FY 2009 AND PRIOR</u>			
82	Bus Painting (ARRA)	75	Winter, 2010
83	Maintenance Equipment	18	Winter, 2010
84	New Lot/Building/Shelters (ARRA)	850	Winter, 2010
85	1 Small Expansion Bus & 4 Small Replacement Buses	310	Complete
86	4 Small Replacement Buses (ARRA)	204	Complete
87	5 Small Replacement Buses	201	Complete
88	Office Furniture (ARRA)	9	Complete
89	Technology - Operations	5	Complete
90	Technology (ARRA)	14	Complete
91	Vehicles to Non-Profit Organizations	110	Complete
92	1 Hybrid Support Vehicles (ARRA)	24	Underway
93	On Board Communications	250	Underway
94	On Board Communications (ARRA)	106	Underway
95	Preventative Maintenance	80	Underway
96	Scheduling Software (ARRA)	260	Underway
97	Small Buses to Non-Profits	45	Underway
<u>CARROLL COUNTY FY 2010</u>			
98	2 Small Bus 16/2 Replacement	136	Winter, 2010
99	4 Minivans	164	Winter, 2010
100	Computer Software / Hardware	80	Winter, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CECIL COUNTY FY 2009 AND PRIOR</u>			
101	Bus Shelter Excavation (ARRA)	12	Winter, 2010
102	Passenger Amenities - Benches and Shelters (ARRA)	12	Winter, 2010
103	2 Small Replacement Buses	127	Complete
104	5 Small Expansion Buses	318	Complete
105	Automated Destination Signs (ARRA)	13	Complete
106	Vehicles to Non-Profit Organizations	150	Complete
107	On Board Communications	83	Underway
108	Preventive Maintenance	210	Underway
109	Small Buses to Non-Profits	56	Underway
110	Diesel Fuel Pumps (ARRA)	138	Spring, 2010
111	Large Bus Storage Facility & Consulting (ARRA)	190	Spring, 2010
112	Safety & Security - Facilities	24	Summer, 2010
<u>CECIL COUNTY FY 2010</u>			
113	Bike Racks	5	Winter, 2010
114	Bus Equipment	64	Winter, 2010
115	Farebox Vaults	1	Winter, 2010
116	Passenger Amenities (ARRA)	8	Winter, 2010
117	Preventive Maintenance	211	Underway
118	Bus Wraps	35	Spring, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CHARLES COUNTY FY 2009 AND PRIOR</u>			
119	Electronic Fare Collection System (ARRA)	230	Winter, 2010
120	On Board Communications	3	Winter, 2010
121	Passenger Facilities	400	Winter, 2010
122	2 Medium Expansion Buses	334	Complete
123	Passenger Facilities	5	Complete
124	Small Buses to Non-Profit Organizations	250	Complete
125	6 Medium Replacement & 6 Expansion Buses	910	Underway
126	7 Medium Low-Floor Replacement Buses (ARRA)	1,442	Underway
127	Small Buses to Non-Profits	51	Underway
128	Passenger Amenities (ARRA)	8	Fall, 2010
<u>CHARLES COUNTY FY 2010</u>			
129	Portable Lift - ARRA	22	Winter, 2010
<u>DORCHESTER COUNTY FY 2009 AND PRIOR</u>			
130	1 Medium Replacement Bus	164	Complete
131	2 Small Replacement Buses	124	Complete
132	3 Small Replacement Buses	162	Complete
133	3 Small Replacement Buses (ARRA)	177	Complete
134	Small Buses to Non-Profits	348	Complete
135	ADP Software	11	Underway
136	Computer Hardware	12	Underway
137	Maintenance Equipment	27	Underway
138	Maintenance Supplies & Components	6	Underway
139	Mobility Management - Non-Profits	83	Underway
140	Small Buses to Non-Profits	201	Underway
141	Maintenance Software	2	Summer, 2010
142	Passenger Facilities	30	Summer, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>FREDERICK COUNTY FY 2009 AND PRIOR</u>			
143	1 Small Expansion Bus	66	Complete
144	5 Small Replacement Buses	305	Complete
145	On Board Communications	185	Complete
146	On Board Equipment	7	Complete
147	Preventive Maintenance	375	Complete
148	2 Hybrid Transit Buses (ARRA)	1,078	Underway
149	6 Large Replacement Buses	1,897	Underway
150	Bicycle Racks	2	Underway
151	Bicycle Racks (ARRA)	5	Underway
152	On Board Equipment (ARRA)	30	Underway
153	Preventive Maintenance (ARRA)	375	Underway
154	Small Buses to Non-Profits	99	Underway
155	Minivan Replacement (ARRA)	26	Spring, 2010
156	Parking Lot Construction (ARRA)	1,242	Spring, 2010
157	Safety & Security - Facilities	16	Spring, 2010
158	Support Vehicle Replacement (ARRA)	27	Spring, 2010
<u>FREDERICK COUNTY FY 2010</u>			
159	Admin. Facility Expansion D&E	150	Fall, 2010
160	Preventive Maintenance	50	Fall, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>GARRETT COUNTY FY 2009 AND PRIOR</u>			
161	3 Small Replacement Buses (ARRA)	147	Complete
162	4 Small Replacement Buses & 1 Small Expansion Bus	292	Complete
163	Facilities - Bus Canopies	590	Complete
164	Maintenance Equipment	63	Complete
165	Office Equipment	1	Complete
166	Small Buses to Non-Profits	146	Complete
167	Bus Wash (ARRA)	109	Underway
168	Small Buses to Non-Profits	48	Underway
169	Technology - Software	45	Underway
<u>HARFORD COUNTY FY 2009 AND PRIOR</u>			
170	12 Heavy Duty Low-Floor Hybrid Expansion Buses (ARRA)	4,212	Winter, 2010
171	2 Medium Duty Low Floor Replacement Buses	420	Complete
172	2 Small Expansion Buses	118	Complete
173	3 Small Replacement Buses (ARRA)	192	Complete
174	5 Medium Replacement Buses	796	Complete
175	7 Small Replacement Buses	434	Complete
176	Maintenance Equipment	4	Complete
177	Preventive Maintenance	50	Complete
178	Small Buses to Non-Profits	189	Complete
179	Technology - Software	5	Complete
180	Bicycle Racks	29	Underway
181	On Board Communications	215	Underway
182	Preventive Maintenance	80	Underway
183	Small Buses to Non-Profits	51	Underway
184	Support Vehicle	15	Underway
<u>HARFORD COUNTY FY 2010</u>			
185	Preventive Maintenance	100	Fall, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>HOWARD COUNTY FY 2009 AND PRIOR</u>			
186	1 Small Expansion & 3 Small Replacement Buses	268	Complete
187	Preventive Maintenance	150	Complete
188	Small Buses to Non-Profits	154	Complete
189	1 Hybrid Expansion Bus (ARRA)	540	Underway
190	2 Hybrid Replacement Transit Buses (ARRA)	1,080	Underway
191	2 Small Replacement Buses	132	Underway
192	3 Small Hybrid Replacement Buses (ARRA)	600	Underway
193	6 Hybrid Replacement Buses	480	Underway
194	Passenger Facilities	50	Underway
195	Preventive Maintenance	99	Underway
196	Preventive Maintenance (ARRA)	150	Underway
197	Software to Non-profits	37	Underway
198	Accessibility Improvements	400	Spring, 2010
199	Bus Painting (ARRA)	97	Spring, 2010
200	GPS (ARRA)	13	Spring, 2010
201	Hybrid Transit Bus 30'	350	Spring, 2010
202	On Board Communications	150	Spring, 2010
203	Passenger Amenities (ARRA)	100	Spring, 2010
204	Security Cameras (ARRA)	100	Spring, 2010
<u>HOWARD COUNTY FY 2010</u>			
205	1 Medium Replacement Bus	210	Fall, 2010
206	2 Small Replacement Buses	133	Fall, 2010
<u>KENT COUNTY FY 2009 AND PRIOR</u>			
207	(See Caroline County for Projects)		
208	1 Medium Replacement Bus	210	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>MONTGOMERY COUNTY FY 2009 AND PRIOR</u>			
209	Preventive Maintenance	932	Complete
210	Preventive Maintenance	1,165	Complete
211	Small Vehicles to Non-Profits	150	Complete
212	Up to 9 Replacement Buses	2,859	Complete
213	1 Expansion Transit Bus (ARRA)	344	Underway
214	12 Replacement Hybrid Transit Buses (ARRA)	6,204	Underway
215	Dispatch Software (ARRA)	350	Underway
216	Small Buses to Non-Profits	47	Underway
217	Up to 12 Replacement Transit Buses	3,910	Underway
218	Up to 12 Large Buses	2,688	Spring, 2010
219	Up to 12 Large Buses	2,000	Fall, 2010
<u>PRINCE GEORGE'S COUNTY FY 2009 AND PRIOR</u>			
220	6 Small Replacement Buses	494	Complete
221	22 Replacement Transit Buses (ARRA)	6,908	Underway
222	Small Buses to Non-Profits	98	Underway
223	Up to 8 Replacement Transit Buses	492	Underway
224	4 Small Expansion Buses	492	Spring, 2010
225	8 Heavy Duty 30' Buses	500	Spring, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>QUEEN ANNE'S COUNTY FY 2009 AND PRIOR</u>			
226	Computer Equipment (ARRA)	25	Winter, 2010
227	Facility Signage (ARRA)	2	Winter, 2010
228	Maintenance Equipment	2	Winter, 2010
229	Office Furniture (ARRA)	40	Winter, 2010
230	Technology - Computers	2	Winter, 2010
231	Telephone System (ARRA)	2	Winter, 2010
232	1 Small Replacement Bus	58	Complete
233	1 Support Vehicle	25	Complete
234	2 Medium Replacement Buses	316	Complete
235	2 Small Replacement Buses	110	Complete
236	4 Small Replacement Buses (ARRA)	240	Complete
237	Medium Low-Floor Expansion Bus (ARRA)	188	Underway
238	On Board Communications	18	Underway
239	Maintenance Parts (ARRA)	9	Summer, 2010
240	Passenger Facilities	7	Summer, 2010
241	Safety & Security	4	Summer, 2010
<u>QUEEN ANNE'S COUNTY FY 2010</u>			
242	Vehicle Refurbishment - Engine (ARRA)	9	Winter, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ST. MARY'S COUNTY FY 2009 AND PRIOR</u>			
243	Bus Stop Shelter Solar Lights (ARRA)	2	Winter, 2010
244	Concrete Pads (ARRA)	12	Winter, 2010
245	Facilities - Bus Barn	1,107	Winter, 2010
246	On Board Equipment	4	Winter, 2010
247	Passenger Facilities	5	Winter, 2010
248	Shop/Maintenance Equipment (ARRA)	50	Winter, 2010
249	2 Small Buses 16/2 - Replacements (ARRA)	122	Complete
250	8 Small Replacement Vehicles	508	Complete
251	Technology - Computers	3	Complete
252	2 Medium High Floor 30' Buses - Expansion (ARRA)	213	Underway
253	Technology - Software	59	Underway
254	Bus Shelters (5) (ARRA)	30	Spring, 2010
255	Concrete Pades (ARRA)	12	Spring, 2010
256	Solar Lighting Depot & Shelters (ARRA)	27	Spring, 2010
257	Safety & Security - Cameras	13	Summer, 2010
<u>SOMERSET COUNTY FY 2009 AND PRIOR</u>			
258	Small Buses to Non-Profits	150	Complete
259	Small Buses to Non-Profits	51	Underway
<u>TALBOT COUNTY FY 2009 AND PRIOR</u>			
260	(See Caroline County for Projects)		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>WASHINGTON COUNTY FY 2009 AND PRIOR</u>			
261	Computerized Scheduling & Dispatch System	50	Winter, 2010
262	Electronic Fare Collection Equipment (ARRA)	206	Fall, 2009
263	Facilities Renovation (ARRA)	212	Winter, 2010
264	Facility Maintenance & Upgrades	64	Winter, 2010
265	Key-pad Entrance Door Lock System - ARRA	5	Winter, 2010
266	Shop Equipment (ARRA)	10	Winter, 2010
267	Transfer Point Relocation - Construction (ARRA)	875	Winter, 2010
268	9 Medium Replacement Buses	1,800	Complete
269	On Board Communications	122	Complete
270	2 Medium Low Floor Replacement Buses (ARRA)	420	Underway
271	2 Support Vehicles	30	Underway
272	Capital Maintenance	4	Underway
273	Maintenance Equipment	9	Underway
274	Medium Low-Floor 30' Bus - Expansion (ARRA)	210	Underway
275	Mobility Management - Non-Profits	58	Underway
276	Oil Tank (ARRA)	10	Underway
277	Preventive Maintenance	25	Underway
278	Preventive Maintenance (ARRA)	170	Underway
279	Small Buses to Non-Profits	106	Underway
280	Vehicle Maintenance Supplies & Components	24	Underway
281	Bus Shelters (ARRA)	136	Spring, 2010
282	Support Vehicle (ARRA)	20	Fall, 2010
<u>WICOMICO COUNTY FY 2009 AND PRIOR</u>			
283	(See Tri-County Council for the Lower Eastern Shore for Projects)		
284	Vehicles to Non-Profit Organizations - Shore Up, Lower Shore Enterprise Inc., Dove Point, Inc.	361	Complete
285	Small Buses to Non-Profits	108	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>WORCESTER COUNTY FY 2009 AND PRIOR</u>			
286	Commission on Aging, Worcester County Development Center	367	Complete
287	Shore Enterprise, Inc. Dove Point, Inc.	361	Complete
288	Small Buses to Non-Profits	148	Underway
<u>TOWN OF OCEAN CITY FY 2009 AND PRIOR</u>			
289	LED Info Signs at Transit Facilities (ARRA)	50	Winter, 2010
290	1 Small Replacement Bus	55	Complete
291	2 Heavy Duty 40' Replacement Buses	722	Underway
292	5 Large Replacement Buses	1,784	Underway
293	6 Heavy Duty Transit Bus 40' Replacement (ARRA)	2,166	Underway
294	Currency Counters (ARRA)	6	Underway
295	Facility Maintenance & Improvements	87	Underway
296	Maintenance Supplies & Components	148	Underway
297	Passenger Facilities & Maintenance	25	Underway
298	Shelter Parts (ARRA)	25	Underway
299	Supplemental AVL/APC Funding (ARRA)	30	Underway
300	Renovate Park & Ride (ARRA)	50	Spring, 2010
301	Facilities	202	Summer, 2010
302	Office Equipment	1	Summer, 2010
303	On Board Communications	216	Summer, 2010
304	Bus Spare Parts (ARRA)	300	Fall, 2010
305	Electronic Fareboxes (ARRA)	100	Fall, 2010
306	Refurbish South End Transit Center (ARRA)	30	Fall, 2010
<u>TOWN OF OCEAN CITY FY 2010</u>			
307	Support Vehicle	30	Winter, 2010
308	1 Supervisory Vehicle	40	Fall, 2010
309	3 Heavy Duty 40' Replacement Buses	1,083	Fall, 2010

LOCALLY OPERATED TRANSIT SYSTEMS

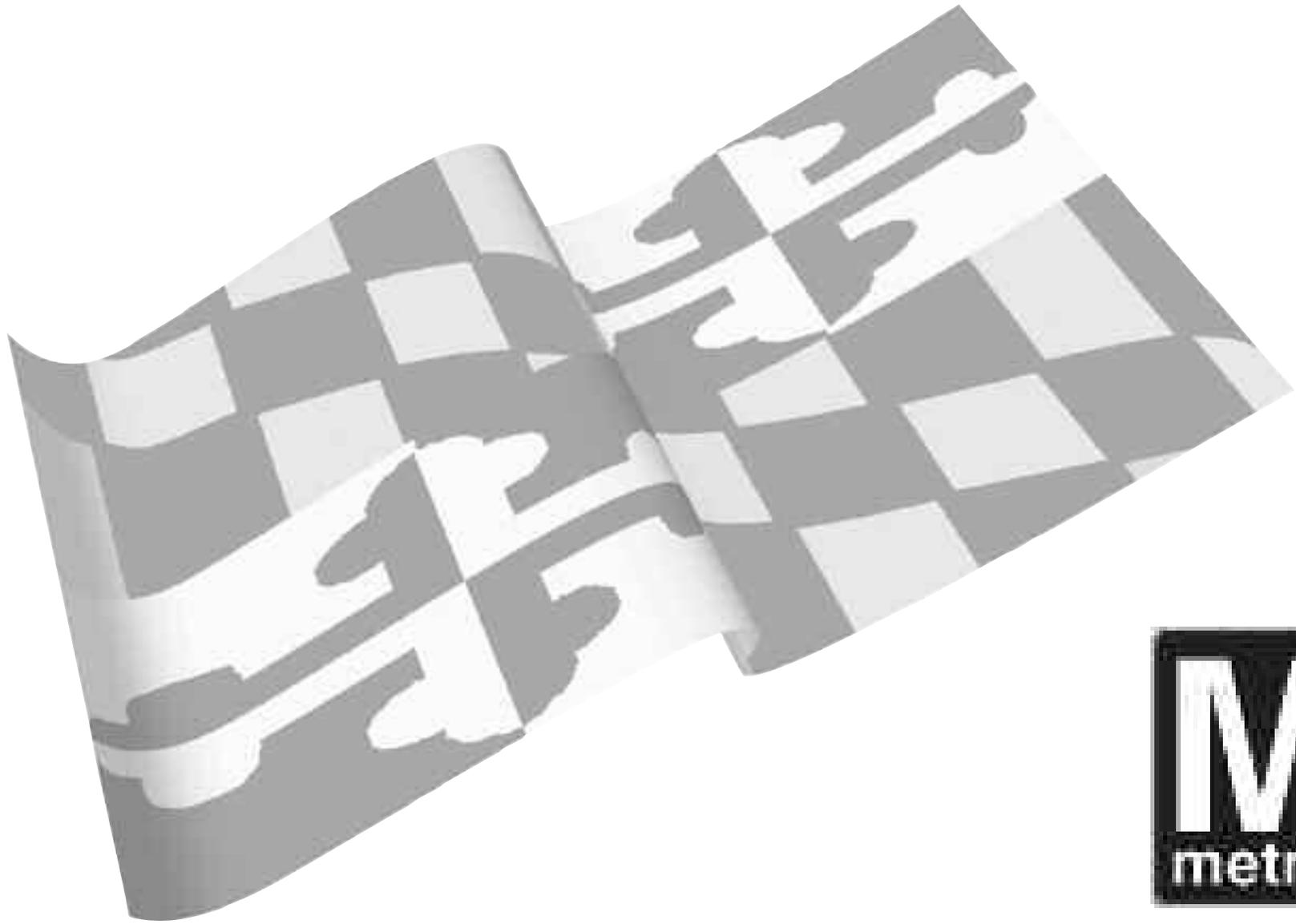
MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>		
	<u>BALTIMORE CITY FY 2009 AND PRIOR</u>		
310	Small Buses to Non-Profits	120	Complete
	<u>CORRIDOR TRANSPORTATION CORP. FY 2009 AND PRIOR</u>		
311	4 Medium Replacement Buses	554	Complete
312	1 Small Expansion Bus	67	Underway
313	Hardware & Software	210	Underway
314	ITS Project	92	Underway
315	Mobility Management	125	Underway
316	2 Medium Replacement Buses	480	Spring, 2010
317	Safety & Security - On Board Equipment	108	Fall, 2010
	<u>CORRIDOR TRANSPORTATION CORP. FY 2010</u>		
318	AVL System (ARRA)	600	Winter, 2010
	<u>SHORE TRANSIT FY 2010</u>		
319	Small Buses to Non-Profits	158	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 54 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>TRI-CO. COUNCIL FOR THE LOWER EASTERN SHORE FY 2009 AND PRIOR</u>			
320	2 Support Vehicles (ARRA)	33	Winter, 2010
321	Capital Maintenance Equipment (ARRA)	30	Winter, 2010
322	Computer Hardware (ARRA)	63	Winter, 2010
323	Computer Software (ARRA)	112	Winter, 2010
324	Computerized Scheduling & Dispatching (ARRA)	144	Winter, 2010
325	Office Equipment (ARRA)	29	Winter, 2010
326	Recondition Bus Engine (ARRA)	13	Winter, 2010
327	Security Updates (ARRA)	13	Winter, 2010
328	Shop Equipment (ARRA)	17	Winter, 2010
329	Updated Fare Collection Equipment	28	Winter, 2010
330	1 Small Replacement Bus	62	Complete
331	2 Medium Replacement Buses	237	Complete
332	2 Small Replacement Buses (ARRA)	106	Complete
333	On Board Communications	1	Complete
334	2 Medium Low Floor Replacement Vehicles	420	Underway
335	2 Support Vehicles	40	Underway
336	3 Medium Duty Low Floor Bus 30' Replacement (ARRA)	697	Underway
337	3 Medium High-Floor 30' Bus Replacement (ARRA)	330	Underway
338	Facilities Design	200	Underway
339	Land Acquisition	400	Underway
340	Maintenance Equipment	90	Underway
341	Outside Facility Maintenance Equipment (ARRA)	29	Underway
342	Passenger Amenities (ARRA)	35	Spring, 2010
343	Passenger Facilities	5	Spring, 2010



WASHINGTON METROPOLITAN AREA TRANSIT

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

	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	204.5	219.9	240.8	215.8	230.8	230.8	1,342.7
Special Funds	35.6	102.0	141.8	116.8	131.8	131.9	660.1
Federal Funds	16.4	-	-	-	-	-	16.4
Federal Funds - WMATA *	152.5	117.8	99.0	99.0	99.0	99.0	666.2

* 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.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The increase in cost of \$9.7 million is due to the addition of FY 2015.

PROJECT: Metrorail Debt Service

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

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

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2012....	....2013....	....2014....	....2015....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	657,991	599,545	9,741	9,741	9,741	9,741	9,741	9,741	58,446	0
Total	657,991	599,545	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 364 rail cars is nearing completion, extending the lifetime of the cars by 20 years. 120 new rail cars are now in service. Clean diesel, hybrid-electric and Compressed Natural Gas bus delivery began in 2006, with exceptional results.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The Maryland share of the cost of this regional capital program is approximately \$370.0 million through FY 2010 and \$667.0 million through 2024. The increase in cost is due to the addition of FY 2015 and an increase in federal funds received directly by WMATA.

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: The goals of the Metro Matters program are to 1) maintain WMATA's aging facilities and systems in a state of good repair, 2) relieve Metrorail passenger crowding and accommodate ridership growth by having 50% of peak-hour trains operating with eight cars, and 3) improve Metrobus service reliability by reducing the average age of the fleet, and improve regional air quality by replacing standard diesel buses with alternative fuel buses.

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 type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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	1,546,343	585,636	141,260	141,260	181,060	156,060	171,060	170,007	960,707	0	0
Total	1,546,343	585,636	141,260	141,260	181,060	156,060	171,060	170,007	960,707	0	0
Federal-Aid	79,880	63,480	16,400	0	0	0	0	0	16,400	0	0

A total of \$954.1 million in federal funds are to be received directly by WMATA. The \$79.9 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 (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 provides 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 2009 - 14 CTP: The cost increase of \$1.0 million is due to the addition of FY 2015.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	68,289	67,189	0	0	0	0	0	1,100	1,100	0	
Total	68,289	67,189	0	0	0	0	0	1,100	1,100	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

8011, 8013, 8014

Washington Metropolitan Area Transit -- Line 4

CONSTRUCTION PROGRAM



STATUS: With the passage of the P.L. 110-432, Maryland has set aside its portion of the funding for five years.

PROJECT: Matching Funds 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 five 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 2009 - 14 CTP: The increase in cost is due to the addition of FY 2015 and an increase in the balance to complete for the remaining five years.

		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 2009			2010	20112012.....2013.....2014.....			.....2015.....
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	500,000	0	0	50,000	50,000	50,000	50,000	50,000	250,000	250,000	
Total	500,000	0	0	50,000	50,000	50,000	50,000	50,000	250,000	250,000	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



STATUS: The WMATA Board of Directors approved the budget for the use of the ARRA funds in March 2009. WMATA's ARRA projects were selected based on WMATA's agency goals and the ability to meet the requirements of the federal law.

PROJECT: WMATA American Recovery and Reinvestment Act (ARRA) Capital Program

DESCRIPTION: The American Recovery and Reinvestment Act (ARRA), signed into law by President Obama on February 17, 2009, provides federal funding for infrastructure projects around the nation. WMATA is projected to receive \$201.8 million directly from the federal government; no local match is required. Approximately \$72.4 million of the federal funds are attributable to Maryland.

JUSTIFICATION: The funds are being used for capital projects which include the procurement of replacement buses and support equipment, rehabilitation of passenger and maintenance facilities, and upgrades to various operational and information technology systems.

SMART GROWTH STATUS:

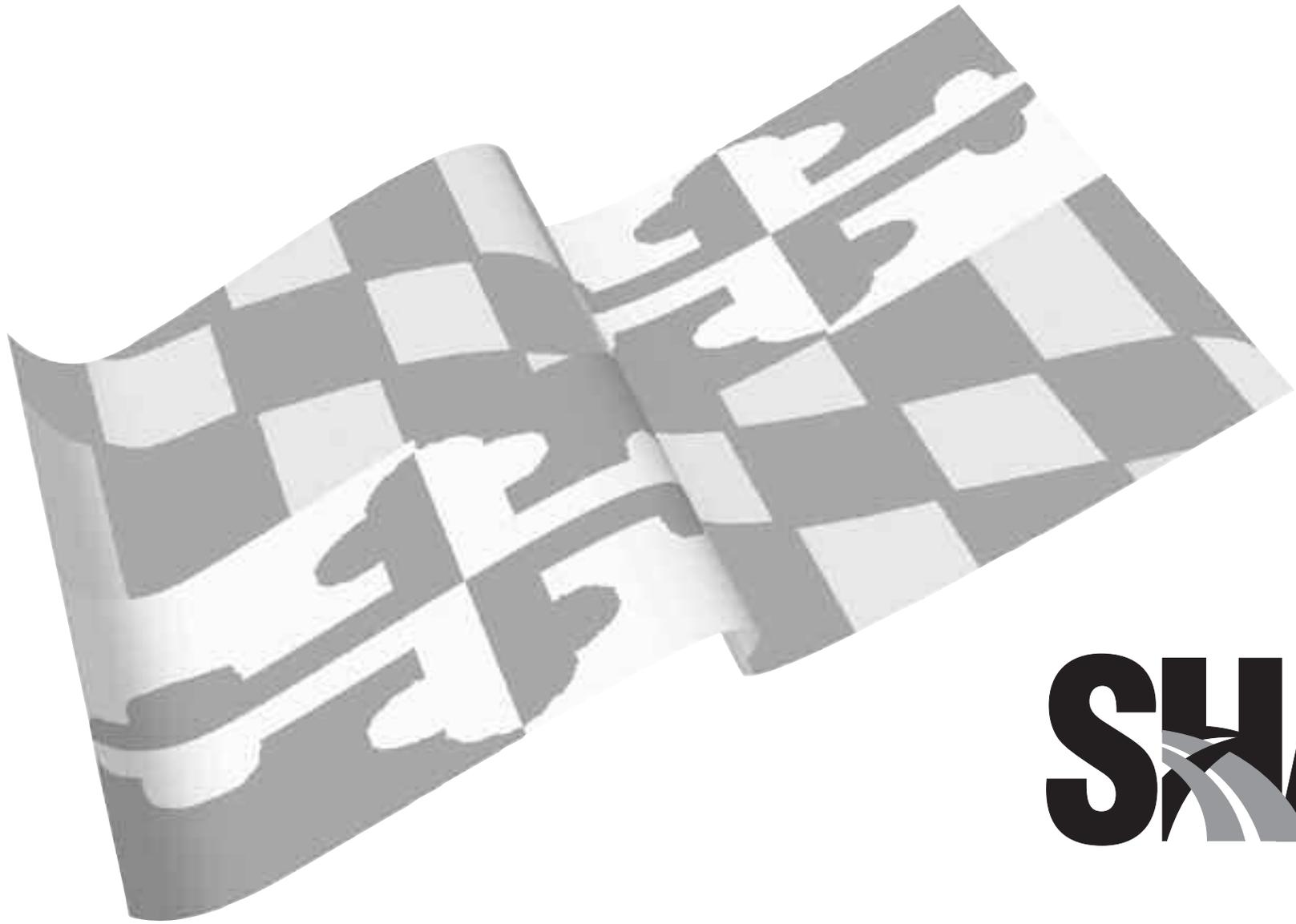
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: New Project.

POTENTIAL FUNDING SOURCE:		<input 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 2009			2010	20112012.....2013.....		2014.....	.....2015.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	72,416	0	53,546	18,870	0	0	0	0	72,416	0	
Total	72,416	0	53,546	18,870	0	0	0	0	72,416	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



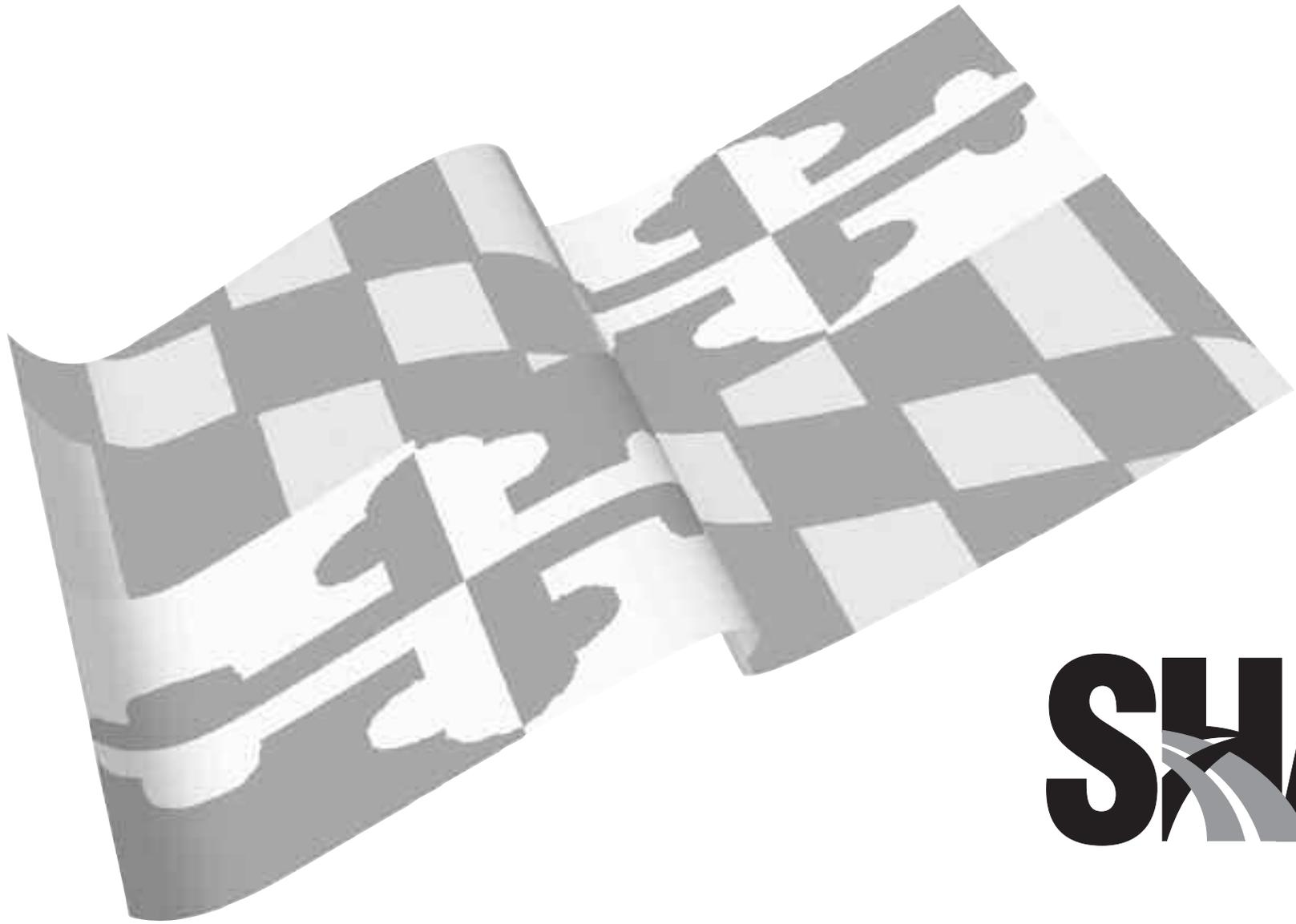
SHA



STATE HIGHWAY ADMINISTRATION

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

	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	240.6	227.2	125.9	57.0	34.7	31.8	717.2
Safety, Congestion Relief and Community Enhancements	510.3	372.1	536.0	535.4	509.7	542.4	3,005.9
Other System Preservation	69.3	88.2	87.6	88.9	90.9	83.4	508.3
<u>Development & Evaluation Program</u>	<u>29.1</u>	<u>25.1</u>	<u>26.9</u>	<u>17.2</u>	<u>1.8</u>	<u>9.1</u>	<u>109.2</u>
TOTAL	849.3	712.6	776.4	698.5	637.1	666.7	4,340.6
Special Funds	314.2	285.4	447.2	437.3	406.8	403.1	2,294.0
Federal Funds	535.0	427.2	329.1	261.2	230.4	263.7	2,046.5



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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	4860	4140	3330	3330	6840	CMAQ/STP/NHS
RW	0	0	0	0	0	----
CO	9180	10080	9990	7380	16380	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 2009 - 14 CTP: Added funding in FY15 and ARRA funding.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	70,786	45,786	5,400	4,600	3,700	3,700	3,800	3,800	25,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	241,668	182,768	10,200	11,200	11,100	8,200	9,100	9,100	58,900	0
Total	312,454	228,554	15,600	15,800	14,800	11,900	12,900	12,900	83,900	0
Federal-Aid	303,260	227,750	14,040	14,220	13,320	10,710	11,610	11,610	75,510	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	7800	3700	2600	3300	7000	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 2009 - 14 CTP: Added funding in FY15.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	74,942	47,592	450	5,900	7,000	5,000	4,000	5,000	27,350	0	0
Right-of-way	12,815	11,515	1,200	100	0	0	0	0	1,300	0	0
Construction	310,576	245,826	17,350	5,900	5,700	11,300	12,400	12,100	64,750	0	0
Total	398,333	304,933	19,000	11,900	12,700	16,300	16,400	17,100	93,400	0	0
Federal-Aid	78,751	57,321	7,800	3,700	2,600	330	3,400	3,600	21,430	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,297	3,897	200	200	250	250	250	250	1,400	0
Right-of-way	295	295	0	0	0	0	0	0	0	0
Construction	35,779	31,779	1,300	500	450	450	550	750	4,000	0
Total	41,371	35,971	1,500	700	700	700	800	1,000	5,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	5500	3700	0	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 2009 - 14 CTP: Added funding in FY15.

<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)	<u>PROJECT CASH FLOW</u>								SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	<u>FOR PLANNING PURPOSES ONLY</u>						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	36,654	33,154	800	800	500	500	400	500	3,500	0	0
Right-of-way	353	353	0	0	0	0	0	0	0	0	0
Construction	285,876	271,576	7,400	5,500	400	200	300	500	14,300	0	0
Total	322,883	305,083	8,200	6,300	900	700	700	1,000	17,800	0	0
Federal-Aid	219,298	210,098	5,500	3,700	0	0	0	0	9,200	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

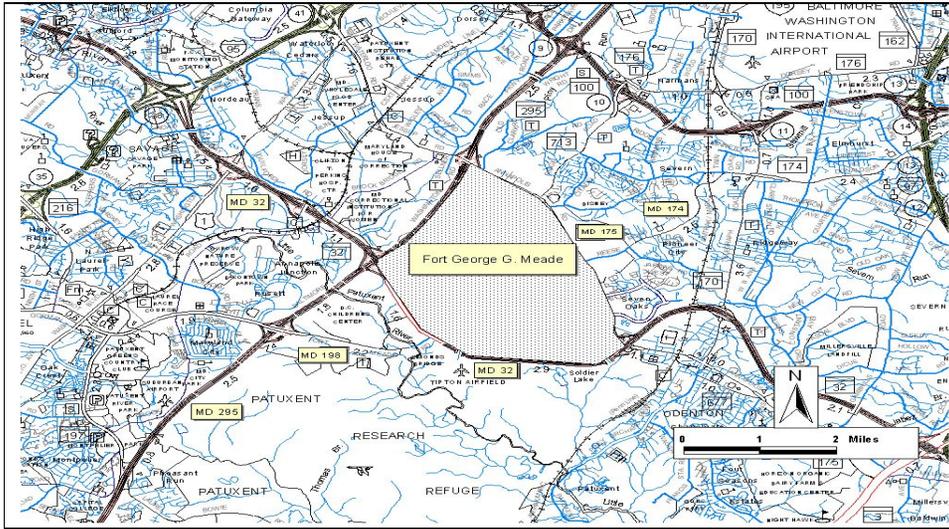
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 5)
 MD 198, MD 295 to MD 32 (Anne Arundel County Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	11000	0	0	0	0	PL/NHS/STP/TC
CO	0	17143	0	0	0	NHS/STP/TC

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The increase of \$2.8 million reflects the addition of FY09 Federal Aid Appropriation Funds.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,262	2,544	1,500	750	1,468	0	0	0	0	3,718	0
Right-of-way	11,000	0	4,000	7,000	0	0	0	0	0	11,000	0
Construction	17,143	0	0	7,912	9,231	0	0	0	0	17,143	0
Total	34,405	2,544	5,500	15,662	10,699	0	0	0	0	31,861	0
Federal-Aid	27,507	0	4,451	13,825	9,231	0	0	0	0	27,507	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

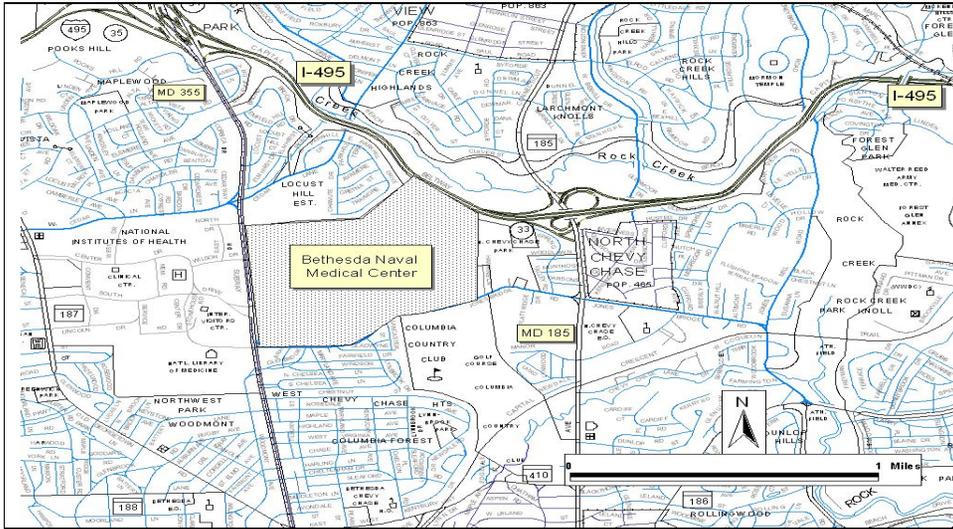
STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	17215	0	0	0	PL/NHS/STP/TC
CO	0	10790	0	0	0	NHS/STP/TC

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The increase of \$2.8 million reflects the addition of FY09 Federal Aid Appropriation Funds.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,100	1,910	1,500	1,000	1,690	0	0	0	0	4,190	0
Right-of-way	17,215	0	0	17,215	0	0	0	0	0	17,215	0
Construction	10,790	0	0	5,715	5,075	0	0	0	0	10,790	0
Total	34,105	1,910	1,500	23,930	6,765	0	0	0	0	32,195	0
Federal-Aid	30,269	450	1,000	23,744	5,075	0	0	0	0	29,819	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

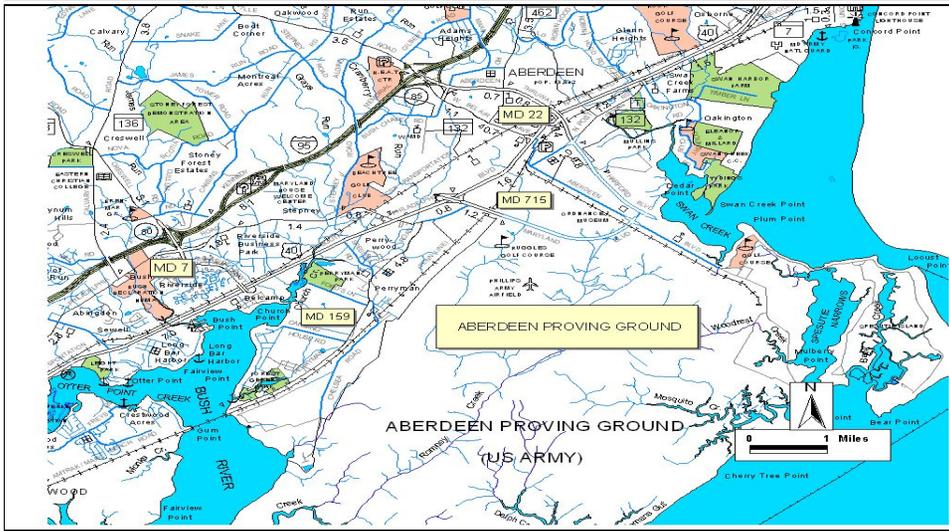
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 3)
- US 40, Interchange at MD 715 (Harford County Line 6)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The decrease of \$28.9 million is due to funding being moved to the US40/MD715 Interchange project (Harford County Line 3).

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	0	0	0	0	0	0	0	0	0	
Engineering	2,988	1,775	713	500	0	0	0	0	1,213	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	2,988	1,775	713	500	0	0	0	0	1,213	
Federal-Aid	900	900	0	0	0	0	0	0	0	

FUNCTION:

STATE - N/A
FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
1		Various Improvements for District 5; resurfacing (ARRA PROJECT)	297	FY 2010
2		Various Improvements for District 1; resurfacing (ARRA PROJECT)	380	FY 2010
3		Various Improvements for District 2; resurfacing (ARRA PROJECT)	299	FY 2010
4		Various Improvements for District 4; resurfacing (ARRA PROJECT)	342	FY 2010
5		Various Improvements for District 7; resurfacing (ARRA PROJECT)	381	FY 2010
6		Various Improvements for District 3; resurfacing (ARRA PROJECT)	268	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
7		Cleaning and Painting of 6 bridges in Dorchester, Somerset County	1,269	FY 2011
8		Cleaning and Painting of 17 bridges in Caroline, Cecil, Kent, Queen Anne's, and Talbot County	2,312	FY 2011
9		Cleaning and Painting of 7 bridges in Wicomico and Worcester County	1,258	FY 2010
<u>Safety/Spot Improvement</u>				
10		Various guardrail improvements in District 5 (ARRA PROJECT)	834	FY 2010
11		Various guardrail improvements in District 4 (ARRA PROJECT)	834	FY 2010
12		Various guardrail improvements in District 3 (ARRA PROJECT)	853	FY 2010

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
13		Various guardrail improvements in District 2 (ARRA PROJECT)	2,284	FY 2010
14		Various guardrail improvements in District 1 (ARRA PROJECT)	1,616	FY 2010
15		Various guardrail improvements in District 6 and District 7 (ARRA PROJECT)	1,905	FY 2010
16	I 270	Dwight D. Eisenhower Highway; various locations on I 270; guard rails	1,398	FY 2010
<u>Traffic Management</u>				
17		Install and Upgrade Areawide Signing (ARRA PROJECT)	5,914	FY 2010
18		Sign Lighting System (Lumitrak) (ARRA PROJECT)	2,541	FY 2010
19		UPS/LED - Phase 1; District 3, 6 and 7 (ARRA PROJECT)	6,064	FY 2010
20		Interstate Highway Lighting - Phase 1 (ARRA PROJECT)	7,999	FY 2010
21		Traffic Detection at Signalized Intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	FY 2010
22		Various signals and reconstructs in District 3; traffic management	5,121	FY 2010
23		UPS/LED Phase 1 District 3, 6 and 7 (ARRA PROJECT)	6,900	FY 2010
24		UPS/LED - Phase 1 District 1, 2, 4 and 5 (ARRA PROJECT)	5,474	FY 2010
25		Traffic Detection at Signalized Intersections District 1, 2, 4 and 5 (ARRA PROJECT)	1,900	FY 2010

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>C.H.A.R.T. Projects</u>				
26		Various Dynamic Message Signs Deployment (ARRA PROJECT)	3,599	FY 2010
27		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	Underway
28		Statewide CCTV Camera Deployment	2,255	Underway
<u>Environmental Preservation</u>				
29		Tree Planting in District 1 and 2 (ARRA PROJECT)	241	FY 2010
30		Wetland and reforestation in District 4 and 7 (ARRA PROJECT)	352	FY 2010
31		Wetland and reforestation in District 5 (ARRA PROJECT)	236	FY 2011
32		Wetland and reforestation in District 3 (ARRA PROJECT)	212	FY 2010
33		Chesapeake Country National Scenic Byway Gateways; environmental preservation	69	FY 2010
34	I 70	Dwight D. Eisenhower Highway; Hollow Road to MD 68 in Washington County; reforestation	324	Under construction
35	MD 100	I 97 to I 95; turfgrass restoration	91	FY 2010
36	MD 295	Baltimore Washington Parkway; I 695 to Baltimore City Line; landscaping	78	Under construction
37	US 301	Blue Star Memorial Highway; US 50 to the Delaware State line; landscaping (ARRA PROJECT)	144	FY 2010
38	US 301	Blue Star Memorial Highway; MD 301/US 50 split to Delaware State Line; landscaping (ARRA PROJECT)	228	FY 2010

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
39		SHA's 100 Year History Project - full color commemorative book of roads and bridges in Maryland encompassing the years of 1908-2008	650	Underway
<u>Archaeological Planning & Research</u>				
40		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	FY 2010
41		Maryland Roadside Historic Markers Website - roadside historic marker research, database preparation and website development	182	Completed
<u>Landscaping/Scenic Beautification/Mitigation</u>				
42		Statewide tree planting; Fifty to one hundred acres, plant approximately 200 trees per acre; Landscaping and other scenic beautification.	415	Underway
43		Maryland Roadside Debris and Safety Campaign; educate the motoring public about the dangers and hazards of roadside debris	100	Underway
<u>Environmental Mitigation</u>				
44		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	Completed
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
45		Keep Maryland Beautiful III - Continuation of Keep Maryland Beautiful and Anti-Litter Initiatives	322	Completed

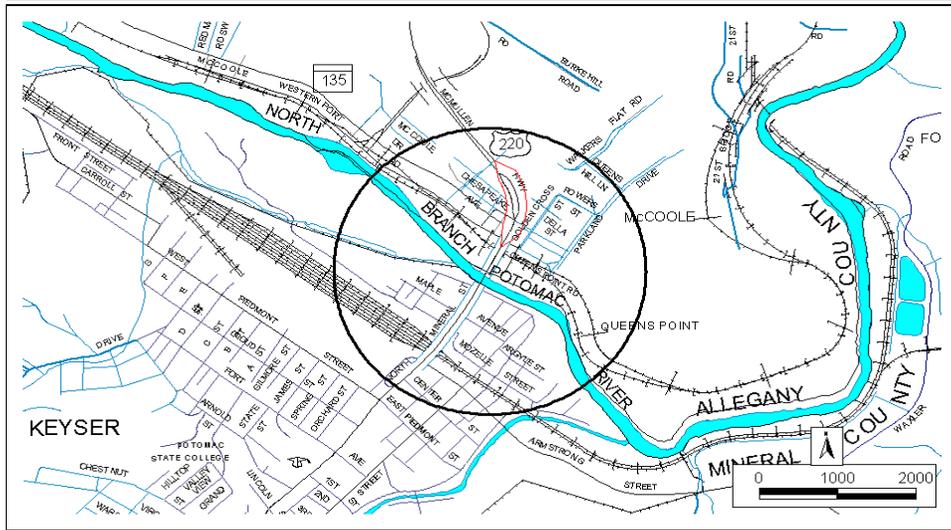
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
46		Civil War Driving Tour - Gettysburg - develop a driving tour to Gettysburg, including trail blazer signing, mapping, waysides and interpretive signing	531	Completed
		<u>Congressional Earmarks</u>		
47		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark \$10 million; R/W) (Project underway)	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. (ARRA)

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	16250	0	0	0	HP/NHS/TC

STATUS: Engineering underway by West Virginia. Right-of-way underway by SHA. Construction to begin during budget 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 2009 - 14 CTP: The cost increase of \$6.1 million is due to a more detailed cost estimate by West Virginia.

PHASE	TOTAL		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				
				2012.....2013.....2014.....			.....2015.....
Planning	0	0	0	0	0	0	0	0	0
Engineering	2,000	71	1,929	0	0	0	0	0	1,929
Right-of-way	1,731	1,262	319	150	0	0	0	0	469
Construction	16,250	0	0	4,090	4,902	4,447	2,811	0	16,250
Total	19,981	1,333	2,248	4,240	4,902	4,447	2,811	0	18,648
Federal-Aid	19,160	1,040	1,753	4,207	4,902	4,447	2,811	0	18,120

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

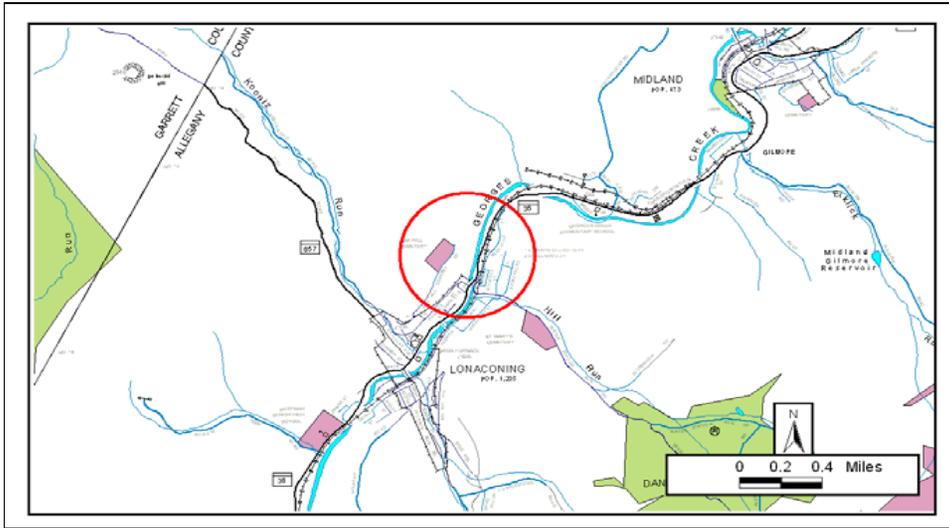
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 13,750

PROJECTED (2030) - 21,160

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
					.....2012.....	.....2013.....	.....2014.....	.....2015.....				
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	694	651	43	0	0	0	0	0	0	0	43	0
Construction	6,449	818	5,631	0	0	0	0	0	0	0	5,631	0
Total	7,143	1,469	5,674	0	0	0	0	0	0	0	5,674	0
Federal-Aid	5,522	1,047	4,475	0	0	0	0	0	0	0	4,475	0

FUNCTION :

STATE - Rural Minor Arterial

FEDERAL - Minor Arterial

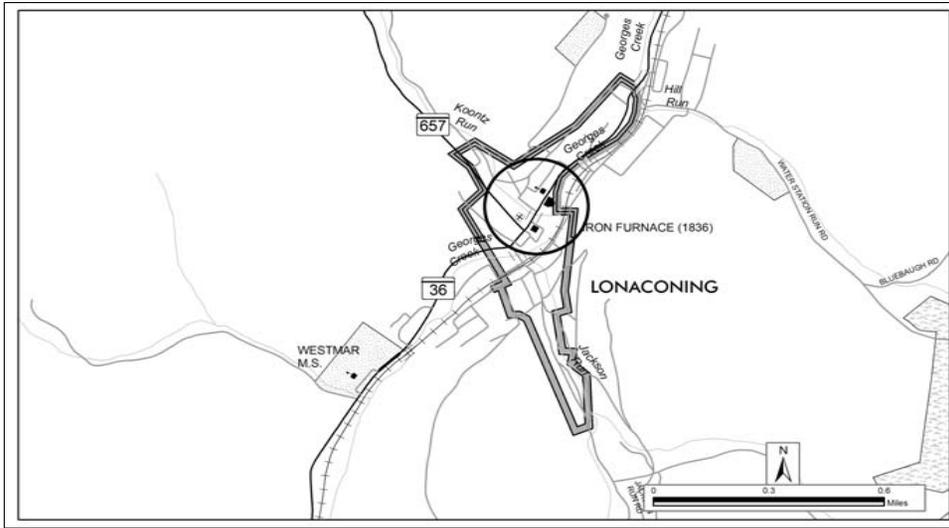
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 7,900

PROJECTED (2030) - 9,450

OPERATING COST IMPACT: N/A



PROJECT: MD 36, George's Creek Road

DESCRIPTION: Replace Bridge 1166 over Koontz Run. Shoulders will accommodate bicyclists and pedestrians.

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	234	0	0	0	0	BR
CO	0	732	0	0	0	BR

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	534	441	93	0	0	0	0	0	0	93	0
Right-of-way	321	0	321	0	0	0	0	0	0	321	0
Construction	915	0	0	433	482	0	0	0	0	915	0
Total	1,770	441	414	433	482	0	0	0	0	1,329	0
Federal-Aid	1,352	315	305	346	386	0	0	0	0	1,037	0

FUNCTION :

STATE - Rural Minor Arterial

FEDERAL - Minor Arterial

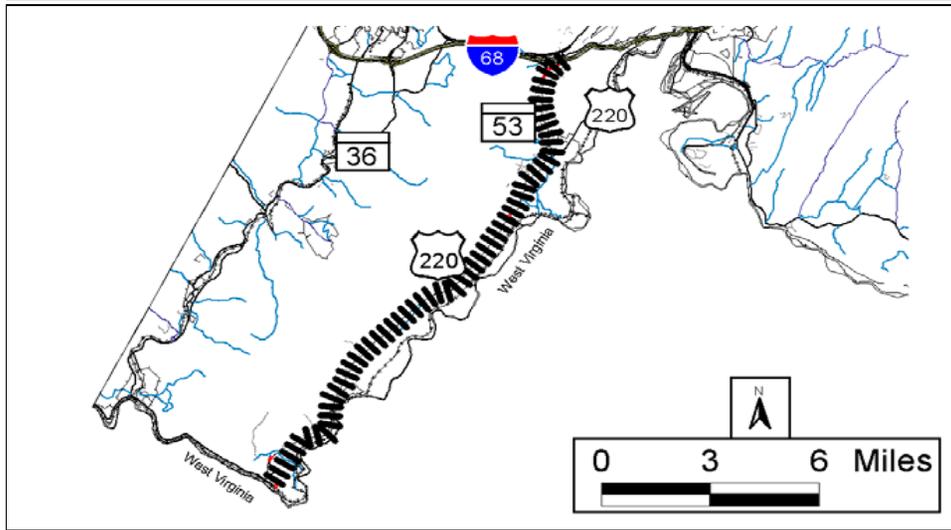
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 8,400

PROJECTED (2030) - 12,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning corridor studies underway. The cost shown is SHA share only. West Virginia is the lead in performing this study.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										FUNCTION :	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										STATE - Intermediate Arterial	
	PROJECT CASH FLOW										FEDERAL - Other Principal Arterial	
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	STATE SYSTEM: Primary	
				.....2012.....	.....2013.....	.....2014.....	.....2015.....			DAILY TRAFFIC : (USAGE IMPACTS)		
Planning	1,363	473	515	375	0	0	0	0	890	0	CURRENT (2009) - 8,100- 21,250	
Engineering	0	0	0	0	0	0	0	0	0	0	PROJECTED (2030) - 11,800 - 32,650	
Right-of-way	0	0	0	0	0	0	0	0	0	0	OPERATING COST IMPACT: N/A	
Construction	0	0	0	0	0	0	0	0	0	0		
Total	1,363	473	515	375	0	0	0	0	890	0		
Federal-Aid	1,240	378	487	375	0	0	0	0	862	0		

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, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Community Safety and Enhancements</u>				
1	US 40 ALT	National Pike; MD 658 to Braddock Street in LaVale; streetscape	7,150	Completed
<u>Sidewalks</u>				
2	MD 36	New George's Creek; American Legion Entrance to north of American Legion Entrance; retrofit sidewalk - 423 linear feet	100	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
3		Various Interstate Patching Bridge Approaches (ARRA PROJECT)	100	FY 2010
4	US 40 ALT	National Pike; Garrett County Line to east of Tisdale Street; safety and resurface (ARRA PROJECT)	908	Completed
5	MD 55	Vale Summit Road; MD 36 to US 40 Alternate; resurfacing (ARRA PROJECT)	758	Under construction
6	I 68	National Freeway; Evitts Creek Bridge to Rocky Gap Road Bridge; safety and resurface (ARRA PROJECT)	3,727	Completed
7	I 68	National Freeway; MD 658 Bridge to Kelly Boulevard Bridge; resurface	7,251	FY 2011
8	US 220	McMullen Highway; Pinto Road to MD 53; resurfacing (ARRA PROJECT)	561	Completed
9	US 220	McMullen Highway; Rawlings Heights Drive to Pinto Road; resurfacing (ARRA PROJECT)	875	Completed
10	MD 657	Skids Hill Road; north of Old Beechwood Road to Garrett County Line; resurfacing (ARRA Project)	4,404	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

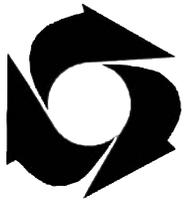
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
11	MD 36	New George's Creek Road; bridge over I-68; bridge deck replacement	3,079	Completed
<u>Safety/Spot Improvement</u>				
12	US 40 ALT	Main Street; Lemmerts Alley to MD 36; drainage improvement	281	Completed
13	I 68	National Freeway; west of Hillcrest Drive to west of US 40 Scenic; guardrail (ARRA PROJECT)	3,905	Under construction
14	I 68	National Freeway; at Mountain Road; superelevation correction - westbound lanes only	919	Completed
15	I 68	National Freeway; from Orleans Road to Sandy Mile Road; guardrail (Project also shown in Washington County) (ARRA PROJECT)	1,644	Completed
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
17	MD 135	McCoole Westernport Road; at MD 135b; geometric improvements	701	Completed
<u>Community Safety and Enhancements</u>				
18	US 220	McMullen Highway; Lee Street to 0.38 mile north of MD 636 near Allegany Career Center (Cresaptown - Phase 1); streetscape	4,794	Under construction
<u>Environmental Preservation</u>				
19	I 68	MD 36 to the Garrett County Line; landscaping (ARRA PROJECT)	410	FY 2010

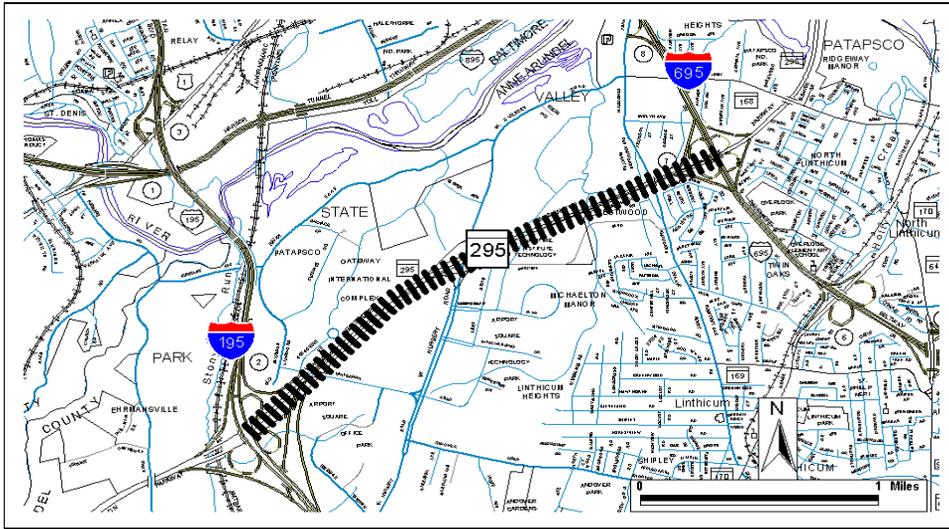
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
20		<p align="center"><u>Fiscal Years 2010 and 2011 (cont'd)</u></p> <p align="center"><u>Congressional Earmarks</u></p> <p>Allegheny Highlands Trail; 9.3 miles of trail from Baltimore Avenue in Cumberland to Woodcock Hollow Road; pedestrian/bicycle trail (Earmark \$4.6 million; CO)</p>	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 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,488	1,488	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	10,966	2,382	2,782	2,767	3,035	0	0	0	8,584	0	
Total	12,454	3,870	2,782	2,767	3,035	0	0	0	8,584	0	
Federal-Aid	11,591	3,069	2,720	2,767	3,035	0	0	0	8,522	0	

FUNCTION :

STATE - Principal Arterial
FEDERAL - Freeway/Expressway

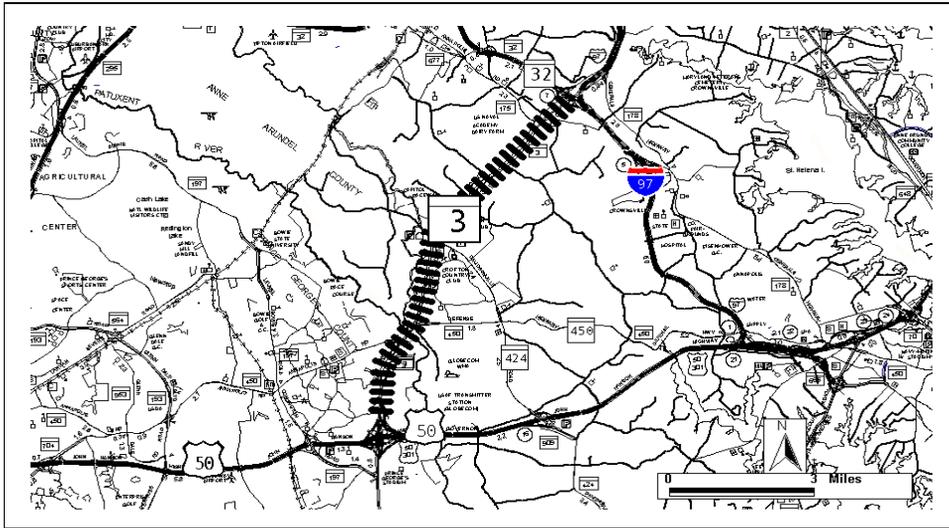
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 92,200

PROJECTED (2030) - 134,700

OPERATING COST IMPACT: \$26,700 per year



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 20)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 21)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	3,978	3,629	349	0	0	0	0	0	349	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	8,629	8,280	349	0	0	0	0	0	349	0
Federal-Aid	2,785	2,540	245	0	0	0	0	0	245	0

FUNCTION :

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

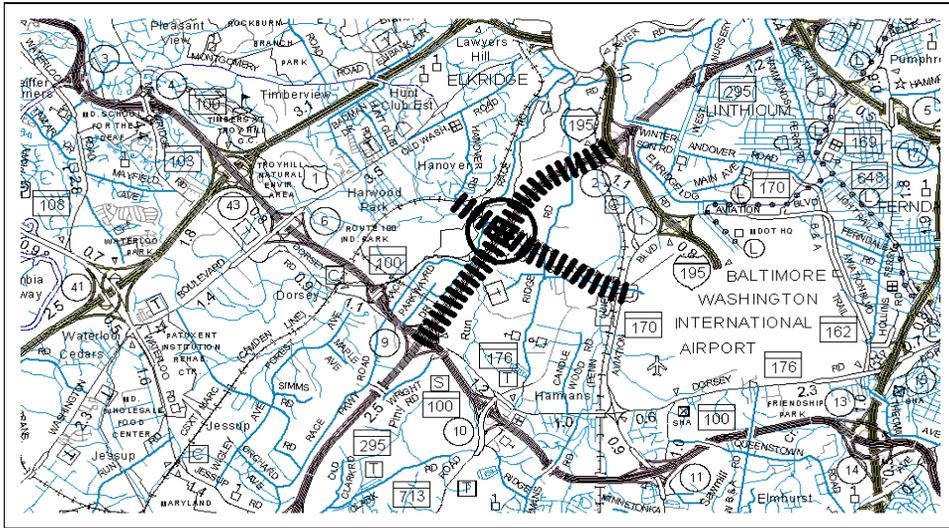
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 79,350

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	2,500	2,227	167	106	0	0	0	0	273	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	2,227	167	106	0	0	0	0	273	0
Federal-Aid	2,000	1,782	134	84	0	0	0	0	218	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

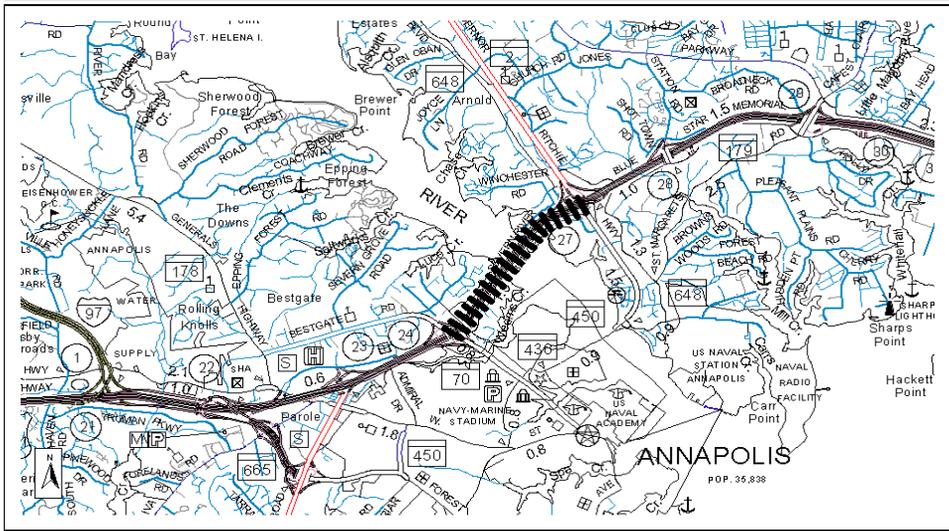
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015	2016		
Planning	562	312	250	0	0	0	0	0	0	250	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	562	312	250	0	0	0	0	0	0	250	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Urban Freeway/Expressway

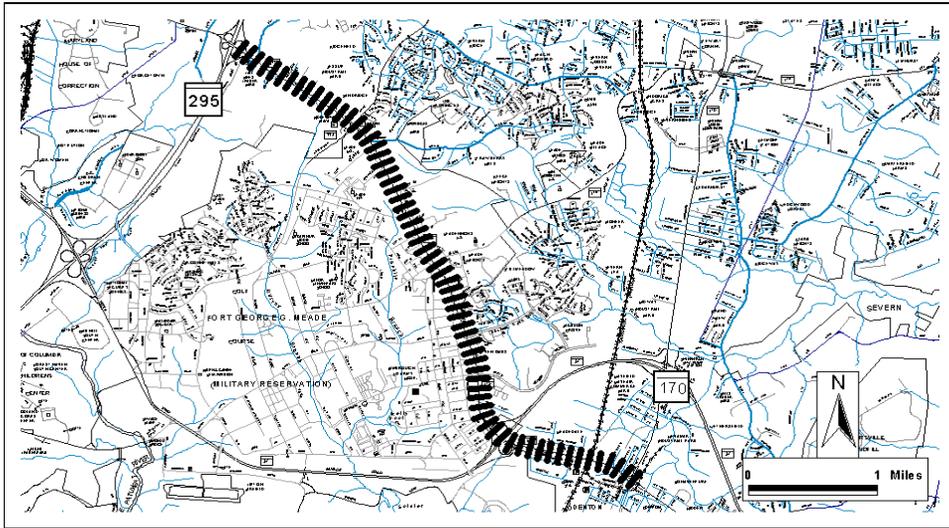
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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:

MD 198, MD 295 to MD 32 (Line 6)
BRAC Intersection Improvements at Fort Meade (Statewide Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$32.6 million is needed to complete Engineering. .

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	2,772	2,372	400	0	0	0	0	0	400	0
Engineering	9,729	0	2,500	2,500	1,000	3,729	0	0	9,729	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,501	2,372	2,900	2,500	1,000	3,729	0	0	10,129	0
Federal-Aid	7,872	1,850	2,262	1,950	780	1,030	0	0	6,022	0

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Urban Minor Arterial

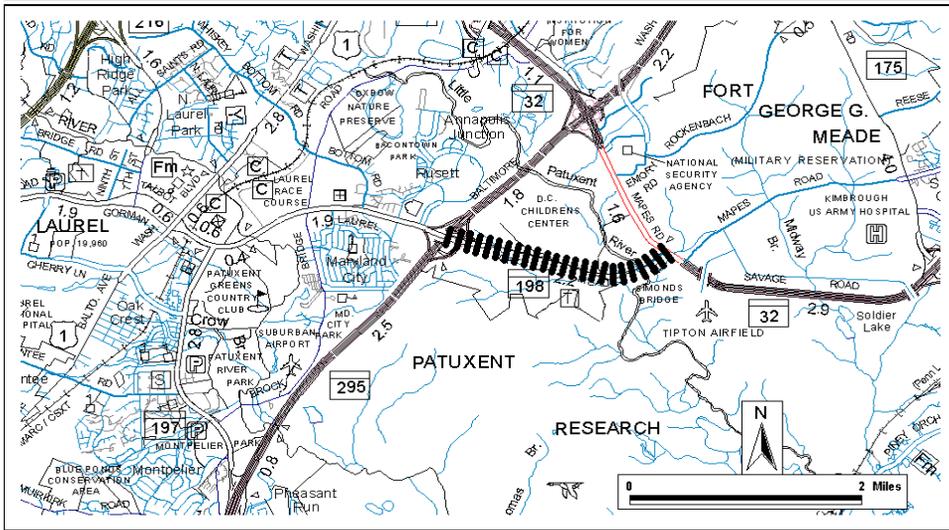
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 36,500

PROJECTED (2030) - 82,200

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 5)
BRAC Intersection Improvements at Fort Meade (Statewide Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$3.5 million for the planning phase.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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 (2009) - 25,700

PROJECTED (2030) - 41,300

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1	MD 258	Bay Front Road; over Rockhold Creek; bridge deck replacement	2,718	Completed
2	MD 908	Oceanic Drive; over US 50; bridge deck overlay	1,637	Completed
<u>Noise Barriers</u>				
3	I 97 NB	MD 648 to Wellham Avenue; Noise Abatement - Type 2	2,932	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 2	Governor Ritchie Highway; I-695 to Baltimore City Line; resurfacing (ARRA PROJECT)	1,400	FY 2010
5	MD 3 SB	Robert Crain Highway; MD 424 to MD 450; resurfacing (ARRA PROJECT)	850	FY 2010
6	MD 4 SB	Southern Maryland Boulevard; Prince George's County Line to Calvert County Line; resurfacing (ARRA PROJECT)	1,786	FY 2010
7	US 50	Blue Star Memorial Highway; MD 179 to Whitehall Road; resurfacing (ARRA PROJECT)	1,265	FY 2010
8	MD 100 EB	Howard County Line to MD 713; resurfacing (ARRA PROJECT)	695	FY 2010
9	MD 170	Belle Grove Road; 10th Avenue to MD 2; resurfacing (ARRA PROJECT)	695	FY 2010
10	MD 177	Mountain Road; Freetown Road to MD 648; resurfacing (ARRA PROJECT)	262	FY 2010
11	MD 177	Mountain Road; Catherine Avenue to Loblolly Lane; resurfacing (ARRA PROJECT)	453	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
12	MD 177	Mountain Road; Loblolly Lane to Long Point Road; resurfacing (ARRA PROJECT)	500	FY 2010
13	MD 295 SB	Baltimore Washington Parkway; MD 100 to Hanover Road; resurfacing (ARRA PROJECT)	540	FY 2010
14	MD 450	Defense Highway; MD 424 to east of Huntwood Drive; resurfacing (ARRA PROJECT)	472	Under construction
15	MD 450	Defense Highway; Ridge Gateway to Crownsville Road; resurfacing (ARRA PROJECT)	215	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
16		South River Farms Park; wetland mitigation	475	FY 2011
17		Cleaning and Painting of bridges on MD 176, MD 174, MD 32, MD 2 and MD 10 in Anne Arundel County	2,455	FY 2011
18		Cleaning and Painting of bridges on I 695, MD 173 and MD 100 in Anne Arundel County	2,460	FY 2011
19		Ridge Road; over MD 295; bridge deck replacement	1,518	FY 2010
20	MD 2	Solomons Island Road; over South River; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
21	I 595	John Hanson Highway; over Weems Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
22		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
23	MD 2	Governor Ritchie Highway; at Ordnance Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
24	MD 2	Solomons Island Road; at Birdsville Road; geometric improvements	437	Under construction
25	MD 3 BUS	Crain Highway; Furnace Branch Road to MD 2; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
26	MD 3 BUS	Crain Highway; Oak Manor Drive to Aquahart Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
27	MD 3 BUS	Crain Highway; Aquahart Road to 5th Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
28	MD 70 WB	Rowe Boulevard; Lawrence Road to End of State Maintenance westbound; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
29	I 97	Glen Burnie Bypass; various locations between MD 100 and MD 178; drainage improvement	723	FY 2010
30	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	Completed
31	MD 168	Nursery Road; Hammonds Ferry Road to Raynor Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
32	MD 170 SB	Telegraph Road; MD 175 to MD 32 southbound; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
33	MD 173	Fort Smallwood Road; Lauren Way to Sycamore Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
34	MD 174 WB	Quarterfield Road; Queenstown Road to Old Stage Road westbound; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
35	MD 177	Mountain Road; at Outing Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
36	MD 177	Mountain Road; Eastern District Police station to Magothy Bridge Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
37	MD 177	Mountain Road; Magothy Beach Road to Wachovia Bank entrance; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
38	MD 177 EB	Mountain Road; 200 feet each side of Sagamore Way eastbound; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
39	MD 198	Laurel Fort Meade Road; Old Annapolis Road to Russet Green; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
40	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
41	MD 424	Davidsonville Road; Reidel Road to the crosswalk at Crofton Middle School; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
42	MD 450	West Street; MD 2 to Edgewood Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
43	MD 450	West Street; Edgewood Avenue to MD 435; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
44	MD 648	Baltimore Annapolis Boulevard; Edgewood Road to Hammonds Lane; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
45	MD 710	East Ordnance Road; MD 2 to Chesapeake Center Drive; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
<u>Community Safety and Enhancements</u>				
46	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; streetscape (Project on hold)		
<u>Streetscapes and Minor Reconstruction</u>				
47		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Underway
<u>Traffic Management</u>				
48		MD 2 and MD 710; reconstruct signal (ARRA PROJECT)	1,738	FY 2010
<u>Environmental Preservation</u>				
49	US 50	John Hanson Highway; MD 70 to MD 2 interchange; landscaping	92	FY 2010
50	MD 450	Defense Highway; Franklin Point Park for MD 450; critical area mitigation	64	FY 2010
51	MD 468	Shadyside Road; at Franklin Point Park; reforestation	62	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Sidewalks</u>				
52	MD 70	Rowe Boulevard; Taylor Avenue to Melvin Avenue; retrofit sidewalk - 740 linear feet	200	Completed
53	MD 174	Donaldson Avenue; north side of MD 174 from MD 170 to west entrance of Severn Danza Park; retrofit sidewalk - 340 linear feet	32	Completed
54	MD 174	Quarterfield Road; southside of MD 174 from Westphalia Drive to Parke West Drive; retrofit sidewalk - 1,360 linear feet	44	Completed
55	MD 174	Donaldson Avenue; southside of MD 174 from MD 17 to Clark Station Road; retrofit sidewalk - 90 linear feet	31	Completed
56	MD 2	Governor Ritchie Highway; eastside of MD 2 from Marley Station Road to Americana Circle; retrofit sidewalk - 920 linear feet	43	Completed
57	MD 648	Baltimore Annapolis Boulevard; northside of MD 648 from MD 2 to the existing sidewalk in the Glen Burnie Town Center; retrofit sidewalk - 180 linear feet	8	Completed
58	MD 648	Baltimore Annapolis Boulevard; north eastside of MD 648 from Eastern Street to the Cromwell Shopping Center Entrance; retrofit sidewalk - 600 linear feet	38	Completed
<u>Intersection Capacity Improvements</u>				
59	MD 2	Solomons Island Road; at MD 408/422; northbound bypass lane (Funded for preliminary engineering only)	150	PE Underway
<u>Enhancements</u>				
60		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Pedestrian/Bicycle Facilities</u>				
61		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction	500	Completed
<u>Archaeological Planning & Research</u>				
62		Historic Annapolis Streets; Research historical development in the Annapolis national register historic district; Archeological Planning and Research.	75	FY 2010
<u>Pedestrian and Bicycle Safety and Educational Activities</u>				
63		Freewheelin Annapolis; bicycle sharing program in Annapolis through smartbicycle and kiosk equipment and installation	93	FY 2011
<u>Environmental Mitigation</u>				
64		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2010
65		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
66		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
67		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

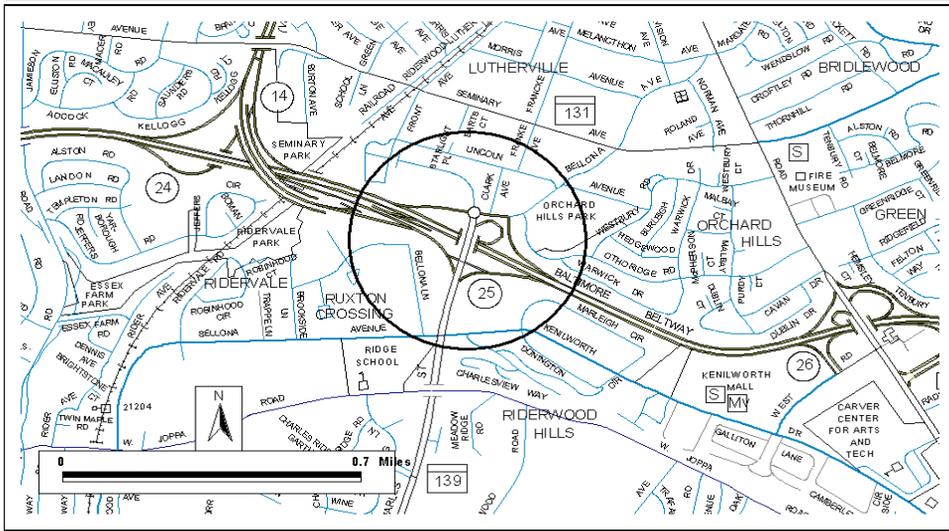
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
68		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
69		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	Underway
<u>Scenic/Historic Highway Programs/Visitor Centers (cont'd)</u>				
70		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>				
71		Construct Broadneck Peninsula Trail; construct trail (Earmark \$1.2 million; CO)	0	
72		Patuxent Research Refuge road improvements (Earmark \$3 million; PE, CO) Sponsor: U.S. Fish & Wildlife Service	0	
73		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark \$1.6 million; PE, CO)	0	
74		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. Project includes 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 8)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$2.8 million is due to scope modifications to the bridge over Light Rail.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	0	0	0	0	0	0	0	0	0	
Engineering	6,774	3,689	2	3,083	0	0	0	0	3,085	
Right-of-way	400	104	233	63	0	0	0	0	296	
Construction	46,198	8,485	10,699	10,646	12,261	4,107	0	0	37,713	
Total	53,372	12,278	10,934	13,792	12,261	4,107	0	0	41,094	
Federal-Aid	50,309	10,356	10,535	13,050	12,261	4,107	0	0	39,953	

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Interstate

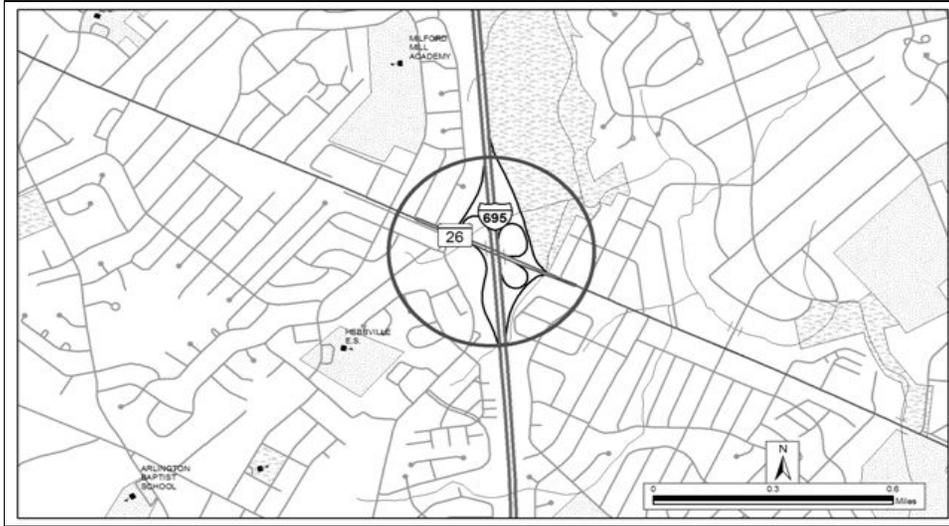
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 168,150

PROJECTED (2030) - 208,000

OPERATING COST IMPACT: N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge #3139 over MD 26 (Liberty Road). (ARRA Project)

JUSTIFICATION: This project will replace the structurally deficient bridge and provide additional capacity for future widening.

SMART GROWTH STATUS:

- Project 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-95 to MD 122 (Line 7)
- I-695, Noise Barrier rehabilitation (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	31500	0	0	0	0	ARRA

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,287	1,508	779	0	0	0	0	0	779	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	31,500	0	2,799	11,319	11,299	6,083	0	0	31,500	0
Total	33,787	1,508	3,578	11,319	11,299	6,083	0	0	32,279	0
Federal-Aid	33,241	1,156	3,384	11,319	11,299	6,083	0	0	32,085	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

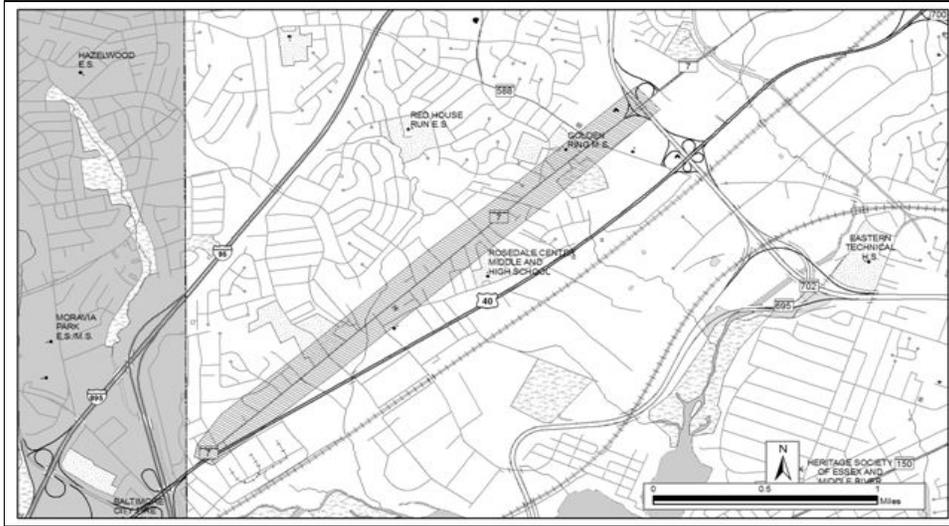
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 197,400

PROJECTED (2030) - 268,400

OPERATING COST IMPACT: N/A



PROJECT: MD 7, Philadelphia Road

DESCRIPTION: Streetscape improvements from US 40 to I-695. (Rosedale Streetscape). Bicycle and pedestrian facilities will be provided (2.52 miles).

JUSTIFICATION: This project will improve traffic operations and safety along this segment of MD 7 and enhance the 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: Moved to the Construction Program from the System Preservation Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,336	2,336	0	0	0	0	0	0	0	0	
Right-of-way	578	563	15	0	0	0	0	0	0	15	
Construction	12,674	9,163	3,511	0	0	0	0	0	3,511	0	
Total	15,588	12,062	3,526	0	0	0	0	0	3,526	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Minor Arterial

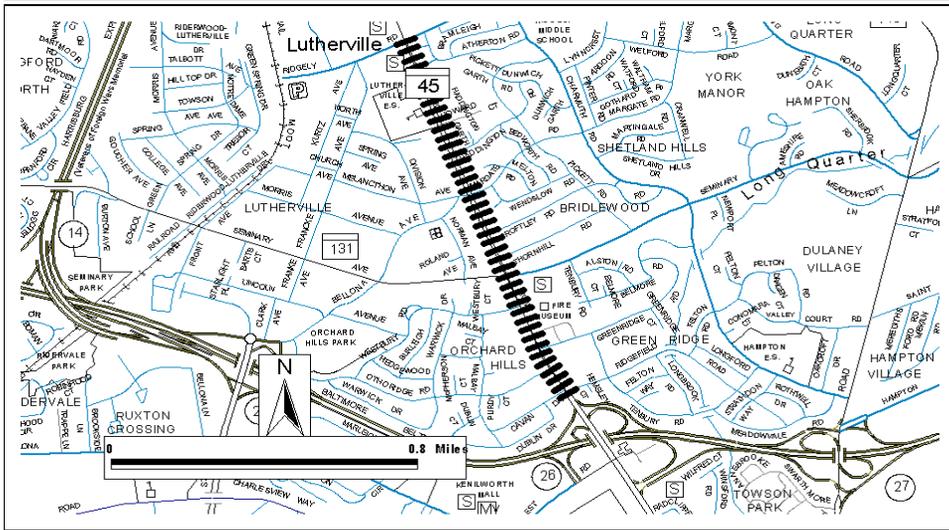
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 29,600

PROJECTED (2030) - 33,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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	4,457	4,098	281	78	0	0	0	0	0	359	0
Construction	12,132	10,973	1,159	0	0	0	0	0	0	1,159	0
Total	18,759	17,241	1,440	78	0	0	0	0	0	1,518	0
Federal-Aid	12,735	11,574	1,104	57	0	0	0	0	0	1,161	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

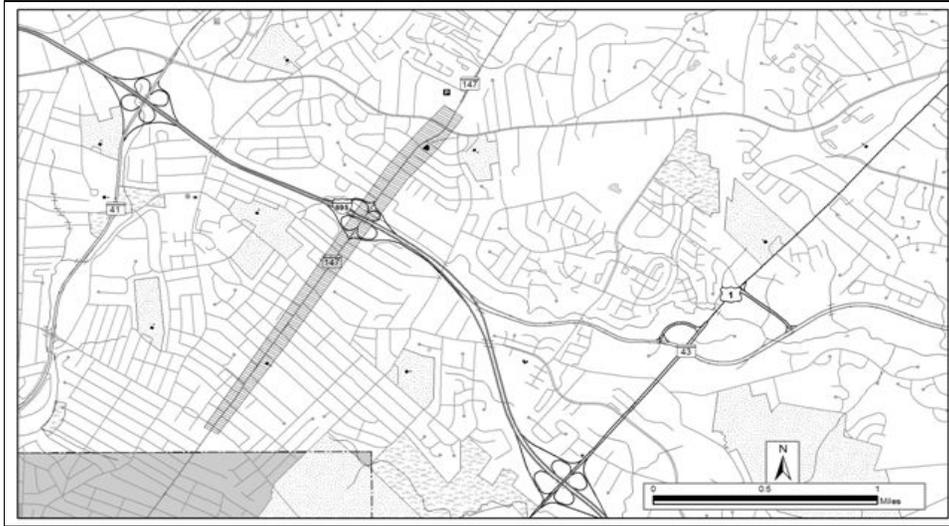
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 45,500

PROJECTED (2030) - 56,000

OPERATING COST IMPACT: \$9,800 per year



PROJECT: MD 147, Harford Road

DESCRIPTION: Streetscape improvements from Taylor Ave. to Joppa Road. (Parkville Streetscape) Bicycle and pedestrian facilities will be provided (1.80 miles).

JUSTIFICATION: This project will improve traffic operations and safety along this segment of MD 147 and enhance the 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:

I-695, I-83 to I-95 (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: Moved to the Construction Program from the System Preservation Program.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,466	2,466	0	0	0	0	0	0	0	0
Right-of-way	301	299	2	0	0	0	0	0	2	0
Construction	11,173	9,769	1,404	0	0	0	0	0	1,404	0
Total	13,940	12,534	1,406	0	0	0	0	0	1,406	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

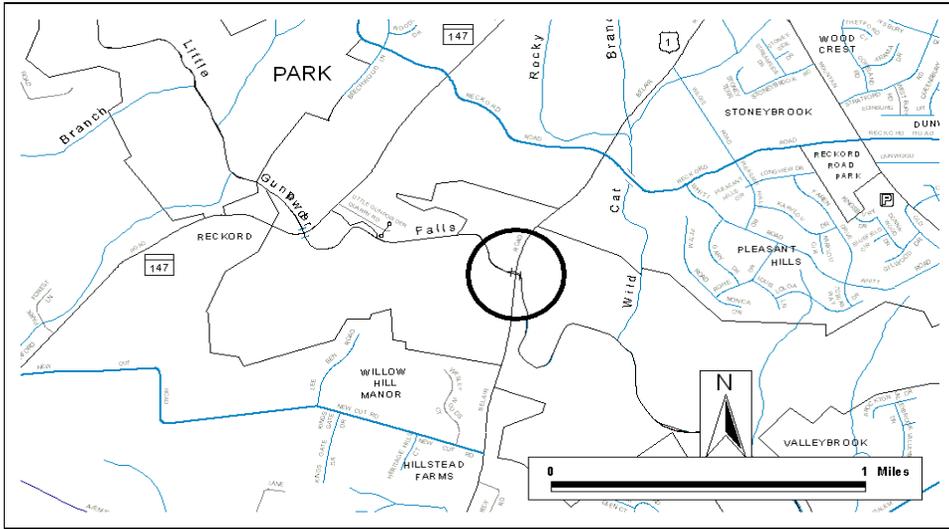
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 35,000

PROJECTED (2030) - 38,900

OPERATING COST IMPACT: N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Replace Bridge #3001 over Little Gunpowder Falls. Includes bicycle compatible improvements. Includes a new State Park parking lot.

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 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,242	1,192	50	0	0	0	0	0	0	50	0
Right-of-way	15	1	14	0	0	0	0	0	0	14	0
Construction	6,109	590	4,305	1,214	0	0	0	0	0	5,519	0
Total	7,366	1,783	4,369	1,214	0	0	0	0	0	5,583	0
Federal-Aid	4,801	440	3,417	944	0	0	0	0	0	4,361	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

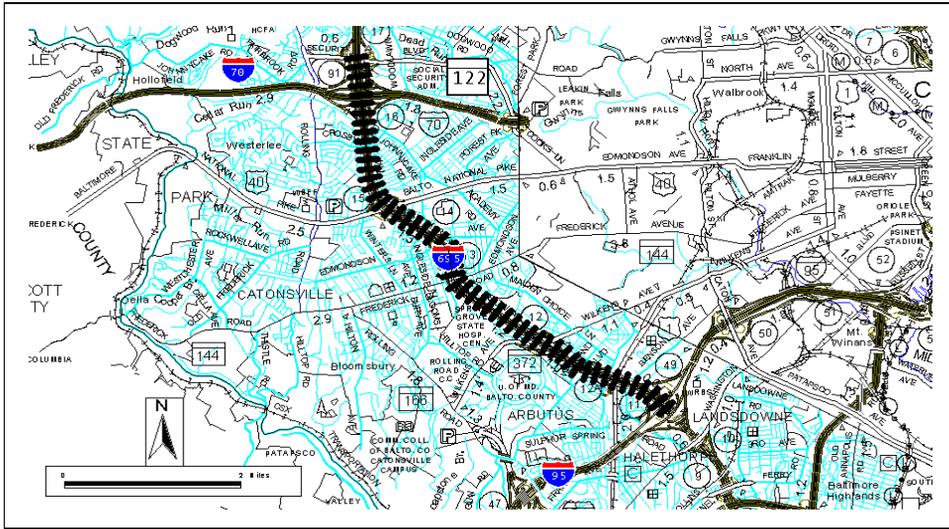
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 235,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$47.5 million is needed to complete Engineering for the entire project from I-95 to MD 122.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,426	1,426	0	0	0	0	0	0	0	0	0
Engineering	13,688	12,185	500	1,003	0	0	0	0	0	1,503	0
Right-of-way	1,814	912	780	122	0	0	0	0	0	902	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	16,928	14,523	1,280	1,125	0	0	0	0	0	2,405	0
Federal-Aid	11,006	9,204	998	804	0	0	0	0	0	1,802	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

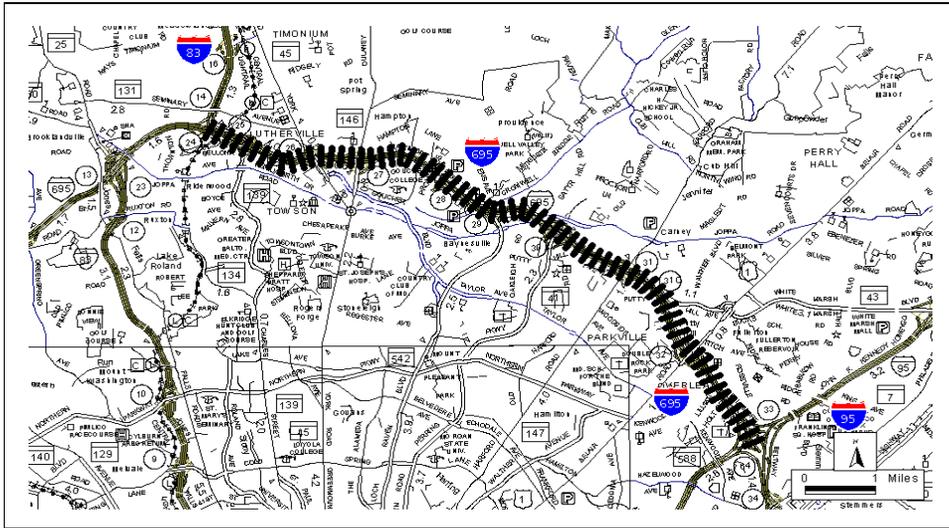
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 219,100

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$63.9 million is needed to complete Engineering for the entire segment.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	1,515	1,515	0	0	0	0	0	0	0	
Engineering	6,591	5,992	200	399	0	0	0	0	599	
Right-of-way	131	86	45	0	0	0	0	0	45	
Construction	1	0	0	0	0	0	0	0	0	
Total	8,238	7,593	245	399	0	0	0	0	644	
Federal-Aid	4,958	4,722	82	164	0	0	0	0	-10	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

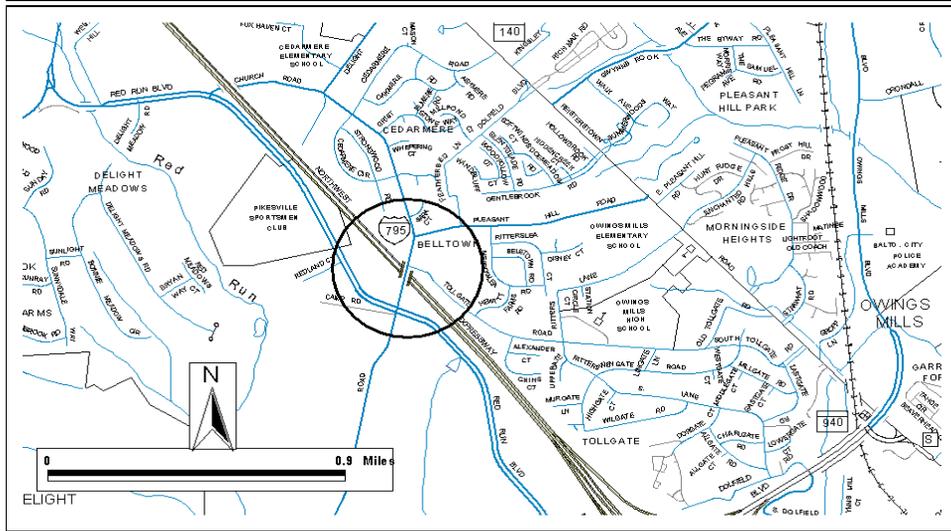
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,875	829	750	296	0	0	0	0	0	1,046	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	1,875	829	750	296	0	0	0	0	0	1,046	0
Federal-Aid	1,688	746	675	267	0	0	0	0	0	942	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

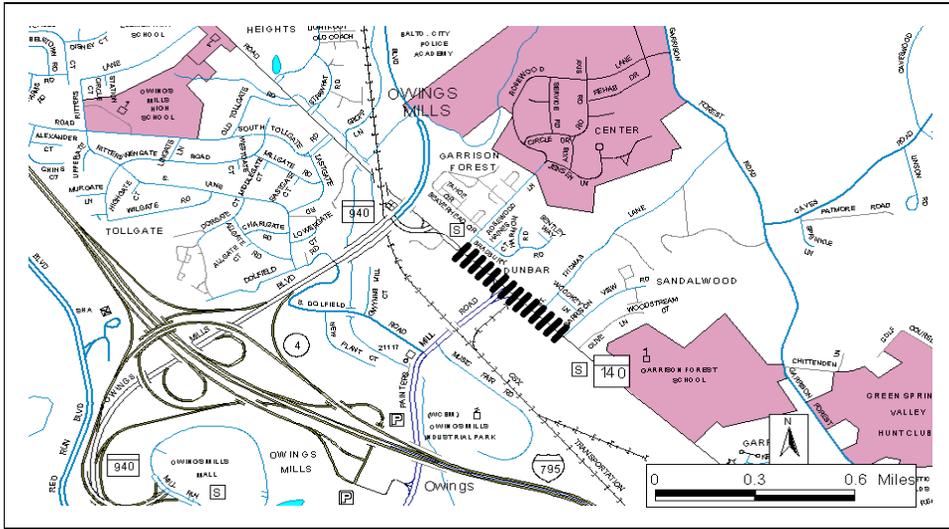
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 76,275

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:

- I-795, at Dolfield Road (Line 9)
- Transit Oriented Development at Owings Mills Metro Station (MTA Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,492	2,411	21	60	0	0	0	0	0	81	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	2,411	21	60	0	0	0	0	0	81	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

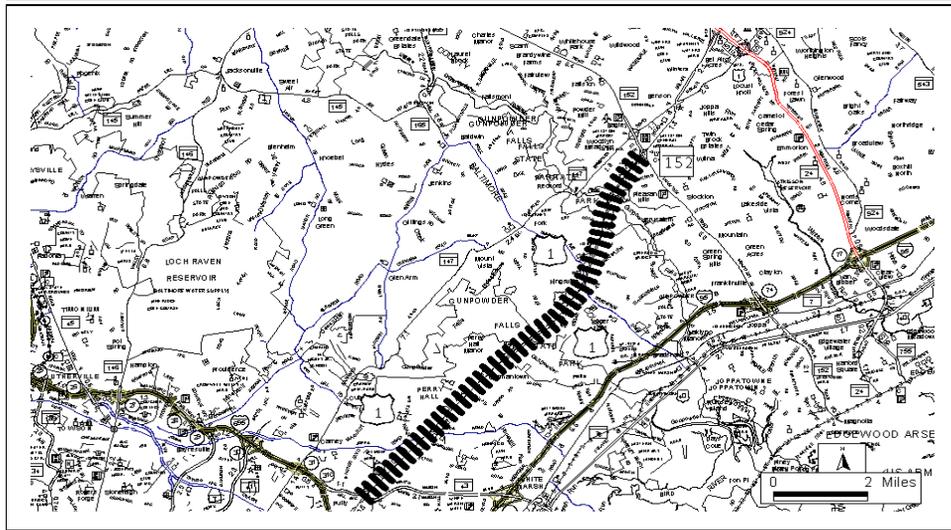
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) - 38,000 (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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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

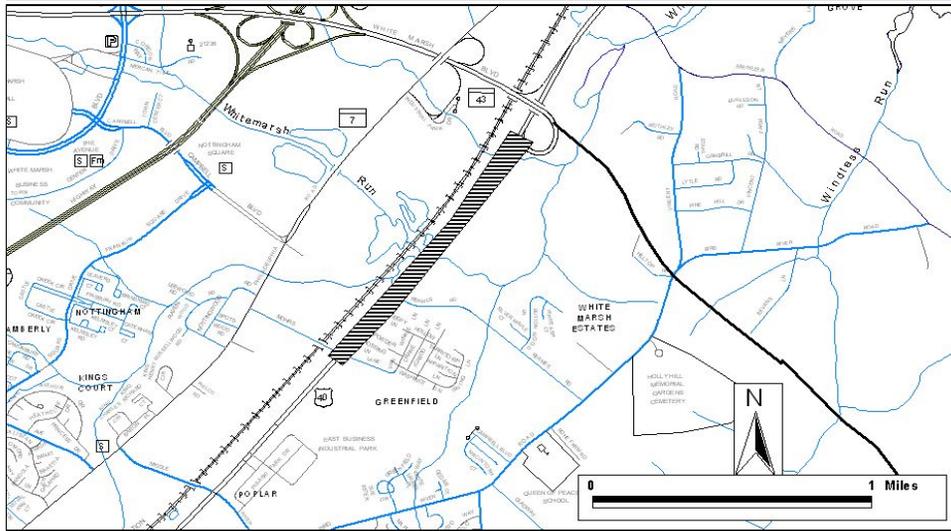
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 36,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	119	111	8	0	0	0	0	0	0	8	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	119	111	8	0	0	0	0	0	0	8	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

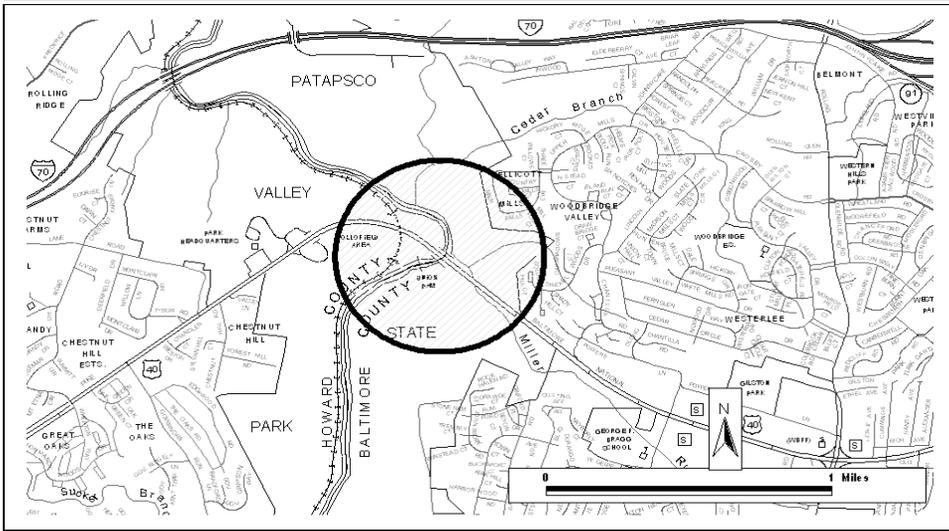
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 34,900

PROJECTED (2030) - 44,300

OPERATING COST IMPACT: N/A



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replace Bridge 3109 over Patapsco River.

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	20879	0	0	0	BR

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,265	2,251	14	0	0	0	0	0	0	14	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	28,600	0	0	6,578	8,008	7,608	6,406	0	28,600	0	0
Total	30,865	2,251	14	6,578	8,008	7,608	6,406	0	28,614	0	0
Federal-Aid	22,654	1,765	10	4,802	5,846	5,554	4,677	0	20,889	0	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 37,300

PROJECTED (2030) - 48,900

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Belair Road; north of Mt. Vista Road to MD 152; resurface	2,520	Completed
2	MD 26	Liberty Road; Offutt Road to Anne Hathaway Drive; resurfacing	1,235	Completed
3	MD 150	Eastern Boulevard; MD 587 to Graces Quarters Road; resurface includes new signal (Maryland Air National Guard) at Lynbrook Road	2,605	Completed
4	I 695	Baltimore Beltway; Providence Road to Perring Parkway; resurface	4,459	Completed
<u>Noise Barriers</u>				
5	MD 695 NB	Baltimore Beltway (outer loop); Chesaco Avenue to bridge over Amtrak; noise barrier	1,791	Completed
<u>Environmental Preservation</u>				
6	MD 43	White Marsh Boulevard; I 695 to Honeygo Boulevard; landscaping	60	Completed
<u>Sidewalks</u>				
7	MD 129	Park Heights Avenue; Slade Avenue to Barton Oaks Road; retrofit sidewalk	100	Completed
8	MD 133	Old Court Road; Heming Way to Light Foot Drive; reconstructed sidewalk for ADA compliance (cost shown is SHA portion)	105	Completed
9	MD 140	Main Street; Chartley Drive to MD 30; retrofit sidewalk - 200 linear feet	24	Completed
<u>Congressional Earmarks</u>				
10		Study Towson area traffic flow and future needs (Earmark \$160,000; PE) Project Complete	0	

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
11	US 40	Baltimore National Pike; I 695 to Baltimore City Line; patching (ARRA PROJECT)	300	FY 2010
12	MD 41	Perring Parkway; Baltimore City Line to Joppa Road; resurfacing	2,897	Completed
13	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	PE Underway
14	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	PE Underway
15	I 83	Baltimore Harrisburg Expressway; Downes Road to the Pennsylvania State Line; safety and resurface (ARRA PROJECT)	4,444	FY 2010
16	I 83	Harrisburg Expressway; Downes Road to south of Mt Carmel Road; resurfacing	4,454	Completed
17	MD 91	Emory Road; Carroll County Line to MD 30; resurfacing (ARRA PROJECT)	400	FY 2010
18	MD 129	Park Heights Avenue; Autumn Drive to MD 130; resurfacing (ARRA PROJECT)	900	FY 2010
19	MD 129	Park Heights Avenue; MD 130 to Garrison Forest Road; patching (ARRA PROJECT)	900	FY 2010
20	MD 129	Park Heights Avenue; Baltimore City Line to Autumn Drive; resurfacing	1,089	Completed
21	MD 130	Greenspring Valley Road; MD 140 to MD 25; resurfacing (ARRA PROJECT)	1,400	FY 2010
22	MD 138	Monkton Road; MD 562 to Harford County Line; resurfacing (ARRA PROJECT)	800	FY 2010
23	MD 138	Monkton Road; York Road to Monkton; resurfacing (ARRA PROJECT)	900	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
24	MD 147	Harford Road; Northwind Road to Sunshine Avenue; resurfacing (ARRA PROJECT)	1,200	FY 2010
25	MD 151	North Point Boulevard; MD 157 to Kane Street; resurfacing (ARRA PROJECT)	1,100	FY 2010
26	MD 372	Wilkins Avenue; I-695 to Baltimore City Line; patching (ARRA PROJECT)	500	FY 2010
27	MD 562	Old York Road; Markoe Road to MD 138; resurfacing (ARRA PROJECT)	600	FY 2010
28	MD 588	Kenwood Avenue; 900 feet north of MD 7 to 600 feet north of Lillian Holt Drive; resurface	1,565	Under construction
29	MD 648	Old Annapolis Road; Anne Arundel County Line to Baltimore City Line; patching (ARRA PROJECT)	500	FY 2010
30	I 695	Baltimore Beltway; south of Edmondson Avenue to Security Boulevard; resurfacing	5,400	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
31		McDonogh Road; over Gwynns Falls; bridge deck replacement	899	FY 2010
32	US 1	Southwestern Boulevard; overt Sulfer Spring Road; bridge deck replacement	1,441	FY 2010
33	I 83	Harrisburg Expressway; over I 695 ramp C and MTA Light Rail; bridge deck overlay	1,067	FY 2010
<u>Safety/Spot Improvement</u>				
34	US 40	Pulaski Highway; at the intersection of Middle River Road: geometric improvements	2,854	Under construction
35	MD 45	Towson Roundabout; curb gutter and ADA ramps (Funded for PE only)	150	FY 2011

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
36	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	5,252	FY 2010
37	MD 133	Old Court Road; Lightfoot Drive to Heming Way; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
38	MD 144	Frederick Road; Bloomsbury Avenue to Baltimore City Line; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
39	MD 145	Sweet Air Road; MD 146 to Blenheim Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
40	MD 150	Eastern Boulevard; west of Lariat Road to Bowley's Quarters Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
41	MD 150	Eastern Boulevard; Orville Road to Chesapeake Park Plaza; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
42	MD 150	Eastern Boulevard; Old Eastern Avenue to Bennett Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
43	MD 150	Eastern Boulevard; Virginia Avenue to Old Eastern Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
44	MD 150	Eastern Avenue; Island Point Road to Diamond Point Road; provide westbound left turn lane also includes ADA upgrades	677	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
45	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only) (Project on Hold)		
46	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.) (Project on Hold)		
47	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for partial preliminary engineering only) (Project on Hold)		
48	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)		
<u>Noise Barriers</u>				
49	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	1,444	FY 2010
50	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier	4,304	FY 2010
51	I 695	Baltimore Beltway; at Liberty Road; barrier rehabilitation	526	FY 2010
52	I 695	Baltimore Beltway (outer loop); Reisterstown Road to 3950 feet northwest of Reisterstown Road; noise barrier	2,008	Completed
53	I 695	Baltimore Beltway (inner loop); 1850 feet south of Windsor Mill Road to Windsor Mill Road; noise abatement type 2	1,929	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

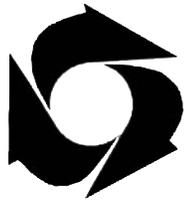
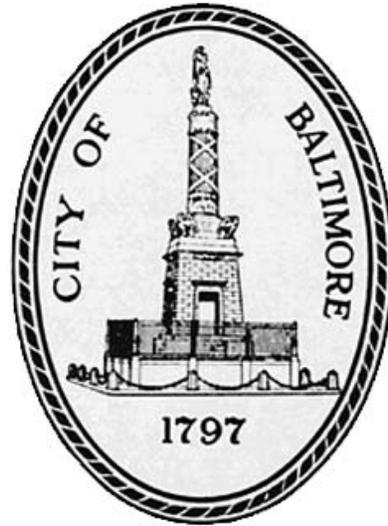
STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Traffic Management</u>				
54		Various Traffic Signal reconstructs in Baltimore County (MD 7, MD 157, MD 700, MD 45) (ARRA PROJECT)	1,779	FY 2010
<u>Environmental Preservation</u>				
55	I 83	Jones Falls Expressway; Baltimore City Line to Joppa Road; invasive plant species control (This project is a split funded project with the Environmental Preservation Program)	350	FY 2010
56	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	Under construction
<u>Sidewalks</u>				
57	MD 26 EB	Liberty Road; Marriottsville Road to Sheraton Road; retrofit sidewalk - 890 linear feet (Project on Hold)		
<u>Intersection Capacity Improvements</u>				
58	US 1	Belair Road; Cottingham Road to Joppa Road/India Avenue; capacity improvements	1,946	Under construction
59	MD 26	Liberty Road; Wards Chapel Road; Widen MD 26 to provide a second through lane. (Funded for preliminary engineering only)	695	PE Underway
60	MD 30	Hanover Pike; at MD 91; widen to two lanes in South bound direction (Funded for preliminary engineering only)	184	PE Underway
61	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	739	PE Underway
62	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements	1,607	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
63		Gunpowder Falls Tributaries- Stream Stabilization; restore and stabilize approximately 300 linear feet and 500 linear feet of stream channel at the southern and northern sites respectively; restoration includes rock vanes, imbricated riprap walls and rock step pools to stabilize the stream channels drainage improvements include lining an existing culvert and retrofitting the existing closed storm drain system and riprap outfall protection.	0	
64		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 2010
<u>Historic Preservation</u>				
65		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2010
<u>Environmental Mitigation</u>				
66		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 2010



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, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
1		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 (Baltimore City Project)	1,980	FY 2011
2		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path (Baltimore City Project)	554	FY 2010
3		Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	FY 2011
4		Masonville Cove Pedestrian Access; construction of a 8-12 foot wide asphalt Bike and Pedestrian path along Frankfurt Avenue from Hanover Street to Masonville Cove Environmental Center (Baltimore City Project)	500	FY 2011
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
5		B&O Railroad Museum Passenger Car Shop; south car shop; rehabilitation of the south car shop (Baltimore City Project)	1,000	Underway
<u>Landscaping/Scenic Beautification/Mitigation</u>				
6		Pedestrian lighting in Baltimore City historic districts; install new street lighting in four historic districts; Landscaping and other scenic beautification (Baltimore City Project)	862	FY 2010
<u>Environmental Mitigation</u>				
7		Lower Stony Run Stream; Cold Spring Lane to 1,400 feet south of University Parkway; stream restoration (Baltimore City Project)	951	Underway

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Congressional Earmarks</u>				
8		Midtown Cultural District Streetscape (Earmark \$475,000; CO) (Baltimore City Project)	0	
9		Baltimore City ITS Implement intelligent transportation system in Baltimore (Earmark \$1.12 million; PE) (Baltimore City Project)	0	
10		Emergency Safety Enhancements for Water Taxis Implement a Maritime Training Project to provide education in operational and equipment safety (Earmark \$250,000; PE) (Baltimore City Project)	0	
11		Center for Aquatic Life - roadway access improvements, boardwalk and pier construction at Hanover Street and West Cromwell Street (Earmark \$2.3 million; CO) (Baltimore City Project) Sponsor: Baltimore City for the National Aquarium	0	
12		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark \$1.6 million; PE, CO) (Baltimore City Project)	0	
13		Hanover Street Bridge rehabilitation (Earmark \$1.2 million; CO) (Baltimore City Project)	0	
14		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark \$2.3 million; CO) (Baltimore City Project)	0	
15		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark \$1.5 million; CO) (Baltimore City Project)	0	
16		Clinton Street and Keith Avenue; construction of fringe and corridor parking at the intersection (Earmark \$3.2 million; CO) (Baltimore City Project)	0	
17		Gwynns Falls Trail/CSX Bridge (Earmark \$335,000; PE, CO) (Baltimore City Project)	0	
18		Baltimore Traffic Monitoring Camera Upgrade conduit system for traffic systems, street lighting (Earmark \$960,000; CO) (Baltimore City Project)	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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
19		Construction of new Baltimore water taxi terminals at Fells Point and at Pier 1 (Earmark \$2 million; CO) (Baltimore City Project)	0	
20		Rehabilitate west Baltimore trail and the implementation of pedestrian improvements along associated roadways (Earmark \$720,000; PE, CO) (Baltimore City Project)	0	
21		Construct phase 2 of the Jones Falls Trail: from Baltimore Penn Station to Maryland Science Center (Earmark \$3.2 million; CO) (Baltimore City Project)	0	
22		Hanover Street and West Cromwell; roadway access improvements, boardwalk and pier construction (Earmark \$1.5 million; CO) (Baltimore City Project) 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) (Baltimore City Project) 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	
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	

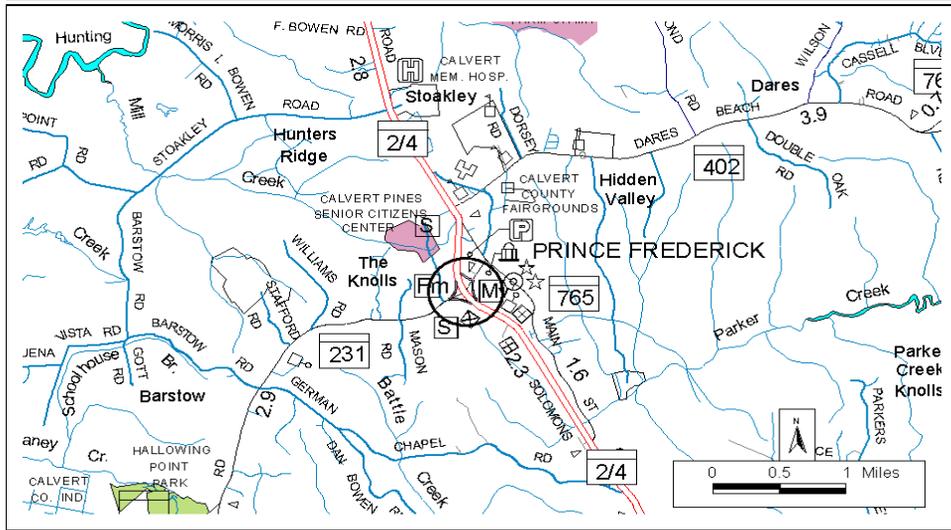
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
29		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark \$9.0 million; CO) (Baltimore City Project)	0	
30		Rehabilitation of Pennington Avenue Drawbridge (Earmark \$7.5 million; CO) (Baltimore City Project)	0	
31	US 1	East North Avenue; reconstruction (Earmark \$4 million; PE, CO) (Baltimore City Project)	0	



Calvert



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Reconstructed intersection at MD 231. Sidewalks will accommodate pedestrians. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project provides additional capacity and improved 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 Stoakley Road (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None..

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
				2012.....2013.....2014.....		2015.....
Planning	0	0	0	0	0	0	0	0	0	
Engineering	1,551	1,551	0	0	0	0	0	0	0	
Right-of-way	9,810	7,943	1,636	231	0	0	0	1,867	0	
Construction	16,050	13,124	2,926	0	0	0	0	2,926	0	
Total	27,411	22,618	4,562	231	0	0	0	4,793	0	
Federal-Aid	14,264	10,553	3,526	185	0	0	0	3,711	0	

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

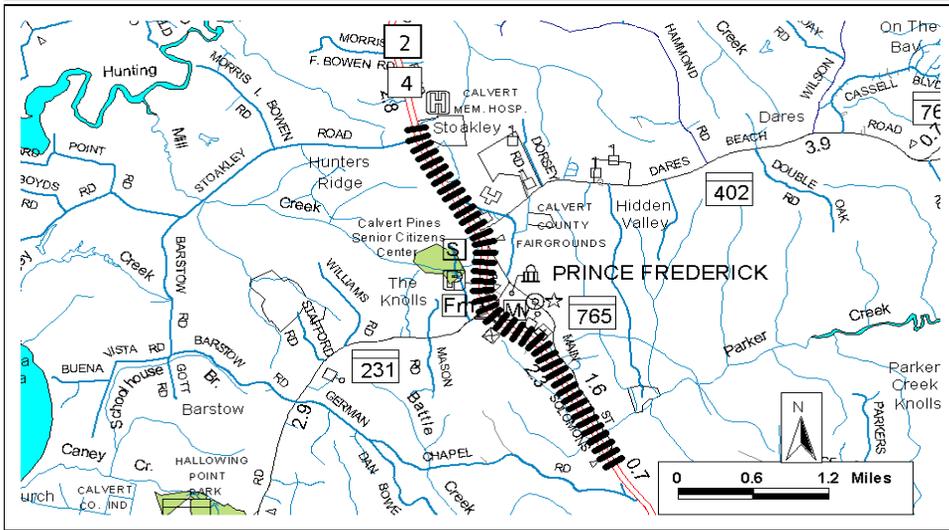
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 44,750

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)
- MD 2/4, MD 264 to MD 258 (System Preservation Program)
- Prince Frederick Boulevard (County Project)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 for the segment from Fox Run Boulevard to Commerce Lane.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR THRU 2010	BUDGET YEAR 2011	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			YEAR 2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
						0	0	0	0			0
Planning	1,972	1,972	0	0	0	0	0	0	0	0	0
Engineering	1,668	1,668	0	0	0	0	0	0	0	0	0
Right-of-way	644	644	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,284	4,284	0	0	0	0	0	0	0	0	0
Federal-Aid	1,570	1,570	0	0	0	0	0	0	0	0	0

FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

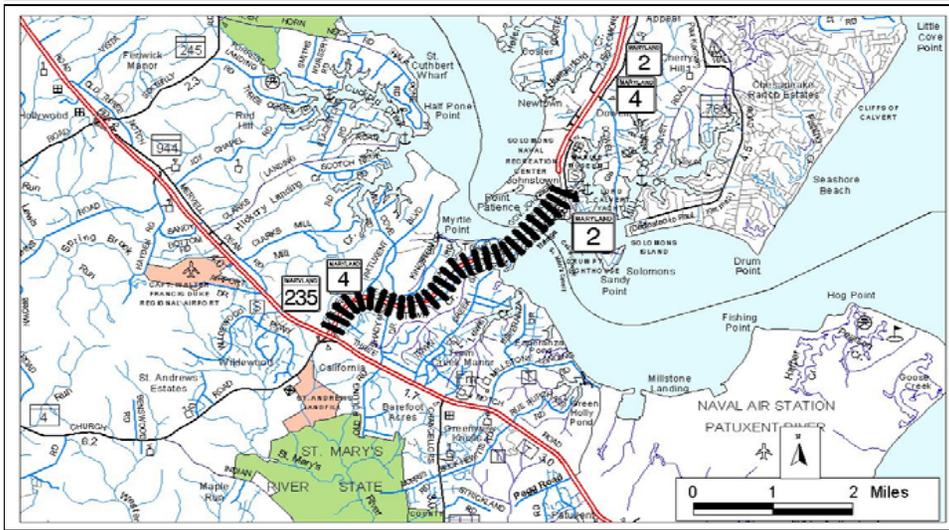
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 49,375

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	5,500	1,348	1,735	1,500	917	0	0	0	4,152	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	1,348	1,735	1,500	917	0	0	0	4,152	0
Federal-Aid	4,657	519	1,721	1,500	917	0	0	0	4,138	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 28,950

PROJECTED (2030) - 35,200

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	MD 402	Dares Beach Road; at Elks Lodge; widen to provide right turn lane	60	Completed
<u>Sidewalks</u>				
2	MD 2	Solomons Island Road; Solomon's Museum ramp; intersection improvement, realign intersection, adjust sidewalks and channelize median	46	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 2	Solomons Island Road; MD 260 to MD 4; resurfacing (ARRA PROJECT)	1,800	Under construction
4	MD 2/4	Solomon Island Road; MD 264 to Parker's Creek Road; resurfacing (ARRA PROJECT)	201	Completed
5	MD 260	Chesapeake Beach Road; Cornwall Road to Mt Harmony Bridge; resurfacing (ARRA PROJECT)	431	Under construction
6	MD 261	Willows Road; Chesapeake Village Road to US Government Road; resurfacing	451	Under construction
7	MD 264	Brooms Island Road; Ball Road to Williams Wharf Road; resurfacing (ARRA PROJECT)	554	FY 2010
8	MD 264	Broomes Island Road; Ball Road to MD 4; resurfacing (ARRA PROJECT)	685	Under construction
9	MD 760	Rousby Hall Road; Olivet Road to HG Trueman Road; resurfacing (ARRA PROJECT)	210	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
10	MD 4 NB	Southern Maryland Boulevard; over Hall Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT 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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
11	MD 4 SB	Southern Maryland Boulevard; over Hall Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
12	MD 4 SB	Southern Maryland Boulevard; over Lyons Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
13	MD 231	Hallowing Point Road; over Patuxent River; clean and paint bridge	1,751	FY 2010
<u>Safety/Spot Improvement</u>				
14	MD 2	Solomons Island Road; Dowell Road to Spinnaker Way (Service Road on east side); ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
15	MD 2/4	Solomons Island Road; Stormwater Management Enhancement at MD 509; drainage (This project is a split funded project with the Enhancement Program)	653	FY 2010
16	MD 2/4	Solomons Island Road; MD 524 to Walnut Creek Road; construct southbound auxiliary lane	394	Completed
<u>Community Safety and Enhancements</u>				
17	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
18	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)		

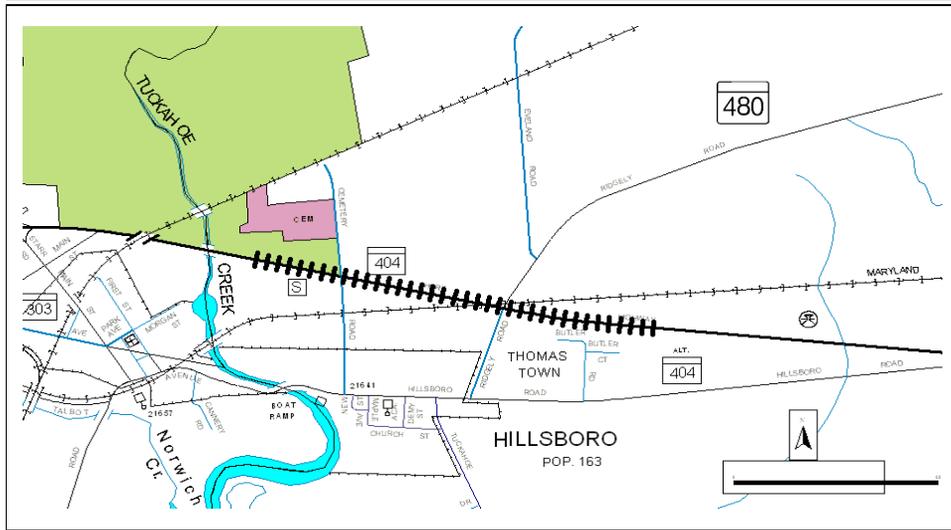
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT 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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements</u>				
<u>Preservation of Abandoned Railway Corridors</u>				
19		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 2010
<u>Environmental Mitigation</u>				
20		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 2010



Caroline



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from 1500' west of Tuckahoe Road to 2000' east of MD 480 (Phase 1A). Shoulders will accommodate bicycles and pedestrians (1.07 miles). (ARRA)

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 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	7887	0	0	0	0	ARRA/HP/STP

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Moved from Development and Evaluation Program to the Construction Program.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	471	427	44	0	0	0	0	0	0	44	0
Right-of-way	5,992	4,574	1,418	0	0	0	0	0	0	1,418	0
Construction	7,964	0	1,273	2,850	3,505	336	0	0	0	7,964	0
Total	14,427	5,001	2,735	2,850	3,505	336	0	0	0	9,426	0
Federal-Aid	12,928	3,901	2,400	2,823	3,471	333	0	0	0	9,027	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

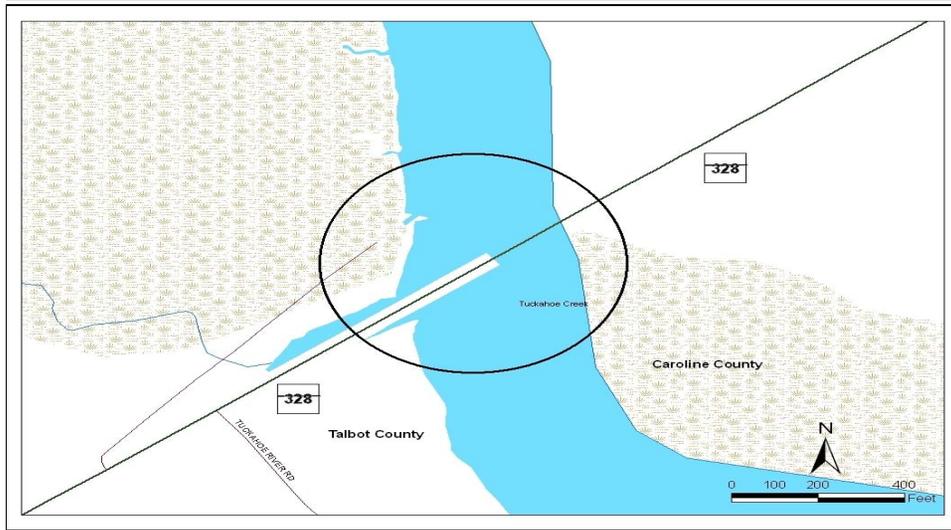
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 17,300 (Summer)

PROJECTED (2030) - 26,300 (Summer)

OPERATING COST IMPACT: \$19,000 per year



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replace Bridge 5012 over Tuckahoe Creek. New bridge to be built on parallel alignment. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This bridge is structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	507	0	0	0	0	BR
CO	0	10857	0	0	0	BR

STATUS: Engineering and Right-of way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,554	918	636	0	0	0	0	0	636	0
Right-of-way	694	0	694	0	0	0	0	0	694	0
Construction	14,872	0	0	4,709	6,177	3,986	0	0	14,872	0
Total	17,120	918	1,330	4,709	6,177	3,986	0	0	16,202	0
Federal-Aid	12,540	683	1,000	3,438	4,509	2,910	0	0	11,857	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Rural Minor Arterial

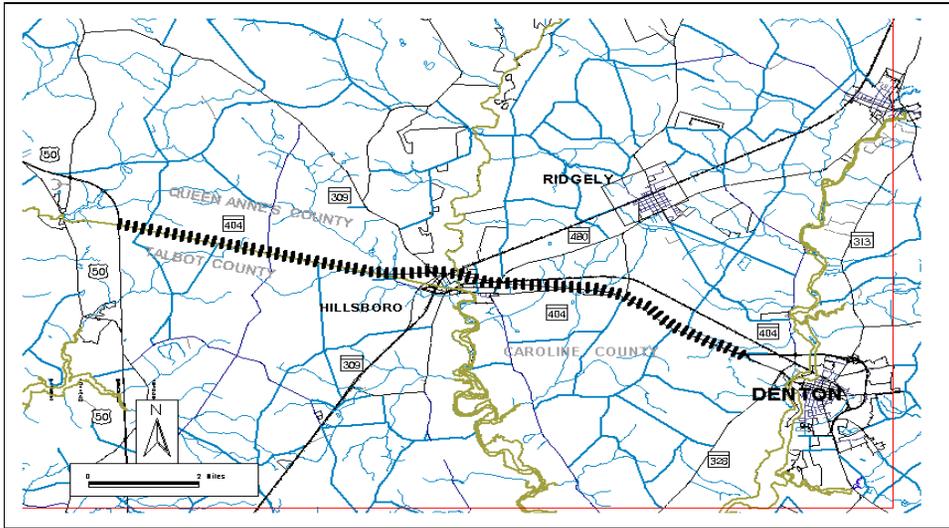
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,500

PROJECTED (2030) - 9,850

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 1)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$23.5 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	6,819	4,765	754	1,300	0	0	0	0	2,054	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	7,378	5,324	754	1,300	0	0	0	0	2,054	0
Federal-Aid	5,348	3,705	603	1,040	0	0	0	0	1,643	0

FUNCTION :

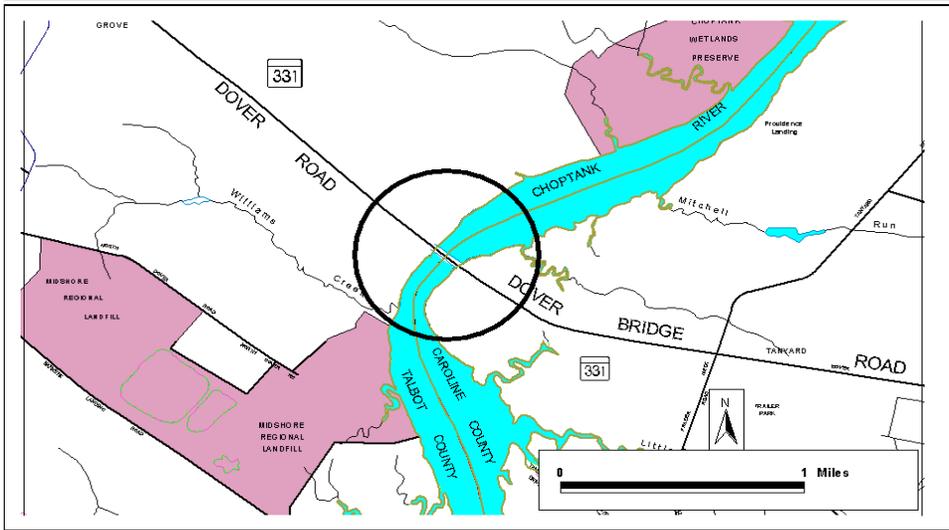
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 19,100
 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. This bridge is 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,516	1,441	75	0	0	0	0	0	75	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	1,516	1,441	75	0	0	0	0	0	75	0
Federal-Aid	1,213	1,153	60	0	0	0	0	0	60	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 13,575

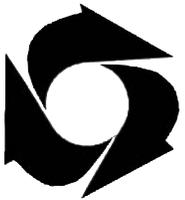
PROJECTED (2030) - 21,080

OPERATING COST IMPACT: N/A

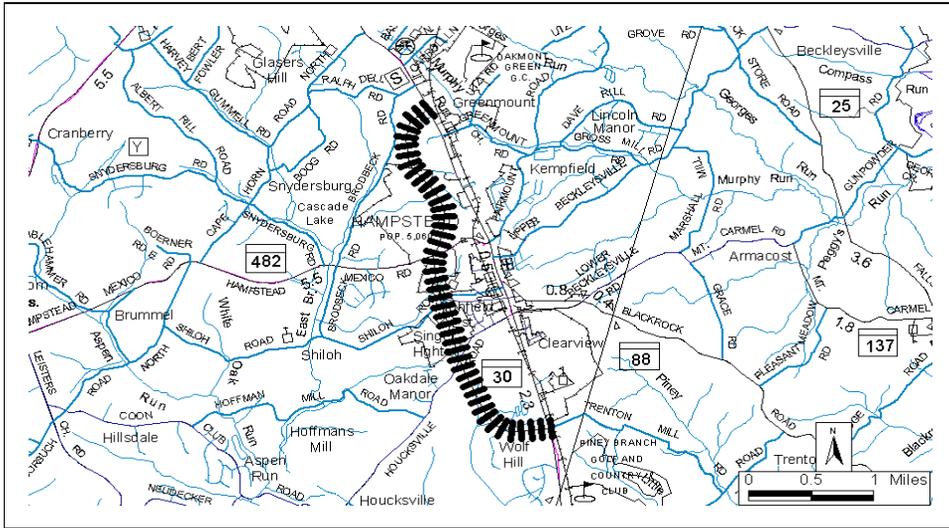
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 16	Harmony Road; Harmony to Two Johns Road; resurfacing (ARRA PROJECT)	569	Completed
2	MD 318	Preston Road; Dorchester County Line to MD 315; resurfacing (ARRA PROJECT)	1,164	Completed
3	MD 404	Shore Highway; MD 404 Alt. to Holly Road; safety and resurface (ARRA PROJECT)	1,075	Completed
4	MD 404 BUS	Franklin Street; MD 404 to Choptank River; resurfacing (ARRA PROJECT)	240	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
5		Adkins Arboretum; Project to include parking, site work, landscaping and pedestrian pathways that contribute to the trailhead function of the overall Arboretum improvements; pedestrian or bicycle facilities	779	FY 2010
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
6		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	976	FY 2011



Carroll



PROJECT: MD 30 Relocated, Hampstead Bypass

DESCRIPTION: Constructed 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. This improvement relieved 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:

MD 30, at MD 482 (Ridesharing Facility)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$1.0 million is due to addition of the Park and Ride lot and a roundabout within the project.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,774	7,774	0	0	0	0	0	0	0	0	0
Right-of-way	22,356	21,846	510	0	0	0	0	0	0	510	0
Construction	48,674	46,756	1,918	0	0	0	0	0	0	1,918	0
Total	78,804	76,376	2,428	0	0	0	0	0	0	2,428	0
Federal-Aid	44,199	42,243	1,956	0	0	0	0	0	0	1,956	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

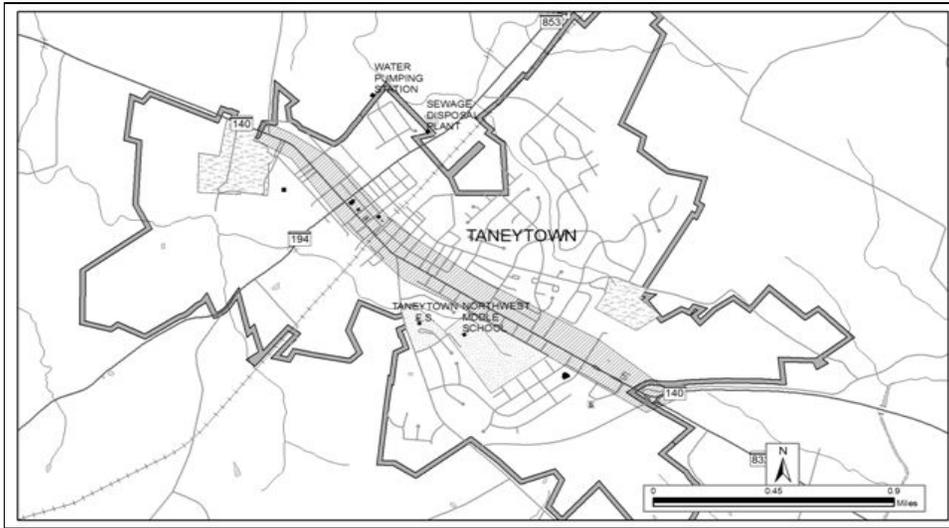
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 19,700 - 24,800 (MD30)

PROJECTED (2030) - 23,800 (Bypass)
 14,650 (MD 30)

OPERATING COST IMPACT: \$108,300 per year



PROJECT: MD 140, Baltimore Street

DESCRIPTION: Streetscape improvements from Harney Road to MD 832 (Taneytown Streetscape). Bicycle and pedestrian facilities will be provided (1.76 miles).

JUSTIFICATION: This project will improve traffic operations and safety along this segment of MD 140 and enhance the 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: Moved to the Construction Program from the System Preservation Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,173	2,164	9	0	0	0	0	0	9	0
Right-of-way	406	166	240	0	0	0	0	0	240	0
Construction	15,437	5,844	6,235	3,358	0	0	0	0	9,593	0
Total	18,016	8,174	6,484	3,358	0	0	0	0	9,842	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

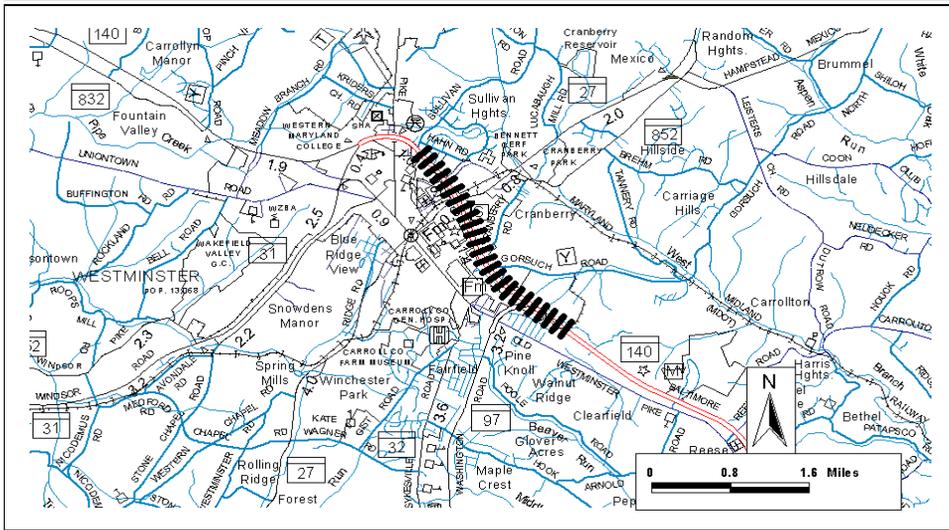
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 16,250

PROJECTED (2030) - 24,150

OPERATING COST IMPACT: N/A



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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	1,454	1,423	31	0	0	0	0	31	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	1,454	1,423	31	0	0	0	0	31	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

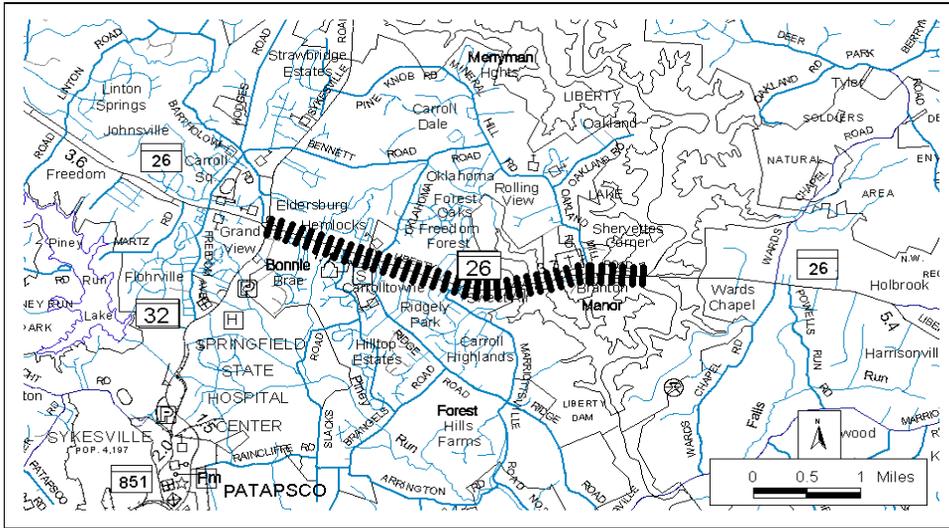
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 47,650 - 58,450

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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. County and State split planning cost and County contributing \$1.0 million towards engineering cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	290	290	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	290	290	0	0	0	0	0	0	0	0	0
Federal-Aid	203	203	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 (2009) - 19,400 - 34,700
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 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 27	Ridge Road; Ridge Avenue to 1300 feet north of Center Street; widen and resurface	3,929	FY 2010
2	MD 31	New Windsor Road; structure 6007 to MD 407W; resurfacing (ARRA PROJECT)	490	Completed
3	MD 31	New Windsor Road; Uniontown Road to Medford Road; resurfacing (ARRA PROJECT)	1,041	Completed
4	MD 140	Baltimore Boulevard; Center Street to east of Malcolm Drive; resurfacing	1,810	Completed
5	MD 140	Baltimore Boulevard; at Sandymount Road; extend left turn lanes	949	FY 2010
6	MD 496	Bachmans Valley Road; Saw Mill to Wine Road; resurfacing (ARRA PROJECT)	305	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
7	MD 26	Liberty Road; over MD 97; bridge deck replacement and rehabilitation	1,473	FY 2010
8	MD 97	Washington Road; bridge over 06050 over Morgan Run; bridge deck replacement	1,127	Under construction
<u>Safety/Spot Improvement</u>				
9	MD 26	Liberty Road; at Klee Mill Road; construct left turn lanes, add left turn phasing to traffic signal (ARRA PROJECT)	1,435	Under construction
10	MD 27	Manchester Road; at MD 140 ramps; construct right turn lanes on the ramp (ARRA PROJECT)	712	Under construction
11	MD 91	Gamber Road; at Deer Park Road; provide northbound/southbound left turn lanes and shoulders (Funded for preliminary engineering only)	226	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
12	MD 30	North Main Street; MD 482 to Lliano Plaza; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
13	MD 140	Old Westminster Pike; west of the Liberty Reservoir Bridge; slope repair	126	Completed
		<u>Community Safety and Enhancements</u>		
14	MD 30	Hanover Pike; CSX Railroad to Northwoods Trail; streetscape (Funded for preliminary engineering only) (Project is on hold)		
		<u>Intersection Capacity Improvements</u>		
15	MD 140	Baltimore Boulevard; at Gorsuch Road; extend existing median left turn lane (Funded for preliminary engineering only)	120	PE Underway
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
16		Westminster High School Stormwater Management Facility; construction of a stormwater management facility to treat stormwater from portions of MD 97 to MD 32.	454	FY 2011



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, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Conowingo Road; Conowingo Dam to MD 273; resurfacing (ARRA PROJECT)	1,050	Under construction
2	MD 7D	Delaware Avenue; Southern approach to Big Elk Creek Bridge; resurfacing (ARRA Project)	700	FY 2010
3	MD 7D	West Main Street; MD 213 to beginning of state maintenance; resurface	2,900	Under construction
4	MD 213	Augustine Herman Highway; C and D bridge to US 40; resurfacing (ARRA PROJECT)	1,250	Under construction
5	MD 316	Appleton Road; MD 279 to MD 277; resurfacing (ARRA PROJECT)	430	FY 2010
<u>Commuter Action Improvements</u>				
6	MD 222	Perryville Road; at Blythe Dale Road; commuter improvements (ARRA PROJECT)	300	Completed
<u>Sidewalks</u>				
7	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	181	Completed
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
8		Mount Ararat Farm Scenic Easement; purchase of a scenic easement on 114 acres of the Mount Ararat Farm	1,584	FY 2010

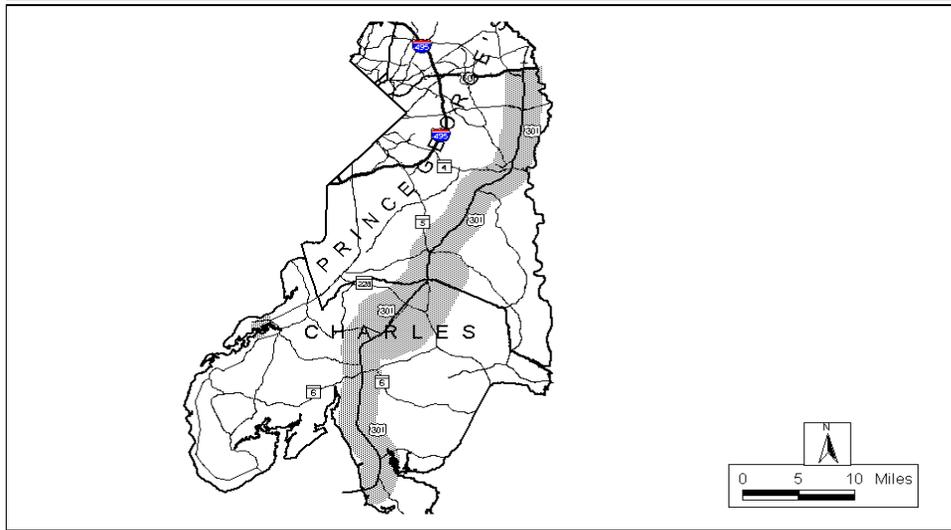
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
9		Gilpin Falls Covered Bridge - restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek adjacent to MD 272	100	FY 2010
		<u>Congressional Earmarks</u>		
10		Construct Perryville pier at Rodgers Tavern (Earmark \$1.25 million; CO) (Underway)	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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$4.6 million is due to funds being added in FY15 for protective Right-of way and revised Right-of-way estimates.

<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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	10,747	10,565	182	0	0	0	0	0	0	182	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	56,071	44,431	5,300	500	1,000	1,840	0	3,000	11,640	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	66,818	54,996	5,482	500	1,000	1,840	0	3,000	11,822	0	0
Federal-Aid	7,523	7,396	127	0	0	0	0	0	127	0	0

FUNCTION :

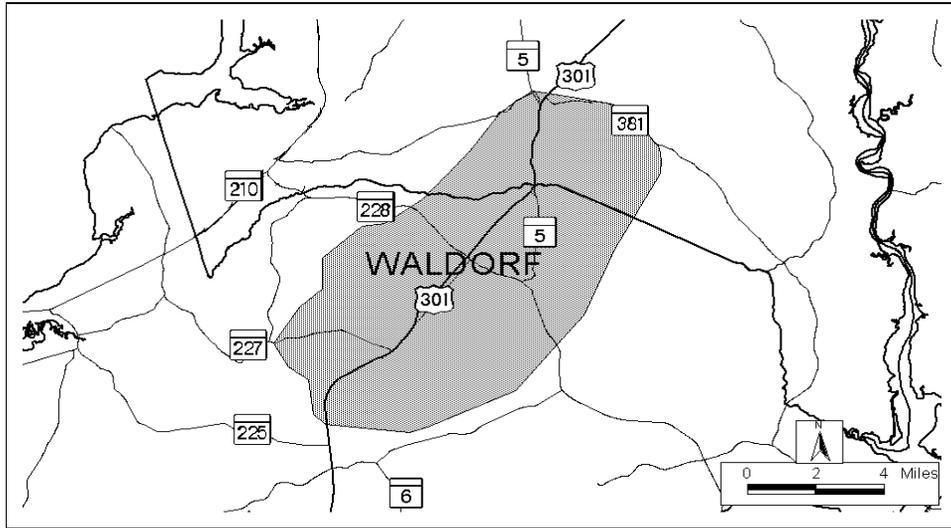
STATE - Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 18,600(Charles) - 87,125 (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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. An additional \$2.9 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.7 million FY09 Federal Aid Appropriation Funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	10,512	9,567	945	0	0	0	0	0	945	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,512	9,567	945	0	0	0	0	0	945	0
Federal-Aid	7,866	6,991	875	0	0	0	0	0	875	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 63,000 (Charles) -
86,000 (Prince George's)
PROJECTED (2030) - 75,000 (Charles) -
116,000 (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, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Sidewalks</u>				
1	MD 228	Berry Road; Marketplace Drive to 1,000 feet west of US 301 in Waldorf; retrofit sidewalk - 371 linear feet	38	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
2	MD 6	Port Tobacco Road; Baltimore Street to US 301; resurfacing (ARRA PROJECT)	49	FY 2010
3	MD 224	Chicamuxen Road; MD 225 to Ford Drive; resurfacing (ARRA PROJECT)	585	Under construction
4	MD 225	Hawthorne Road; MD 210 to Pennies Road; resurfacing (ARRA PROJECT)	456	Under construction
5	MD 228	Berry Road; Prince George's County Line to Middletown Road; resurfacing (ARRA PROJECT)	1,260	Under construction
6	MD 234	Burnt Store Road; Wicomico Ridge Road to Old Sycamore Road; resurfacing (ARRA PROJECT)	346	FY 2010
7	MD 488	LaPlata Road; MD 6 to MD 5; resurfacing (ARRA PROJECT)	1,800	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
8	MD 5 NB	Leonardtown Road; over Zekiah Swamp; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
9	MD 5 SB	Leonardtown Road; over Zekiah Swamp; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
10	MD 257	Rock Point Road; over Norfolk Southern Railroad; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES 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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
11	MD 6	Charles Street; US 301 to Somerset Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
12	MD 6	Charles Street; at US 301; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
<u>Community Safety and Enhancements</u>				
13	MD 5 BUS	Leonardtown Road; in Waldorf; streetscape (Funded for concept development) (Project on Hold)		
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
14		Indian Head Boardwalk; construction of a 1,375 linear foot boardwalk parallel to the Potomac River in the town of Indian Head	1,504	FY 2010



Dorchester

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

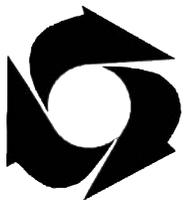
STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 14	Main Street; Secretary Bridge to Creamery Road; resurface	258	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
2	MD 16	Church Creek Road; 500 feet south of Egypt Road to Maple Dam Road; resurfacing (ARRA PROJECT)	186	Completed
3	MD 16	Taylor Island Road; beginning of state maintenance to Salt Marsh Drive; resurfacing (ARRA PROJECT)	1,143	Completed
4	US 50	Ocean Gateway; east of Big Mill Pond to Linkwood Road; resurface (ARRA PROJECT)	1,193	Completed
5	MD 335	Hoopers Island Road; bridge over Wallace Creek; resurfacing	100	FY 2010
6	MD 335	Golden Hill Road; beginning of state maintenance to structure 09012; resurfacing (ARRA PROJECT)	610	Completed
7	MD 392	Harrison Ferry Road; structure over Marshy Hope Creek to MD 331; resurfacing (ARRA PROJECT)	361	Completed
<u>Safety/Spot Improvement</u>				
8	MD 343	Washington Street; from St. Claire Avenue to Pine Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 1 for ADA Compliance)	3,089	FY 2010
<u>Community Safety and Enhancements</u>				
9	MD 16	Church Creek Road; in Church Creek; streetscape (Funded for preliminary engineering only) (Project on Hold)		

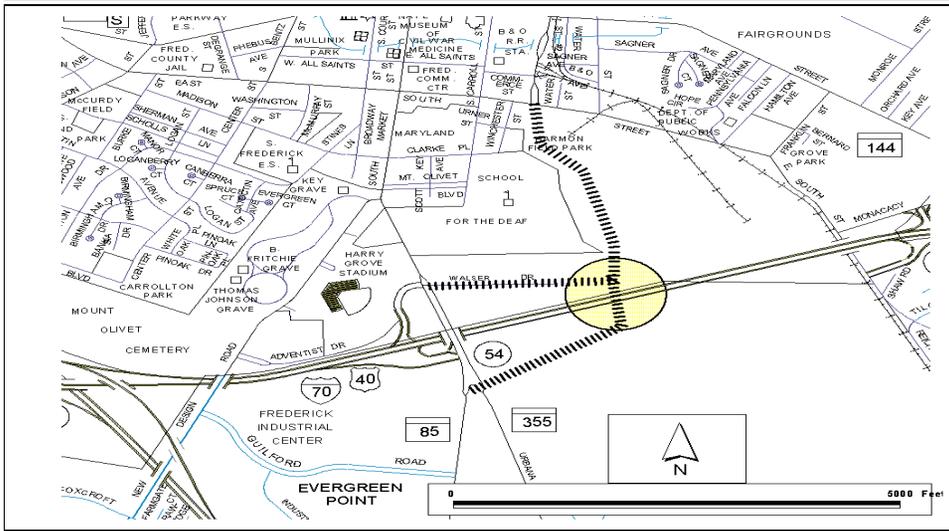
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER 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, 2009
10		<p align="center"><u>Fiscal Years 2010 and 2011 (cont'd)</u></p> <p align="center"><u>Congressional Earmarks</u></p> <p>Construct Blackwater National Wildlife Refuge visitor center, trails and road improvements (Earmark \$1.5 million; CO) Sponsor: U.S. Fish & Wildlife Service</p>	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, Mt. Phillip Road to MD 144 FA (Line 8)
- I-270 and US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$1.5 million is due to the addition of FY09 Federal Aid Appropriations Funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,280	9,780	500	0	0	0	0	0	500	0
Right-of-way	17,820	17,357	463	0	0	0	0	0	463	0
Construction	78,832	65,073	13,759	0	0	0	0	0	13,759	0
Total	106,932	92,210	14,722	0	0	0	0	0	14,722	0
Federal-Aid	87,866	75,486	12,380	0	0	0	0	0	12,380	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

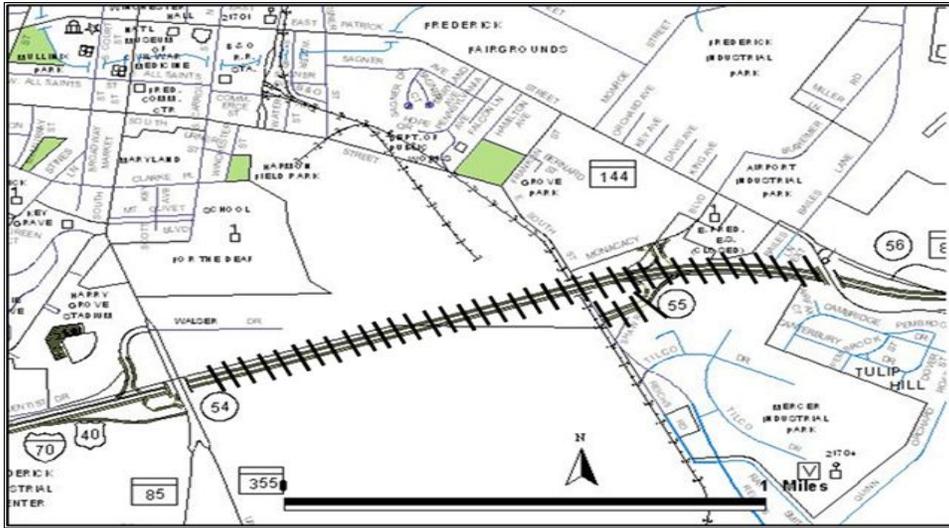
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 4,000 - 9,150

PROJECTED (2030) - 24,000 - 36,250

OPERATING COST IMPACT: \$17,600 per year



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Construction of Patrick Street intersection improvements, widen I-70 east of MD 355 to east of MD 144, (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 8)
- I-270 and US 15 Multi-Modal Corridor Study (Line 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	45000	0	0	0	IM/TC/BR

STATUS: Engineering and Right-of-way underway. Construction to begin in the budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Moved from the Development and Evaluation Program to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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	4,095	118	2,000	1,977	0	0	0	0	0	3,977	0
Construction	45,000	0	0	13,588	18,124	13,288	0	0	0	45,000	0
Total	49,095	118	2,000	15,565	18,124	13,288	0	0	0	48,977	0
Federal-Aid	48,677	98	1,800	15,367	18,124	13,288	0	0	0	48,579	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

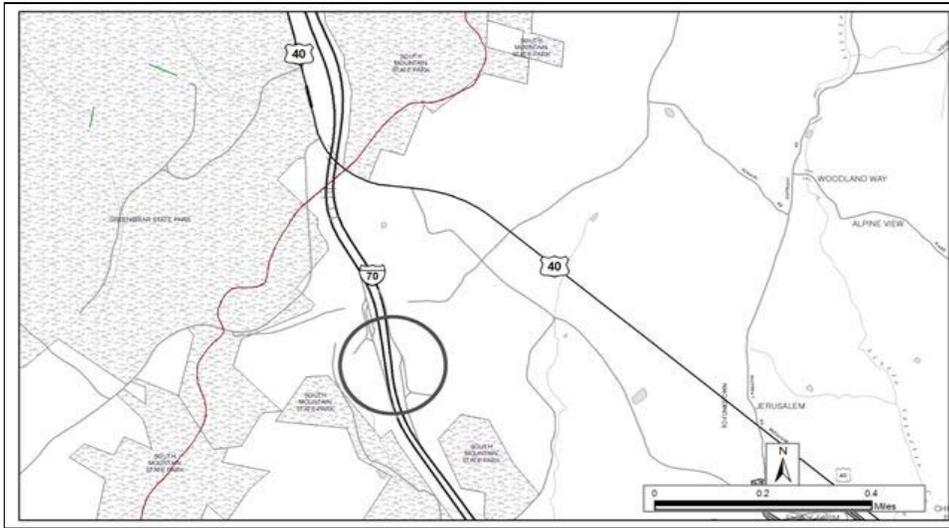
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 89,750

PROJECTED (2030) - 102,900

OPERATING COST IMPACT: \$28,000 per year



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Replacement of the South Mountain Visitor's Center.

JUSTIFICATION: The facilities need to be updated and can no longer accommodate the increase in 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: Moved to the Construction Program from the System Preservation 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,514	1,511	3	0	0	0	0	0	3	0
Right-of-way	31	31	0	0	0	0	0	0	0	0
Construction	19,788	4,477	15,311	0	0	0	0	0	15,311	0
Total	21,333	6,019	15,314	0	0	0	0	0	15,314	0
Federal-Aid	10,592	3,070	7,522	0	0	0	0	0	7,522	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

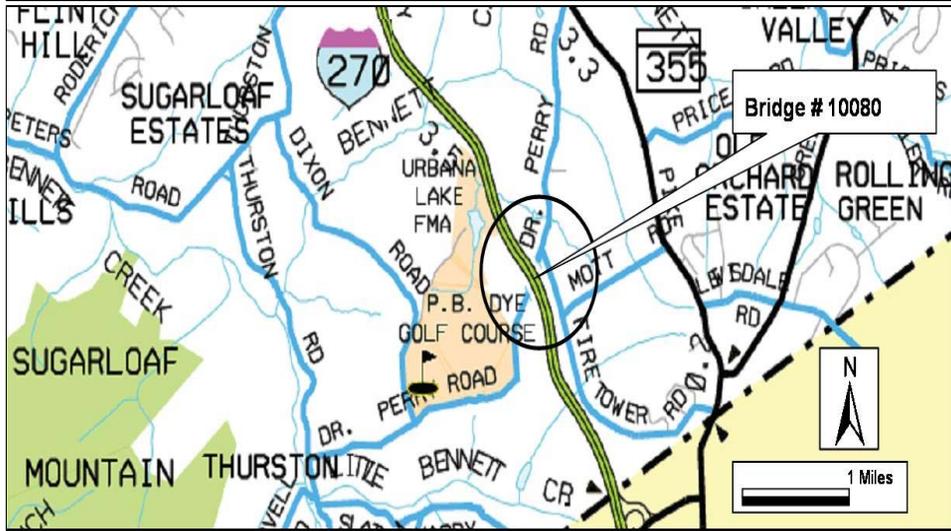
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 63,000

PROJECTED (2030) - 82,000

OPERATING COST IMPACT: N/A



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replace Bridge 10080 over Doctor Perry Road.

JUSTIFICATION: The existing bridge is deteriorated and in need of replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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	90	80	10	0	0	0	0	0	0	10	0
Construction	9,068	3,649	5,419	0	0	0	0	0	0	5,419	0
Total	9,158	3,729	5,429	0	0	0	0	0	0	5,429	0
Federal-Aid	7,931	3,059	4,872	0	0	0	0	0	0	4,872	0

FUNCTION :

STATE - Rural Interstate

FEDERAL - Interstate

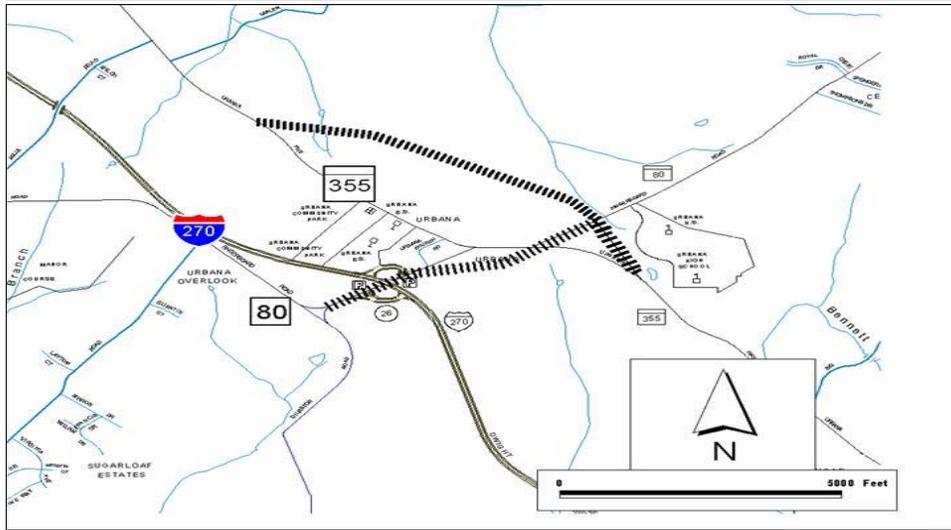
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 88,250

PROJECTED (2030) - 103,900

OPERATING COST IMPACT: N/A



PROJECT: MD 80 and MD 355 Relocated

DESCRIPTION: Reconstructed MD 80 and MD 355 to 4 lanes on relocation east of I-270, north and south of Urbana. Sidewalks were included where appropriate. Wide curb lanes and shoulders will accommodate bicycles.

JUSTIFICATION: These roadways serve the rapidly developing area of Urbana. This improvements provided the capacity needed to relieve existing MD 80 and MD 355. The improvements were 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 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. This is a developer funded improvement.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
					.....2012.....	.....2013.....	.....2014.....	.....2015.....				
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	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	0	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

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

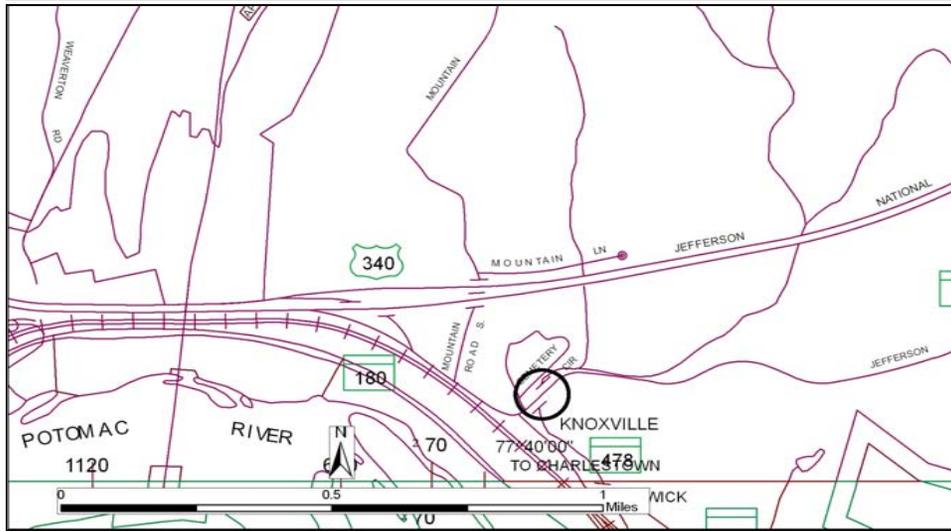
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 11,300 (MD 355) 16,550 (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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$3.3 million is due to the removal and replacement of existing retaining walls and private bridges.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	874	874	0	0	0	0	0	0	0	
Right-of-way	208	162	46	0	0	0	0	0	46	
Construction	5,240	2,266	2,974	0	0	0	0	0	2,974	
Total	6,322	3,302	3,020	0	0	0	0	0	3,020	
Federal-Aid	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Urban Local

FEDERAL - Minor Collector

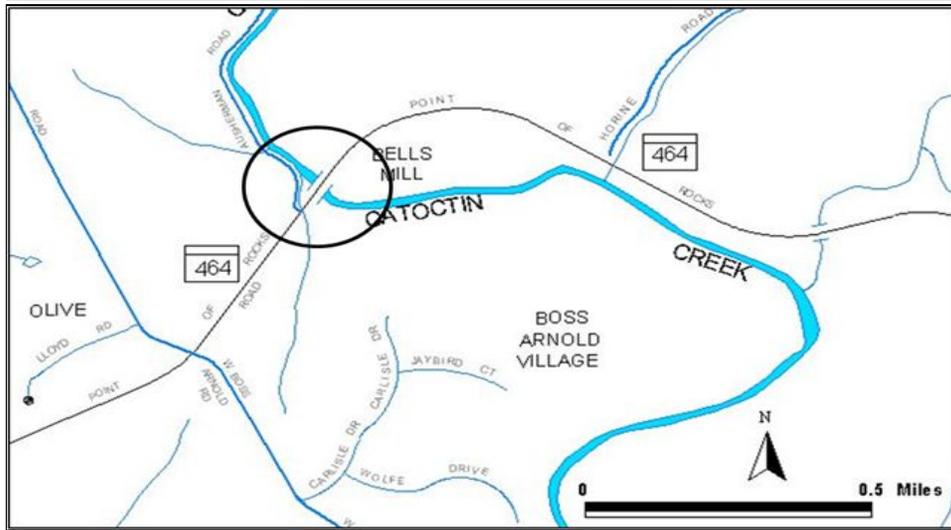
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 1,500

PROJECTED (2030) - 15,550

OPERATING COST IMPACT: N/A



PROJECT: MD 464, Point of Rocks Road

DESCRIPTION: Replace Bridge 10091 over Catoctin Creek.

JUSTIFICATION: The existing bridge is structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4378	0	0	0	0	BR/TC

STATUS: Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2012			YEAR 2013	YEAR 2014	YEAR 2015
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	823	661	162	0	0	0	0	0	0	0	0	162	0
Right-of-way	12	0	10	2	0	0	0	0	0	0	0	12	0
Construction	4,378	0	1,359	3,019	0	0	0	0	0	0	0	4,378	0
Total	5,213	661	1,531	3,021	0	0	0	0	0	0	0	4,552	0
Federal-Aid	5,009	510	1,480	3,019	0	0	0	0	0	0	0	4,499	0

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Major Collector

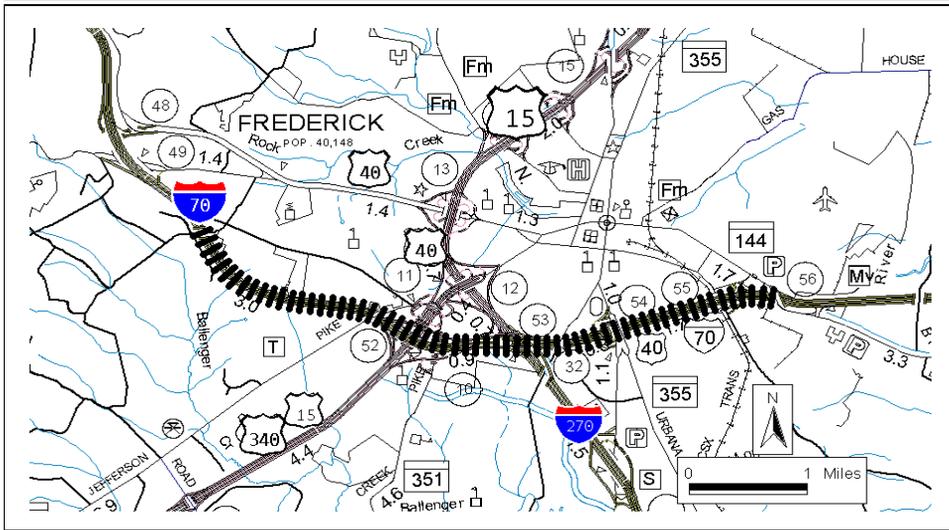
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 9,950

PROJECTED (2030) - 14,150

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 10)

STATUS: Partial Engineering underway. An additional \$3.3 million is needed to complete Engineering and \$4.1 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015			
Planning	1,251	1,251	0	0	0	0	0	0	0	0	
Engineering	6,953	6,694	20	20	219	0	0	0	0	259	
Right-of-way	21,494	21,494	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	29,698	29,439	20	20	219	0	0	0	0	259	
Federal-Aid	13,848	13,615	18	18	197	0	0	0	0	233	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

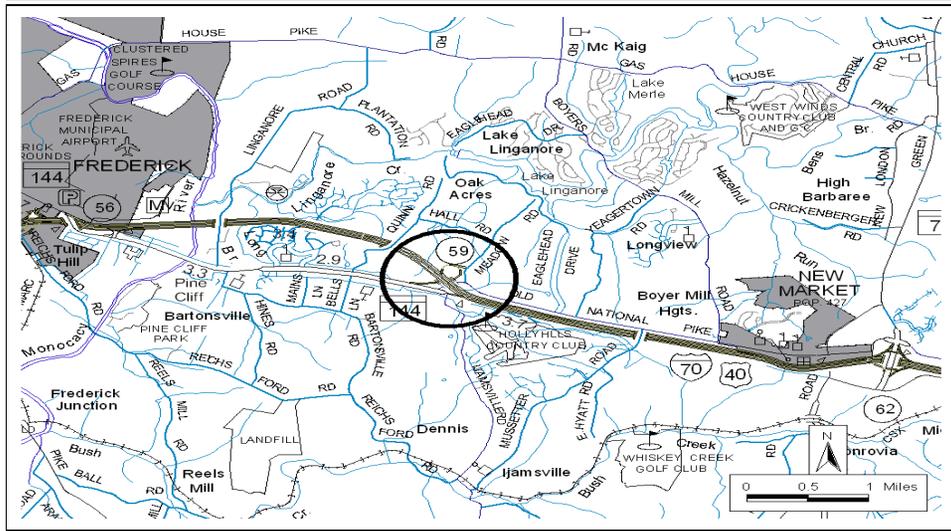
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 97,050

PROJECTED (2030) - 141,200

OPERATING COST IMPACT: N/A



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road.

JUSTIFICATION: This project will look at providing the missing westbound ramps to and from I-70. This will alleviate traffic on lower functioning routes into the City of Frederick.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. The County and SHA are discussing additional cost sharing arrangements to continue Planning.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
				2012.....2013.....2014.....		2015.....
Planning	48	48	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	48	48	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Urban Interstate
 FEDERAL - Principal Arterial

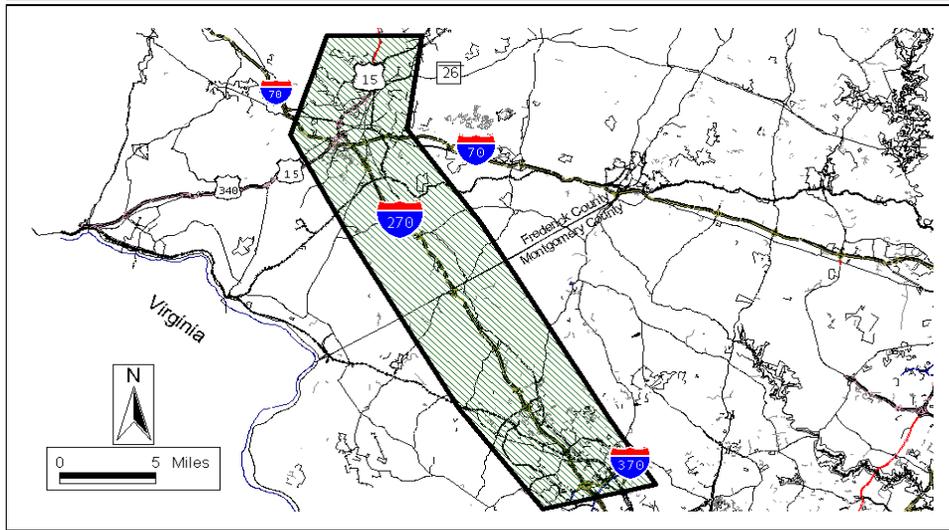
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 81,150

PROJECTED (2030) - 106,400

OPERATING COST IMPACT: N/A



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Line 1)
- I-70, Phase 2D (Line 2)
- MD 80 and MD 355 Relocated (Line 5)
- I-70, Mt. Phillip Road to MD 144 (Line 8)
- US 15, Interchange at Monocacy Boulevard (Line 11)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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
	2009	THRU 2009			2010	2011	2012	2013	2014			2015
	Planning	17,460	16,930	530	0	0	0	0	0	0	530
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,057	1,057	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,517	17,987	530	0	0	0	0	0	0	530	0
Federal-Aid	12,222	11,851	371	0	0	0	0	0	0	371	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

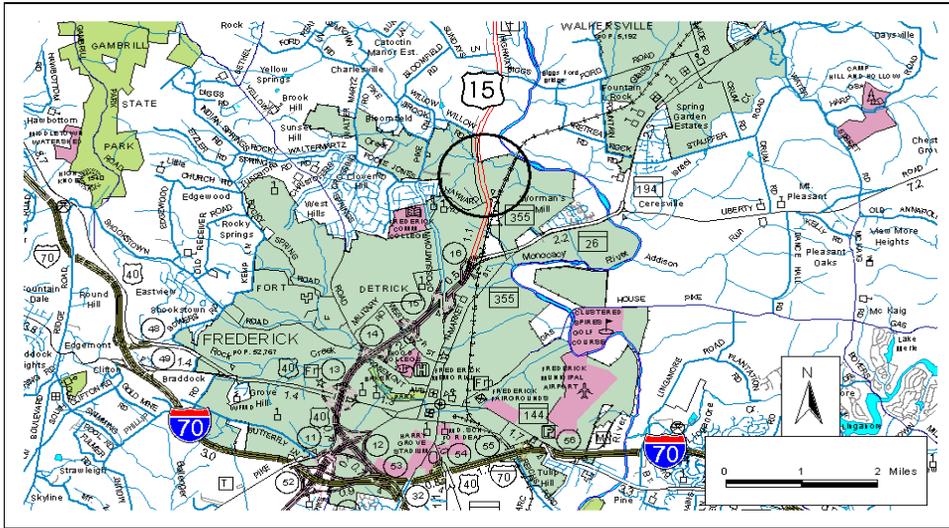
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 40,000 - 96,550 (US -15)
88,250 - 233,350 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)

OPERATING COST IMPACT: N/A



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Study to develop interchange options at Monocacy Boulevard. (BRAC Related)

JUSTIFICATION: This project will examine a new interchange and Park-and-Ride lot in the vicinity of US 15 and Monocacy Boulevard to safely accommodate future traffic volumes associated with planned development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270/US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 and Engineering underway. The County and City are providing \$4.0 million to proceed with Engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.3 million from FY 09 Federal Aid Appropriation Funds.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				YEAR 2015			
				2012	2013	2014	2015				
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	754	313	400	0	41	0	0	0	0	441	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	754	313	400	0	41	0	0	0	0	441	0
Federal-Aid	488	226	262	0	0	0	0	0	0	262	0

FUNCTION:

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

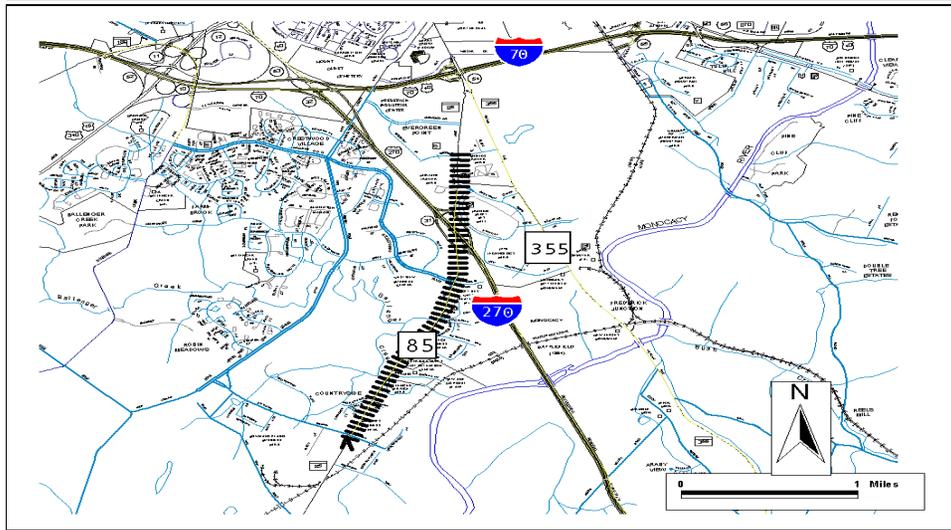
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 42,750

PROJECTED (2030) - 75,600

OPERATING COST IMPACT: N/A



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Upgrade MD 85 to a multi-lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would relieve congestion and provide capacity for planned commercial development along the MD 85 corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$11.8 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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015	2016		
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	5,354	713	350	1,000	2,291	1,000	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	5,885	1,244	350	1,000	2,291	1,000	0	0	0	4,641	0
Federal-Aid	4,451	86	606	1,560	1,861	338	0	0	0	4,365	0

FUNCTION :

STATE - Major Collector
 FEDERAL - Urban Minor Arterial

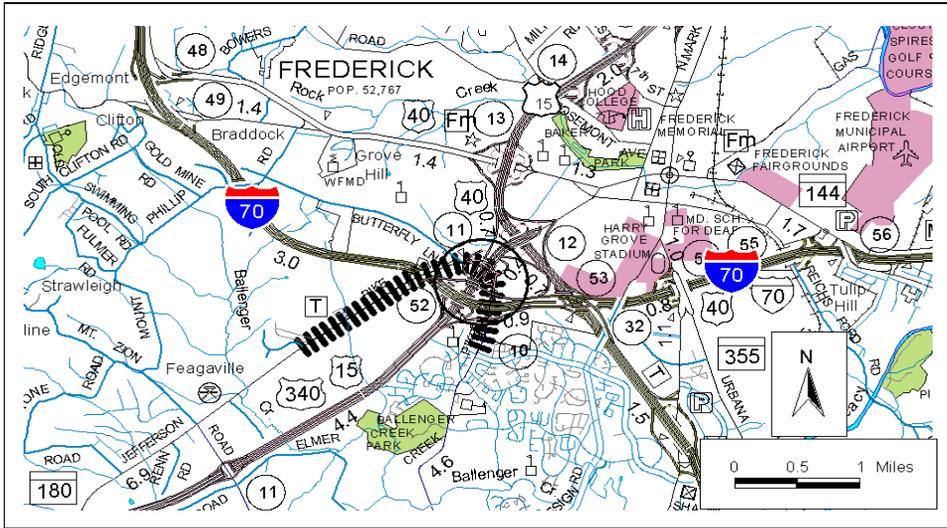
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,800 - 45,350

PROJECTED (2030) - 11,500 - 64,000

OPERATING COST IMPACT: N/A



PROJECT: MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Study to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Drive to Corporate Drive, while supporting existing and planned development.

JUSTIFICATION: Land adjacent to existing MD 180 and MD 351 is experiencing rapid growth. Businesses and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Mt. Phillip Road to MD 144 (Line 8)
- I-270/US 15, Multi-Modal Corridor Study (Line 10)
- Butterfly Lane Improvements (Frederick County)

STATUS: Partial Project Planning underway. Frederick County contributing to Planning cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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)	THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,460	1,460	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	1,460	1,460	0	0	0	0	0	0	0	0	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 (2009) - 25,600

PROJECTED (2030) - 53,450

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Sidewalks</u>				
1	US 40	West Patrick Street; US 15 to McCain Drive; retrofit sidewalk - 2,413 linear feet	247	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
2	US 15	Catoctin Mountain Highway; CSX/Potomac River Bridge to Elmer Derr Road; resurface	2,608	Completed
3	US 15	Catoctin Mountain Highway; north of Orndorff Road to Pennsylvania State Line; resurface	1,347	Completed
4	US 15 SB	Catoctin Mountain Highway; north of Catoctin Hollow Road to MD 26; resurface (ARRA PROJECT)	2,649	Completed
5	MD 17	Burkittsville Road; Lee's Lane to branch of Catoctin Creek; resurfacing (ARRA PROJECT)	349	Completed
6	MD 28	Tuscarora Road; Montgomery County Line to Parks Mill Road; resurfacing (ARRA PROJECT)	515	Completed
7	I 70 WB	Eisenhower Memorial Highway; US 40 EBR Bridge to Hollow Road; safety and resurface (ARRA PROJECT)	3,642	Under construction
8	MD 75	Church Street; at MD 26; resurfacing (ARRA PROJECT)	132	FY 2010
9	MD 75	Green Valley Road; Coppermine Road to MD 26; resurfacing (ARRA PROJECT)	602	FY 2010
10	MD 75	Green Valley Road; Arlington Road to MD 874; resurfacing (ARRA PROJECT)	161	Completed
11	MD 144 FA	East Patrick Street; I 70 to Monocacy Boulevard; resurfacing (ARRA PROJECT)	238	FY 2010
12	I 270 NB	Eisenhower Memorial Highway; Bennett Creek to MD 80; resurfacing (ARRA PROJECT)	1,000	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
13	US 340 EB	Jefferson Pike; US 340/US 15 split to Lander Road; resurfacing (ARRA PROJECT)	782	Completed
<u>Safety/Spot Improvement</u>				
14	US 15	Catoctin Mountain Highway; at MD 464; roundabout	1,497	Completed
15	US 15 Bus	South Seton Avenue; MD 140 to Toms Creek; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
16	MD 26	Liberty Road; 300 feet east of Daysville Road to MD 75; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
17	MD 26	Liberty Road; 300 feet east of South Street to 300 feet east of Daysville Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
18	US 40 ALT	Old National Pike; at Willow Tree Drive and Beechtree Drive; reconstruct shoulders to provide left turn (Funded for preliminary engineering only)	95	FY 2010
19	MD 77	Rocky Ridge Road; Graceham Road to Moravian Church Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
20	MD 77	East Main Street; Howard Street to Municipal Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
21	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 (ARRA PROJECT)	1,100	Under construction
22	MD 144	Main Street; Royal Oaks Drive to Bye Alley; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
23	MD 144	West Patrick Street; 300 feet east of Wisner Street to Jefferson Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
24	MD 144	East Patrick Street; King Avenue to 300 feet east of Wisner Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
25	MD 180	Jefferson Pike; Tributary to Tuscarora Creek Stabilization between MD 180 to US 340; drainage improvement (This project is a split funded project with the Enhancement Program)	64	Completed
26	MD 550	Woodsboro Road; at Woodsboro Pike; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
27	MD 550	Church Street; US 15 on-ramp to Catoclin High School Entrance; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
<u>Community Safety and Enhancements</u>				
28	MD 144 FB	Main Street; through Town of New Market to Bye Alley; streetscape (Project on Hold)		
29	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only) (Project on Hold)		
<u>Environmental Preservation</u>				
30	I 70	Eisenhower Memorial Highway; at I-270 interchange; landscaping (ARRA PROJECT)	476	Under construction
<u>Commuter Action Improvements</u>				
31	US 15/340	Catoclin Mountain Highway; at Mt. Zion Road; ridesharing facility	772	FY 2011

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Sidewalks</u>				
32	MD 464	Souder Road; Maple Avenue to 2nd Avenue: retrofit sidewalks - 1,717 linear feet	300	FY 2010
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
33		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	FY 2010
34		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 2010
<u>Archaeological Planning & Research</u>				
35		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>				
36		Catocin Aqueduct; stabilize and restore the Catocin Aqueduct	1,728	Under construction
<u>Environmental Mitigation</u>				
37		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 (This project is a split funded project with the Drainage Program)	309	Completed

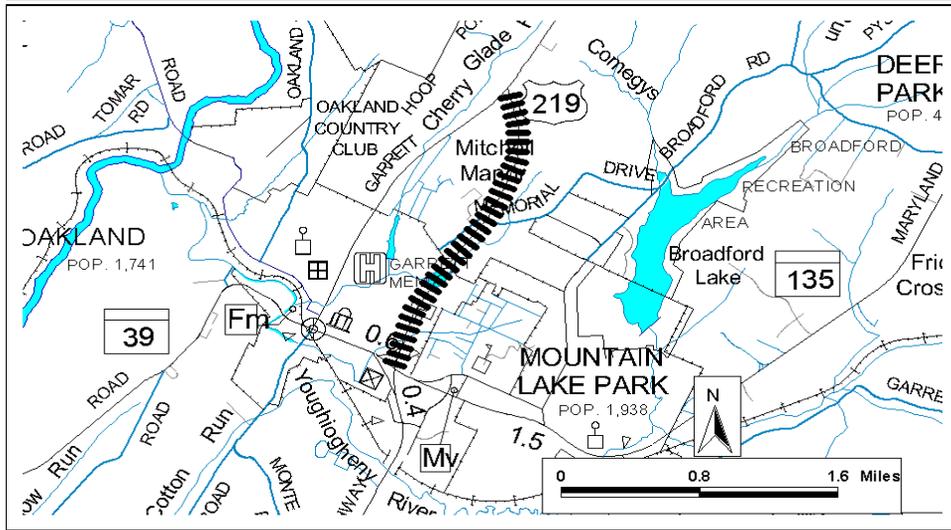
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
38		Emmitsburg Welcome Center; construction of a 6,795 square foot visitor center adjacent to US 15 in Emmitsburg	2,445	Completed
39		I-70 Welcome Center Exhibits and Furnishings; fabrication and installation of exterior plaza exhibits and electronic information kiosks	256	FY 2010
40		I 70 South Mountain Welcome Center; reconstruction and expansion of the undersized and outmoded rest stops into a major visitor center	9,688	FY 2010



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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 Right-of-way underway. An additional \$2.9 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015	2016		
Planning	1,280	1,280	0	0	0	0	0	0	0	0	0
Engineering	4,084	4,007	10	67	0	0	0	0	0	77	0
Right-of-way	4,388	4,175	213	0	0	0	0	0	0	213	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,752	9,462	223	67	0	0	0	0	0	290	0
Federal-Aid	2,818	2,710	108	0	0	0	0	0	0	108	0

FUNCTION :

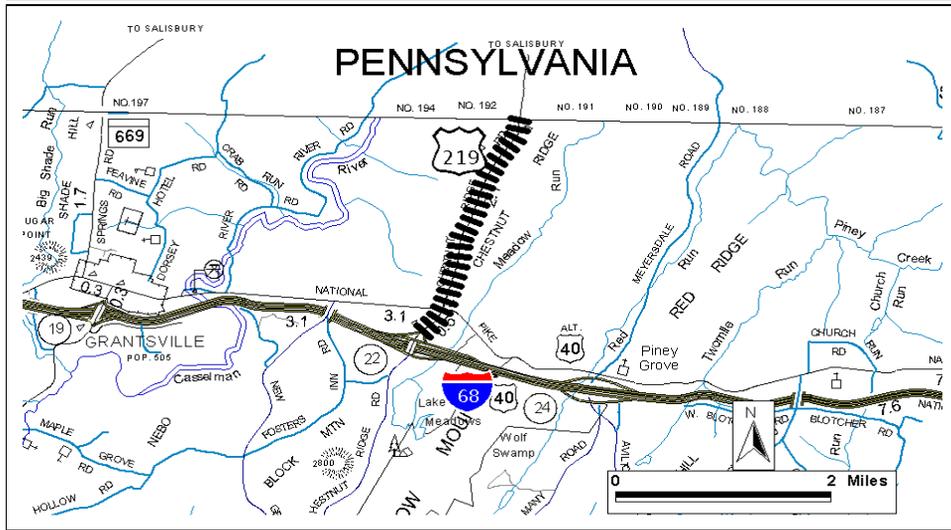
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 7,350 - 16,975
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 (Allegany County - Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost decrease of \$1.0 million is due to the project being put on hold by Pennsylvania. The remaining Appalachian Development Highway System Funds will be programmed when the project progresses.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	2,067	2,064	3	0	0	0	0	0	3	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	2,067	2,064	3	0	0	0	0	0	3	0
Federal-Aid	1,612	1,610	2	0	0	0	0	0	2	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 4,675

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, 2009
		<u>Fiscal Year 2009 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 42	Friendsville Road; Kisner Road to Youghiogheny River Bridge; resurface	1,667	Completed
		<u>Enhancements</u>		
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
2	US 40 ALT	National Pike; Bridge over Casselman River; rehabilitate of the 1932 structurally deficient US 40 Alternate bridge over Casselman River (This project is a split funded project with the Bridge Program)	1,413	Completed
		<u>Fiscal Years 2010 and 2011</u>		
		<u>Resurface/Rehabilitate</u>		
3		Various Interstate Patching for Truck Climb Lanes (ARRA PROJECT)	332	FY 2010
4	US 40 ALT	National Pike; MD 546 to Allegany County Line; resurfacing (ARRA PROJECT)	618	FY 2010
5	US 40 ALT	Main Street; West Corporate Limits to East Corporate Limits of Grantsville; resurfacing (ARRA PROJECT)	128	FY 2010
6	MD 135	Maryland Highway; east of Weber Road to Shady Acre Lane; resurfacing (ARRA PROJECT)	700	FY 2010
7	MD 135	Maryland Highway; Chestnut Grove Road to Lee Road; safety and resurface (ARRA PROJECT)	2,043	Completed
8	US 219	Garrett Highway; MD 42 to Bumble Bee Road; resurfacing (ARRA PROJECT)	1,700	Completed
9	US 219	Garrett Highway; North Corporate limits of Accident to Bear Creek Bridge; safety and resurface (ARRA PROJECT)	1,326	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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10	MD 495	Bittering Road; New Germany Road to Rock Lodge Road; resurfacing (ARRA PROJECT)	765	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
11		MD 546 over US 40 Alt; US 219 over I 68 and MD 495 over I 68; bridge deck overlay	1,170	Completed
<u>Safety/Spot Improvement</u>				
12	MD 495	Bittering Road; at Spring Lick Road; intersection improvements, geometric improvements	272	Completed
<u>Community Safety and Enhancements</u>				
13	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Funded for concept development only) (Project on Hold)		
14	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Funded for preliminary engineering only) (Project on Hold)		
<u>Environmental Preservation</u>				
15		Hoyes Run Gully and Erosion Repair Project; construct a series of step pools with logs and boulders within a narrow floodplain, adjacent to Crabtree Bottom Road, to stabilize an un-named channel within the stream corridor (This project is a split funded project with the Enhancement Program)	113	FY 2011

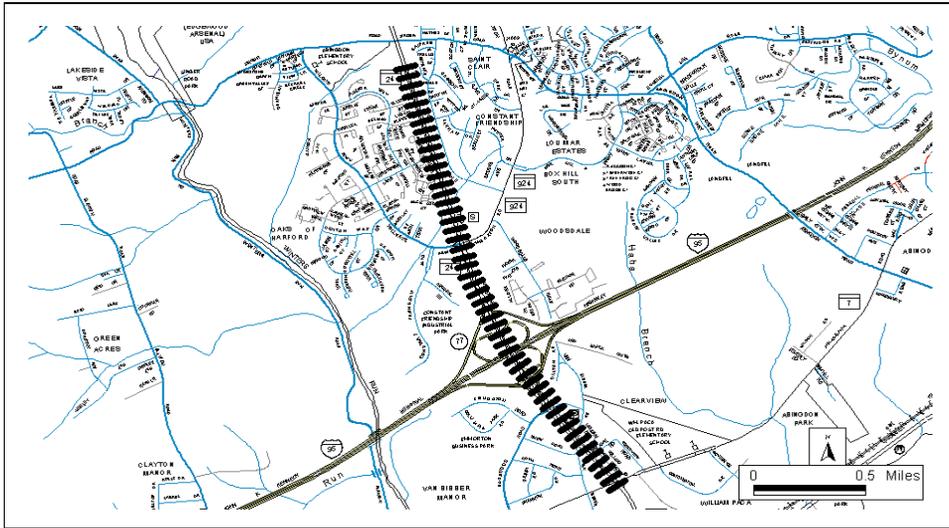
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
16		<p align="center"><u>Fiscal Years 2010 and 2011 (cont'd)</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Environmental Mitigation</u></p> <p>Hoyes Run Gully and Erosion Repair Project; construct a series of step pools with logs and boulders within a narrow floodplain, adjacent to Crabtree Bottom Road, to stabilize an un-named channel within the stream corridor (This project is a split funded project with the Environmental Preservation Program)</p>	113	FY 2011



Harford



PROJECT: MD 24, Vietnam Veterans Memorial Highway

DESCRIPTION: Construct improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924 intersection to a grade-separated interchange. Phase 1 includes minor improvements to the I-95/MD 24 interchange and a grade-separated interchange at the MD24/MD 924 intersection. Future phases will be further investigated as part of the I-95 Section 200 project planning study. (BRAC Related)

JUSTIFICATION: This project would provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95, Section 200 (MdTA) - Development & Evaluation Program
- I-95, Interchange at MD 24 (MdTA)
- BRAC Intersection Improvements at APG (Statewide Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. 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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR THRU 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			PROJECT CASH FLOW						
					2012	2013	2014	2015	2016		
Planning	1,551	1,551	0	0	0	0	0	0	0	0	0
Engineering	85	85	0	0	0	0	0	0	0	0	0
Right-of-way	1	1	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,637	1,637	0	0	0	0	0	0	0	0	0
Federal-Aid	1,086	1,086	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Expressway

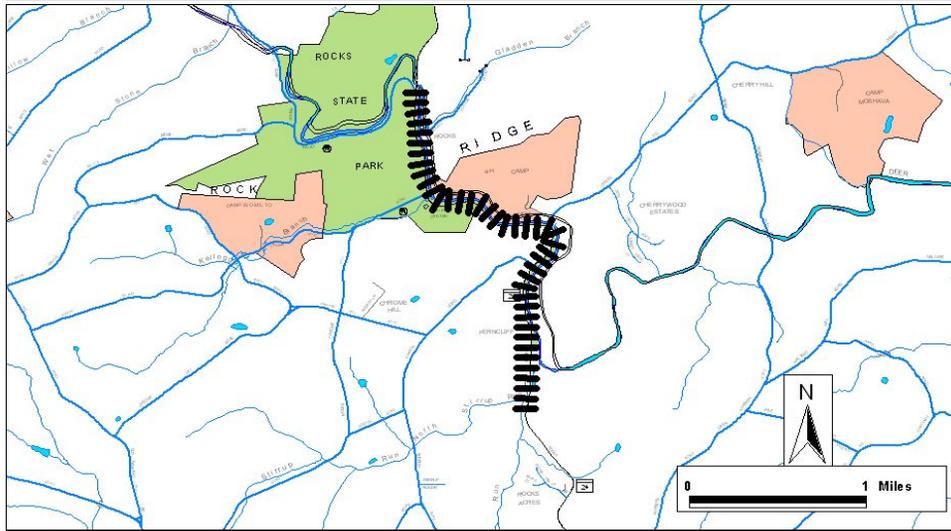
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	5266	0	0	0	STP

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year. The project will be advertised under two contracts.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					YEAR 2012			YEAR 2013	YEAR 2014	YEAR 2015
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	597	603	100	0	0	0	0	0	0	0	0	0	703
Right-of-way	235	0	235	0	0	0	0	0	0	0	0	0	0	235
Construction	7,396	0	0	2,627	3,588	1,181	0	0	0	0	0	0	0	7,396
Total	8,931	597	838	2,727	3,588	1,181	0	0	0	0	0	0	0	8,334
Federal-Aid	4,266	0	0	546	2,799	921	0	0	0	0	0	0	0	4,266

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

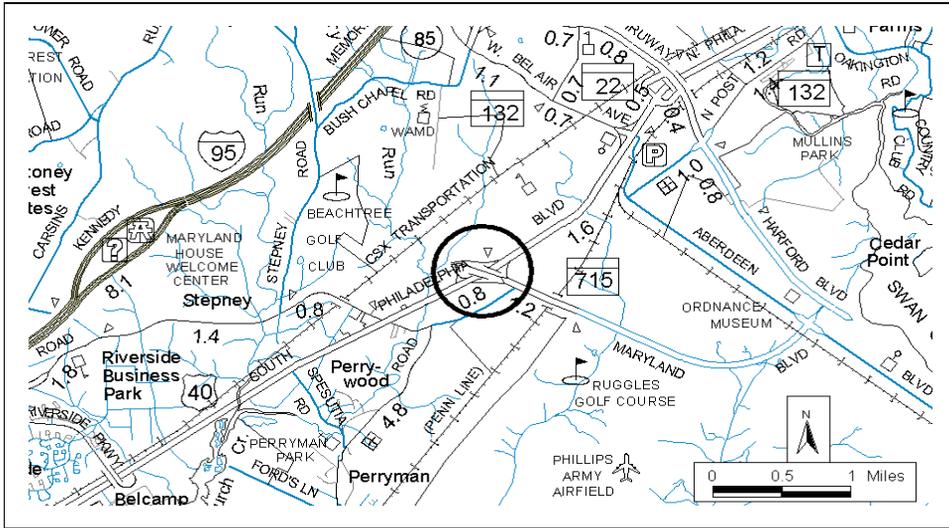
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 4,000

PROJECTED (2030) - 7,750

OPERATING COST IMPACT: N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	9022	0	0	0	0	PLH/STP/TC
CO	0	31915	0	0	0	HP/STP/TC

STATUS: Engineering underway. Right-of-way to begin during current fiscal year and Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Moved from the Development and Evaluation program to the Construction Program .

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,538	574	1,864	100	0	0	0	0	0	1,964	0
Right-of-way	9,022	0	4,511	4,511	0	0	0	0	0	9,022	0
Construction	31,915	0	27	7,740	16,150	7,998	0	0	0	31,915	0
Total	43,475	574	6,402	12,351	16,150	7,998	0	0	0	42,901	0
Federal-Aid	40,937	0	4,538	12,251	16,150	7,998	0	0	0	40,937	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

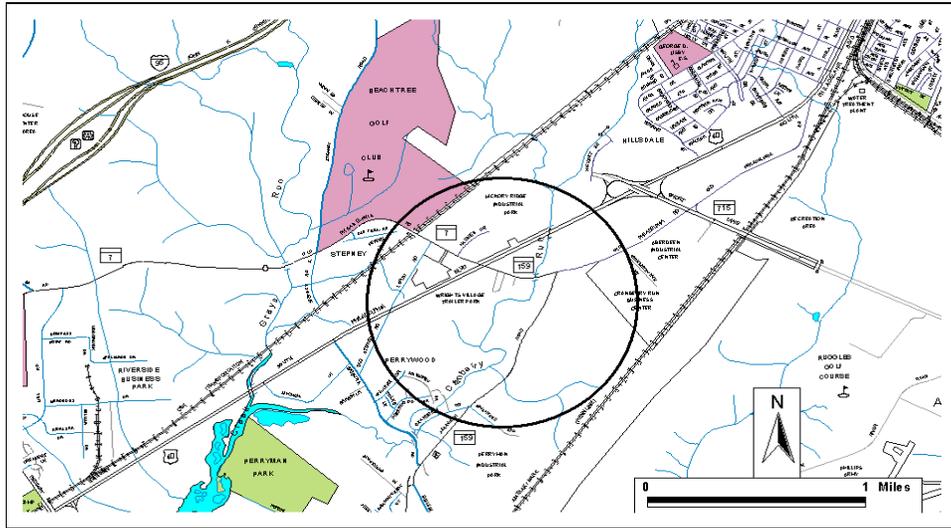
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 35,200

PROJECTED (2030) - 75,300

OPERATING COST IMPACT: \$15,000 per year



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 3)
BRAC Intersection Improvements at APG (Statewide Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	247	247	0	0	0	0	0	0	0	0	0
Engineering	200	0	100	100	0	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	447	247	100	100	0	0	0	0	0	200	0
Federal-Aid	173	173	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

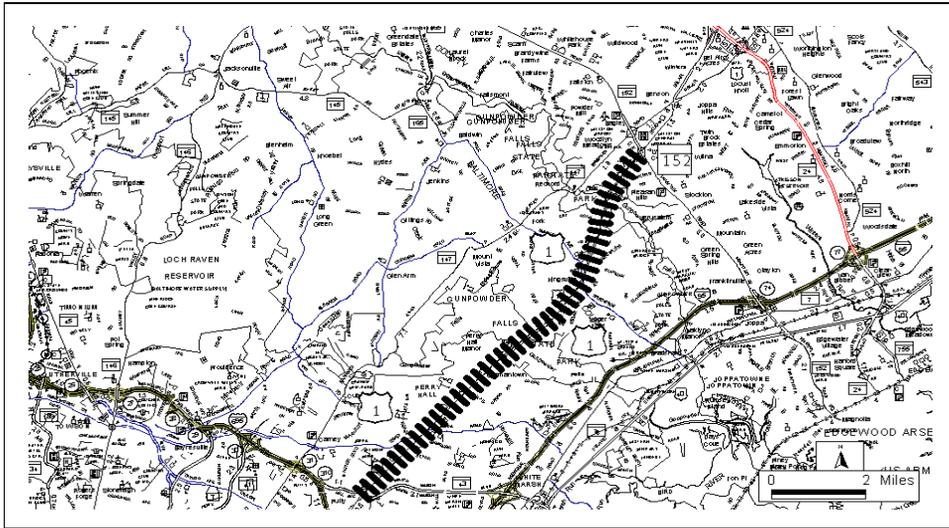
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,600

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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

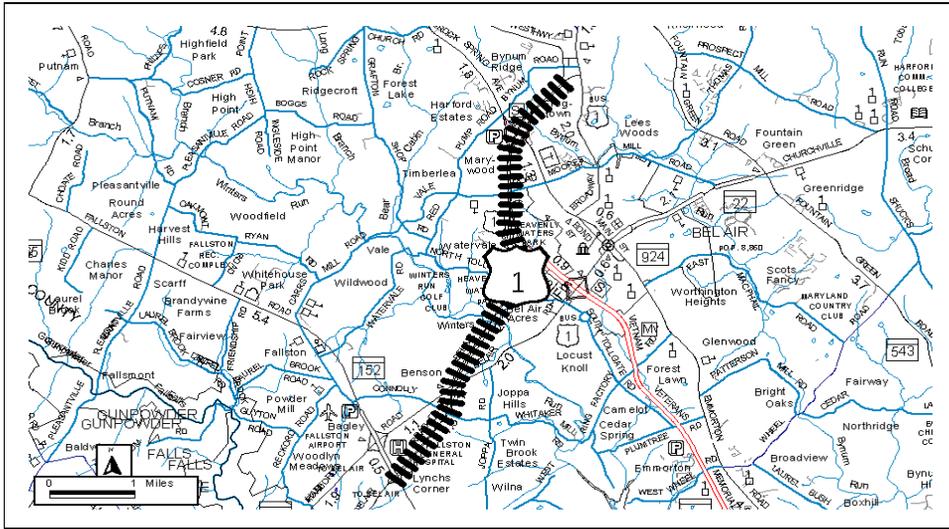
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 36,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	2,269	2,269	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	286	286	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	2,555	2,555	0	0	0	0	0	0	0	
Federal-Aid	1,588	1,588	0	0	0	0	0	0	0	

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Freeway / Expressway

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 38,100

PROJECTED (2030) - 54,100

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Sidewalks</u>				
1	MD 924	Main Street; Broadway to Maulsby Avenue; retrofit sidewalk - 245 linear feet	16	Completed
2	MD 924	Emmorton Road; Holly Wreath Drive to Holly Wreath Court; retrofit sidewalk - 65 linear feet	35	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
3	US 1 Bus	Belair Road; US 1 Bypass to Broadway; patching (ARRA PROJECT)	200	FY 2010
4	MD 7	Old Philadelphia Road; MD 136 to MD 543; patching (ARRA PROJECT)	200	FY 2010
5	MD 22	Churchville Road; MD 155 to Technology Drive; resurfacing (ARRA PROJECT)	1,800	FY 2010
6	US 40	Pulaski Highway; MD 7 to MD 132; resurfacing (ARRA PROJECT)	1,780	FY 2010
7	MD 132	W. Belair Avenue; Beards Hill Road to MD 462; resurface	1,528	Under construction
8	MD 147	Harford Road; Baltimore County Line to MD 152; resurfacing (ARRA PROJECT)	700	Under construction
9	MD 462	Paradise Road; MD 132 to Carsins Run; resurfacing (ARRA Project)	1,190	FY 2010
10	MD 543	Fountain Green Road; Wheel Road to MD 22; resurface (ARRA PROJECT)	1,227	Under construction
11	MD 922	Churchville Road; Bond Street to US 1 Business; resurfacing (ARRA PROJECT)	100	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
12	US 1	Belair Bypass; MD 24 to south of MD 924; install median traffic barrier and resurfacing (Funded for PE only)	400	PE Underway
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	Completed
14	US 1 Bus	Belair Bypass; Tollgate Road to MD 924; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
15	MD 7A	Union Avenue South; MD 490 to Warren Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
16	MD 22	Aberdeen Thruway; at Mt. Royal Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
17	MD 22	Aberdeen Thruway; at Middleton Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
18	MD 24	Vietnam Veterans Memorial Highway; Marketplace Drive to Boulton Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
19	MD 24	Rock Spring Avenue; Bynum Road to Myers Drive; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
20	US 40	North Philadelphia Boulevard; James Avenue to MD 22 on-ramp; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
21	MD 490	South Union Avenue; Alliance Street to MD 7A; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010

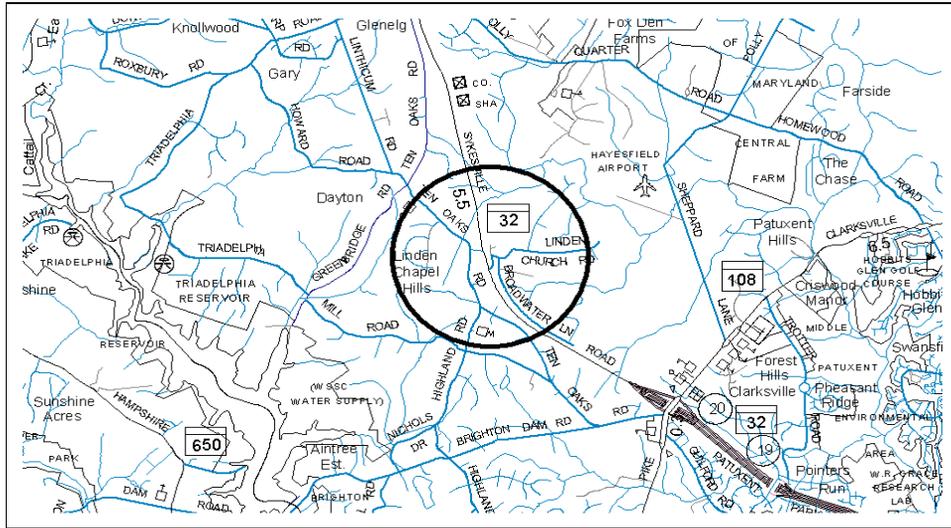
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
22	MD 924	Emmorton Road; Woodsdale Road to south of St. Clair Road; provide center turn lane, resurface and safety	1,854	Under construction
		<u>Community Safety and Enhancements</u>		
23	MD 755	Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape	3,961	Under construction
		<u>Sidewalks</u>		
24	MD 24	Vietnam Veterans Memorial Highway; at Edgewood Road; sidewalk and ADA improvements	11	Completed
25	US 40	Pulaski Highway; at Bata Boulevard; sidewalk retrofit - 80 linear feet	40	Under construction
		<u>Intersection Capacity Improvements</u>		
26	MD 155	Level Road; at MD 462; construct roundabout (Funded for preliminary engineering only)	507	PE Underway
		<u>Congressional Earmarks</u>		
27		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: 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 MD 108 to I-70 (Line 4)
- MD 32, Wellworth Way Access Improvements (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 will fund Engineering, Right-of-way and Construction at \$31.3 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	816	485	331	0	0	0	0	0	0	331	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	485	331	0	0	0	0	0	0	331	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

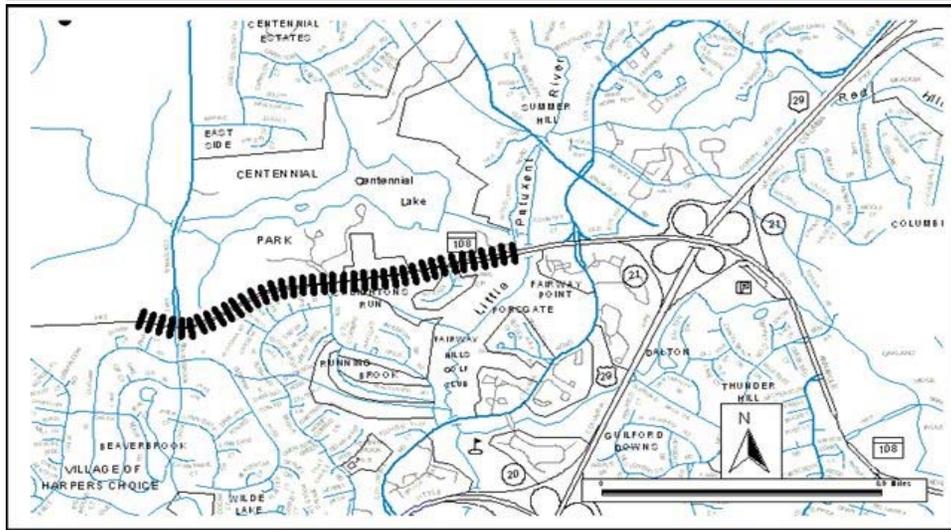
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 30,400

PROJECTED (2030) - 58,000

OPERATING COST IMPACT: \$15,000 per year



PROJECT: MD 108, Clarksville Pike

DESCRIPTION: Widen MD 108 from 2 to 4 lanes from 1,000 west of Centennial Lane to 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 at \$16.5 million.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
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	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	0	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

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

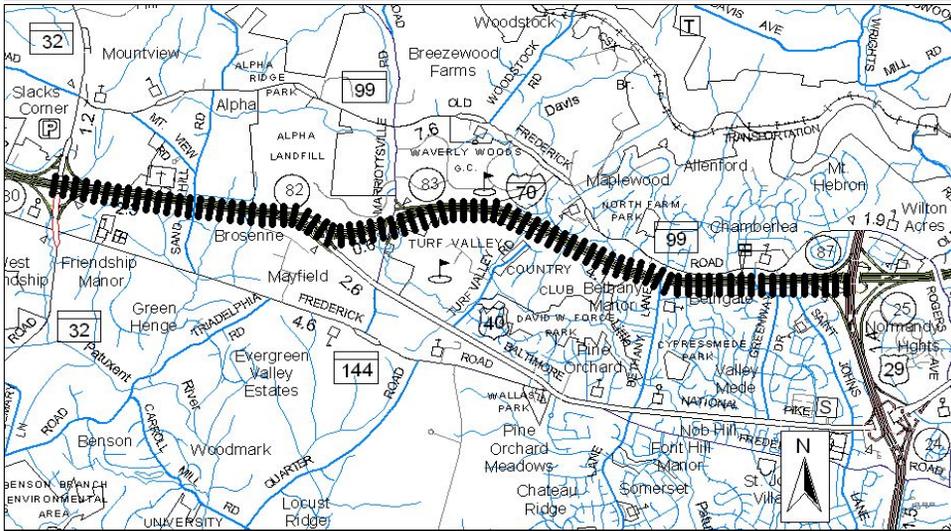
CURRENT (2009) - 25,500

PROJECTED (2030) - 31,100

OPERATING COST IMPACT: \$21,400 per year

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 3

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	858	858	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	858	858	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 - Urban Interstate

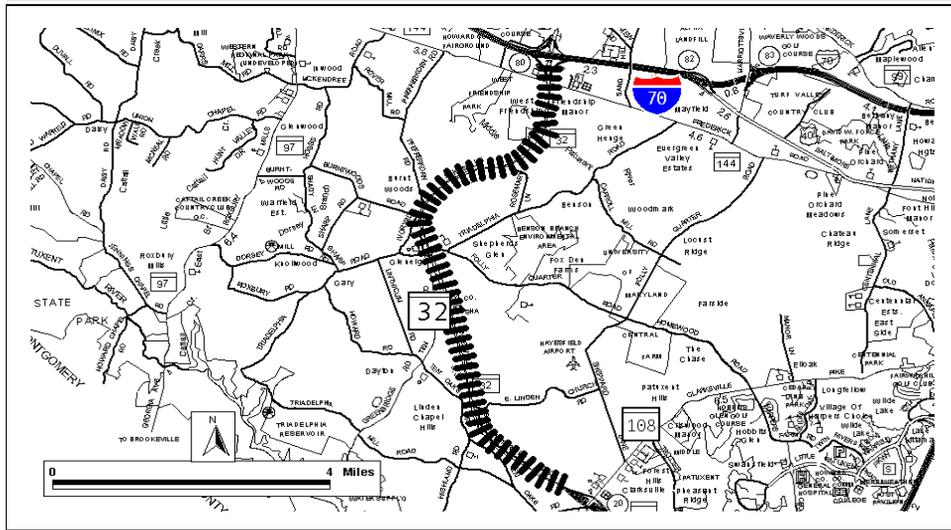
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 Linden Church Road (Line 1)
- MD 32, Wellworth Way Access Management (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$2.7 million is due to adding Protective Right-of-way funds in FY15.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	3,657	3,657	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	7,874	2,086	10	0	2,778	0	0	3,000	5,788	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	11,531	5,743	10	0	2,778	0	0	3,000	5,788	0	0
Federal-Aid	2,560	2,560	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

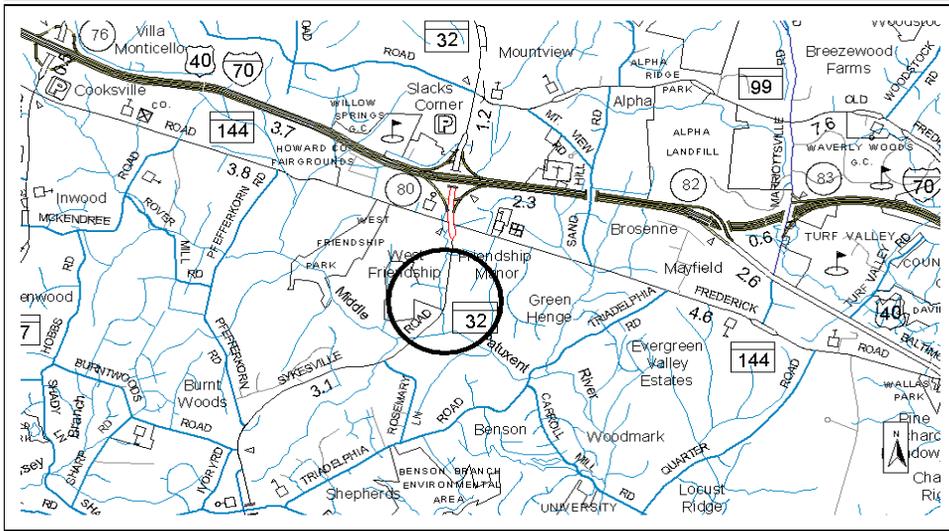
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 30,400

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 the local road system, specially Rosemary Lane and Wellworth Way.

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 Linden Church Road (Line 1)
- MD 32 MD 108 to I-70 (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,125	951	174	0	0	0	0	0	0	174	0
Right-of-way	19	19	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,144	970	174	0	0	0	0	0	0	174	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

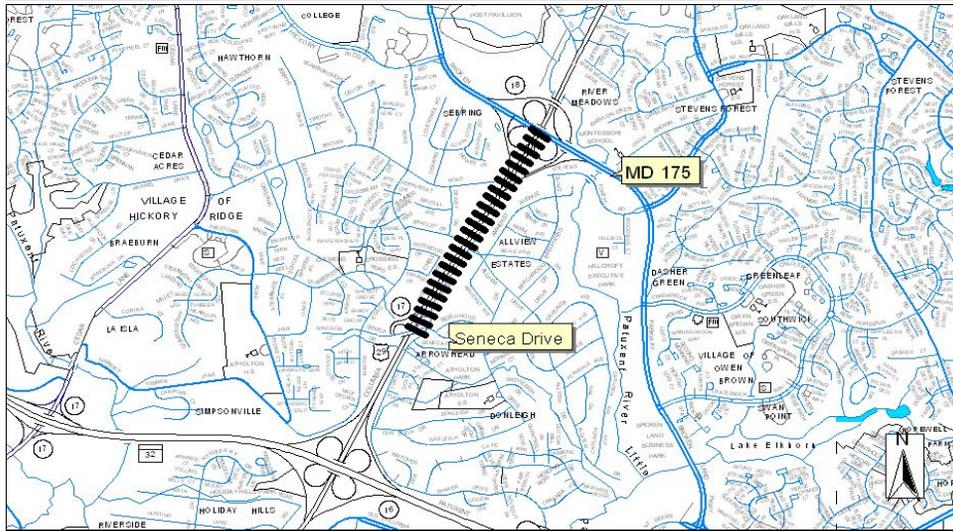
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$2.0 million for Engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2012			YEAR 2013	YEAR 2014	YEAR 2015
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,640	431	500	500	500	1,709	0	0	0	0	0	3,209	0
Right-of-way	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
Total	3,640	431	500	500	500	1,709	0	0	0	0	0	3,209	0
Federal-Aid	2,567	0	400	400	400	1,367	0	0	0	0	0	2,567	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

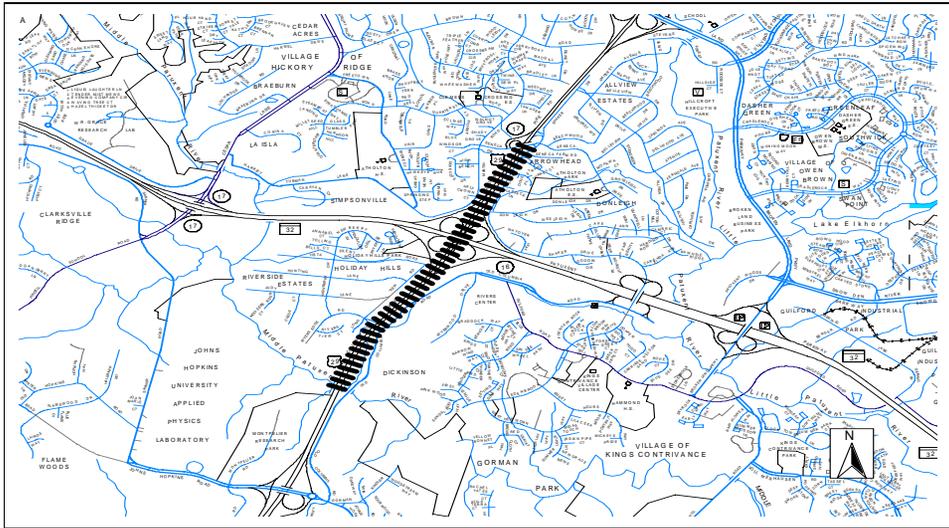
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 78,500

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 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 MD 175 to Seneca Drive (Line 6).

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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

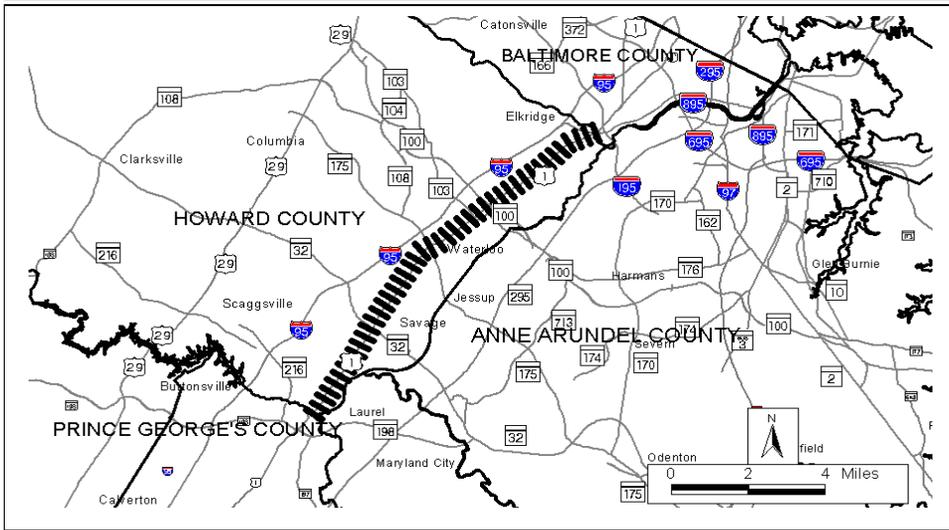
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 73,150

PROJECTED (2030) - 91,225

OPERATING COST IMPACT: N/A



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Studies to identify 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. (11.0 miles).

JUSTIFICATION: Improvements identified as a result of these studies will provide a blueprint for future State, local and developer projects such that the corridor can be developed in a manner consistent with the County's overall vision plan as well as in a way that accommodates existing and future travel demand to improve safety and mobility on US 1, circulation on the supporting local network, and connectivity for all users of the system, including bicyclists and pedestrians.

SMART GROWTH STATUS:

- Project 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										PROJECT CASH FLOW	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
				.....2012.....	.....2013.....	.....2014.....	.....2015.....				
Planning	1,250	597	459	194	0	0	0	0	0	653	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	597	459	194	0	0	0	0	0	653	0	
Federal-Aid	1,000	490	358	152	0	0	0	0	0	510	0	

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

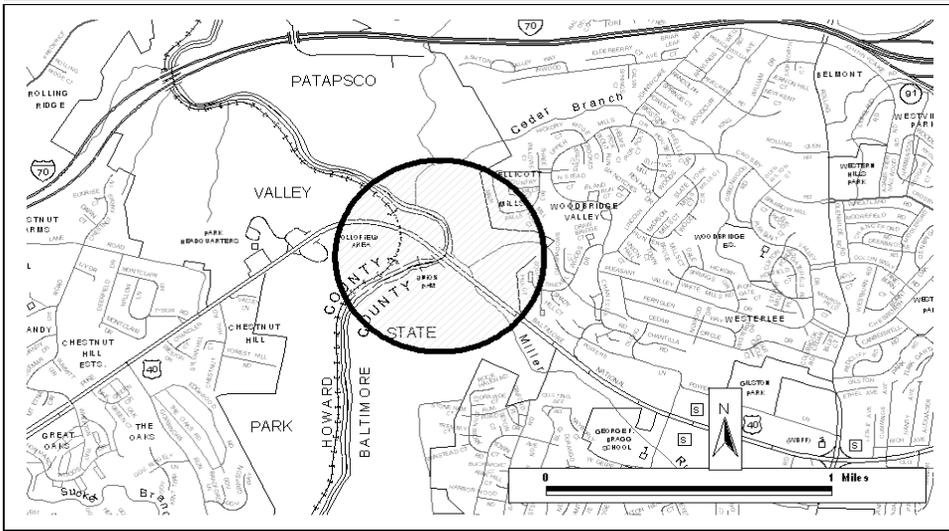
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 37,900

PROJECTED (2030) - 52,300

OPERATING COST IMPACT: N/A



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replace Bridge 3109 over Patapsco River.

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	20879	0	0	0	BR

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,265	2,251	14	0	0	0	0	0	0	14	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	28,600	0	0	6,578	8,008	7,608	6,406	0	28,600	0	0
Total	30,865	2,251	14	6,578	8,008	7,608	6,406	0	28,614	0	0
Federal-Aid	22,654	1,765	10	4,802	5,846	5,554	4,677	0	20,889	0	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 37,300

PROJECTED (2030) - 48,900

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 10

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Sidewalks</u>				
1	US 1	Washington Avenue; Troy Hill Drive South to Troy Hill Drive North; retrofit sidewalk - 1,036 linear feet	86	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
2	US 29	Columbia Pike; at MD 99 Intersection; resurfacing (ARRA PROJECT)	376	FY 2010
3	US 29	Columbia Pike; ramps at Brokenland Parkway Interchange; resurfacing (ARRA PROJECT)	863	FY 2010
4	US 29 SB	Columbia Pike; Brokenland Parkway to Middle Patuxent River; safety and resurface (ARRA PROJECT)	3,884	Under construction
5	MD 94	Woodbine Drive; Montgomery County Line to Cattail River Drive; resurfacing (ARRA PROJECT)	1,543	Completed
6	MD 97	Roxbury Mills Road; Union Chapel Road to Montgomery County Line; resurfacing (ARRA PROJECT)	470	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
7	US 29 SB	Columbia Pike; over I 70; bridge deck replacement	1,140	Under construction
<u>Safety/Spot Improvement</u>				
8	US 1	Washington Boulevard; Kit Kat Road to MD 103; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
9	US 1	Washington Boulevard; Prince George's County Line to Lynn Buff Court; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
10	US 1	Washington Boulevard; London Avenue to Montgomery Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
11	US 1	Washington Boulevard; Mission Road to McClain Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
12	US 29	Columbia Pike; Montgomery County Line to south of MD 100; guard rail	1,354	Completed
13	US 29	Columbia Pike NB; at Old Columbia Road; geometric improvements	513	Completed
14	US 40	Baltimore National Pike; 500 feet west of Greenway Drive to St. Johns Lane; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
15	US 40	Baltimore National Pike; US 29 to Weston Drive; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
16	US 40	Baltimore National Pike; at Rogers Avenue; intersection improvement (Howard County is funding this project)		FY 2010
17	MD 103	Montgomery Road; MD 104 to Brampton Parkway; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
18	MD 104	Waterloo Road; MD 100 to MD 103; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
19	MD 108	Old Annapolis Road; Howard High School Entrance to MD 104; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Noise Barriers</u>				
20	US 29 NB	Columbia Pike; from 3000 feet north of MD 216 to 3400 north of MD 216; correction of sound barrier	633	Completed
<u>Environmental Preservation</u>				
21		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 2010
22	MD 32	Sykesville Road; Nixon Farm Mitigation site; wetland enhancement	1,099	FY 2010
23	I 95	I 495 to MD 100; invasive tree and brush removal (ARRA PROJECT) (This project also shows in Prince George's County)	598	FY 2010
<u>Truck Weight</u>				
24	MD 32	Sykesville Road; south of Triadelphia Road; construct virtual weigh station	150	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
25		Broken Land Parkway Pathway; Cradlerock Way to Snowden River Parkway; construct an eight foot wide pathway	386	FY 2010
<u>Environmental Mitigation</u>				
26		Brampton Hills stream restoration project; restoration of eroded stream channel behind MD 100 noise walls; Environmental Mitigation.	579	FY 2011

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2009
27		<p><u>Fiscal Years 2010 and 2011 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p>	650	FY 2010
		<p>Dorsey Run; restoration and creation of floodplain wetlands and elimination of headcut ditch across floodplain to the mainstream of Dorsey Run (This project is a split funded project with the Environmental Preservation Program)</p>		



Kent

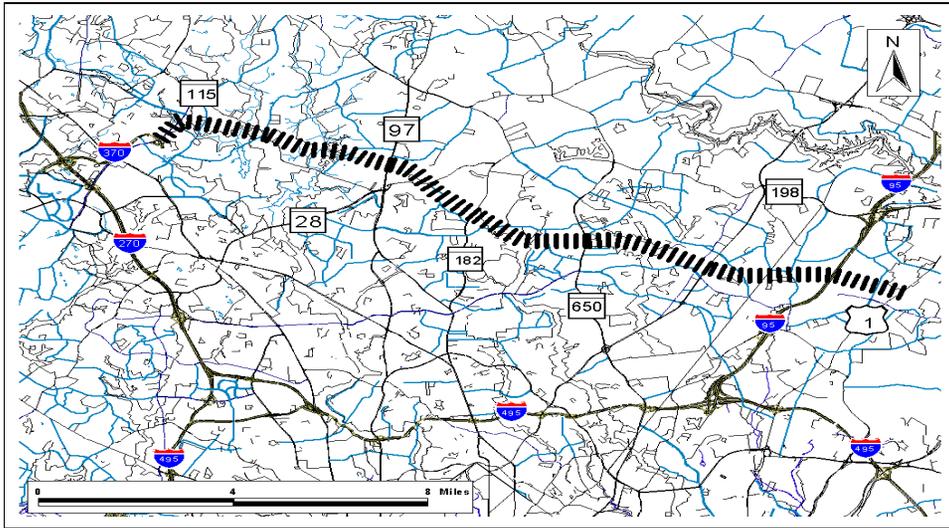
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 20	Chestertown Road; Old Fairlee Road to MD 446; resurface	585	Completed
2	MD 514	Flatland Road; MD 20 to Stockton Startt Road; resurface	200	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 213	Augustine Herman Highway; MD 561 to Creamery Street; resurfacing (ARRA PROJECT)	884	Completed
4	MD 313	Massey Galena Road; MD 330 to US 301; resurfacing (ARRA PROJECT)	300	Completed
5	MD 313	Massey Galena Road; Queen Anne County Line to MD 330; resurfacing (ARRA PROJECT)	635	Completed
<u>Congressional Earmarks</u>				
6		Construct Chestertown Trail (Earmark \$240,000; PE, CO)	0	



Montgomery



PROJECT: MD 200, 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 9)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 25)

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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/NC11P Project Funds.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
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

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

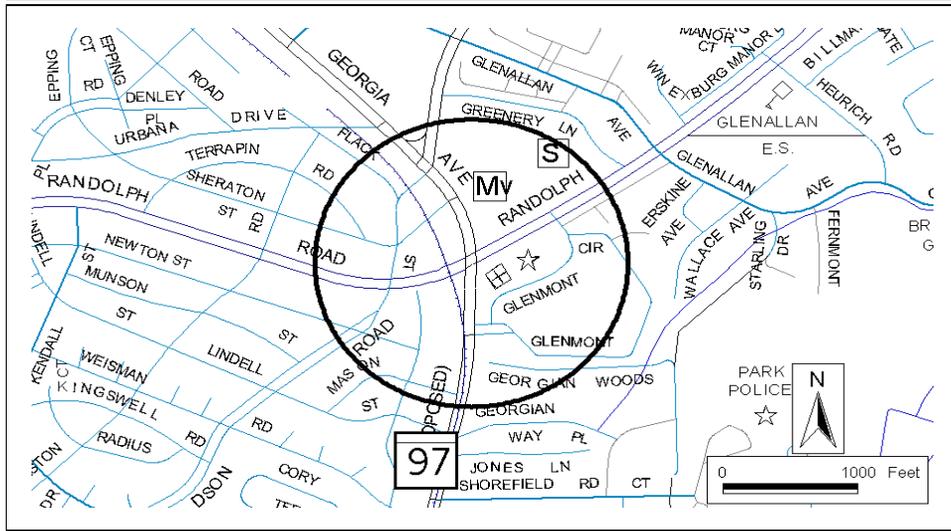
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1371	0	0	0	0	STP

STATUS: Engineering and Right-of-way underway. Construction for advanced utility work underway. Construction for the overall project will begin in FY14. County to provide \$14.4 million for Right-of-way and Advanced Utilities. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost decrease of \$18.8 million is due to more detailed Right-of-way and Construction estimates, a favorable bid price and reduced inflation.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
Planning	1,097	1,097	0	0	0	0	0	0	0	0	0
Engineering	4,910	3,793	267	340	330	180	0	0	0	1,117	0
Right-of-way	15,550	2,414	1,346	5,640	6,150	0	0	0	0	13,136	0
Construction	40,941	0	1,323	340	0	0	12,176	16,261	30,100	10,841	0
Total	62,498	7,304	2,936	6,320	6,480	180	12,176	16,261	44,353	10,841	0
Federal-Aid	8,209	3,423	2,355	1,954	351	126	0	0	4,786	0	0

FUNCTION :

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

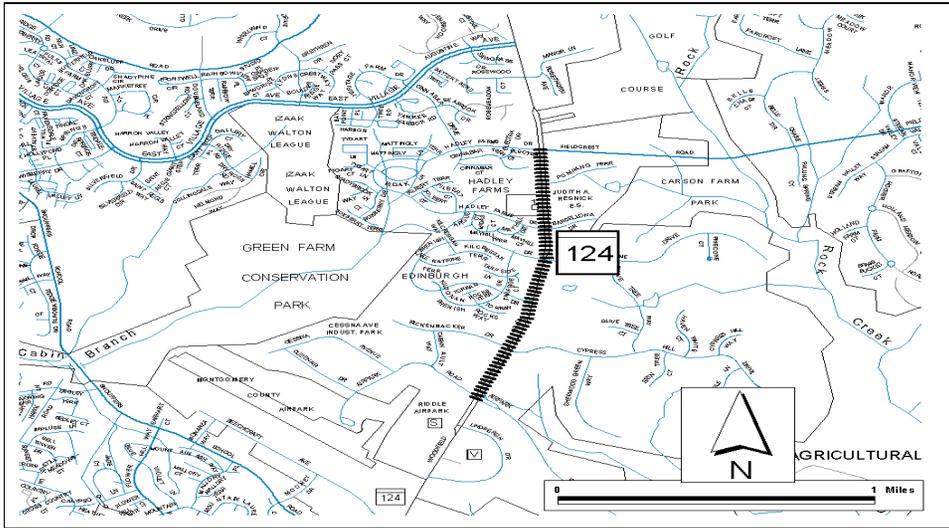
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 14)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$1.3 million is due to Court Settlements.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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	17,389	13,154	3,396	839	0	0	0	0	0	4,235	0
Construction	34,272	15,310	11,192	7,770	0	0	0	0	0	18,962	0
Total	56,031	32,834	14,588	8,609	0	0	0	0	0	23,197	0
Federal-Aid	43,808	21,849	13,518	8,441	0	0	0	0	0	21,959	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

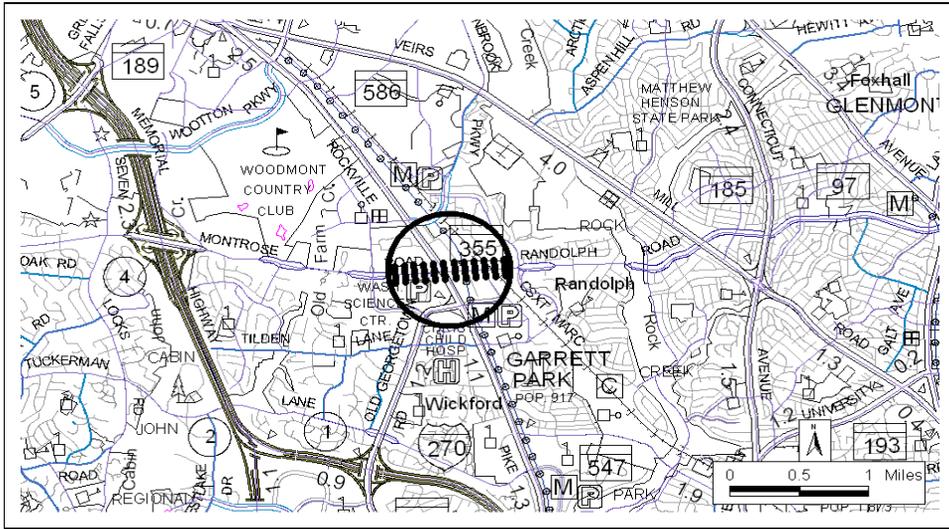
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 15)
- Montrose Parkway East (Montgomery County Project)

STATUS: Construction underway. County provided funds to advance construction and SHA will reimburse the County in FY 11-12 for advancing construction. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost decrease of \$3.5 million is due to reduced utility needs.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
				2012.....2013.....2014.....		2015.....
Planning	0	0	0	0	0	0	0	0	0	
Engineering	1,655	1,655	0	0	0	0	0	0	0	
Right-of-way	13,218	10,965	581	836	836	0	0	0	2,253	
Construction	29,012	14,419	9,511	5,082	0	0	0	0	14,593	
Total	43,885	27,039	10,092	5,918	836	0	0	0	16,846	
Federal-Aid	27,642	11,823	9,539	5,681	599	0	0	0	15,819	

FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

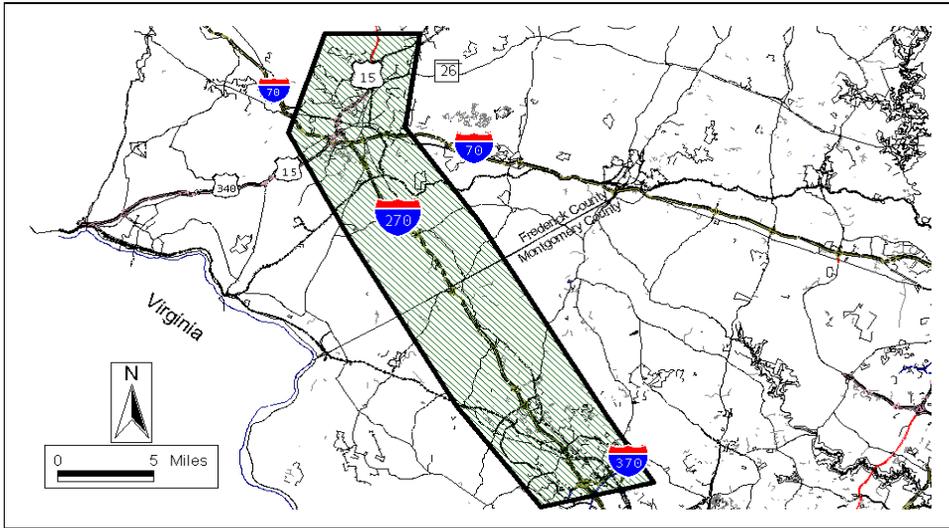
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 52,500

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, Phase 2D (Frederick Co. -Line 2)
- I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 8)
- US 15, Interchange at Monocacy Boulevard (Frederick County - Line 11)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	2010			2011	2012	2013	2014	2015		
	Planning	17,460	16,930	530	0	0	0	0	0	0	530	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,057	1,057	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,517	17,987	530	0	0	0	0	0	0	530	0
Federal-Aid	12,222	11,851	371	0	0	0	0	0	0	371	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

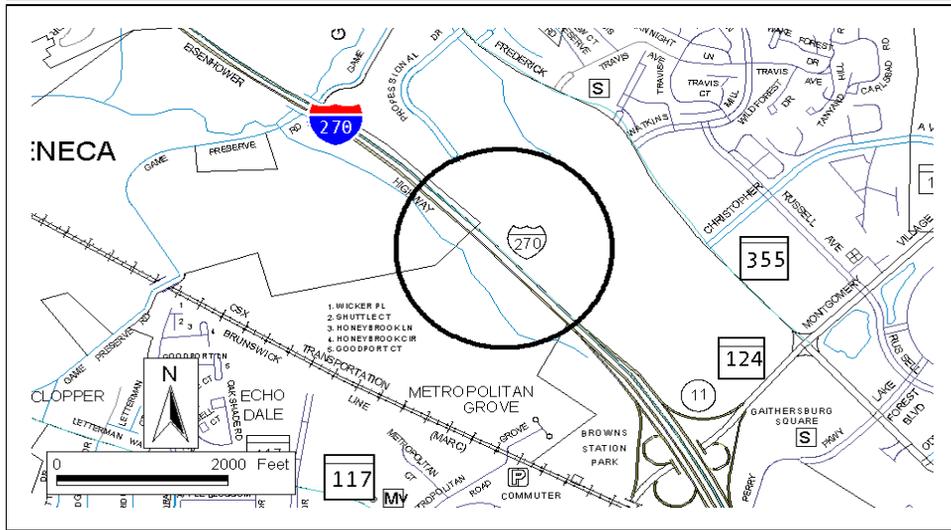
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 40,000 - 96,550 (US -15)
88,250 - 233,350 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (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. The County is contributing \$2.4 million towards engineering in FY10-12. The cost shown is SHA share only. The County will provide an additional \$7.6 million to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	1,172	1,172	0	0	0	0	0	0	0	0	
Engineering	770	496	0	213	61	0	0	0	0	274	
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	1,942	1,668	0	213	61	0	0	0	0	274	
Federal-Aid	820	820	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

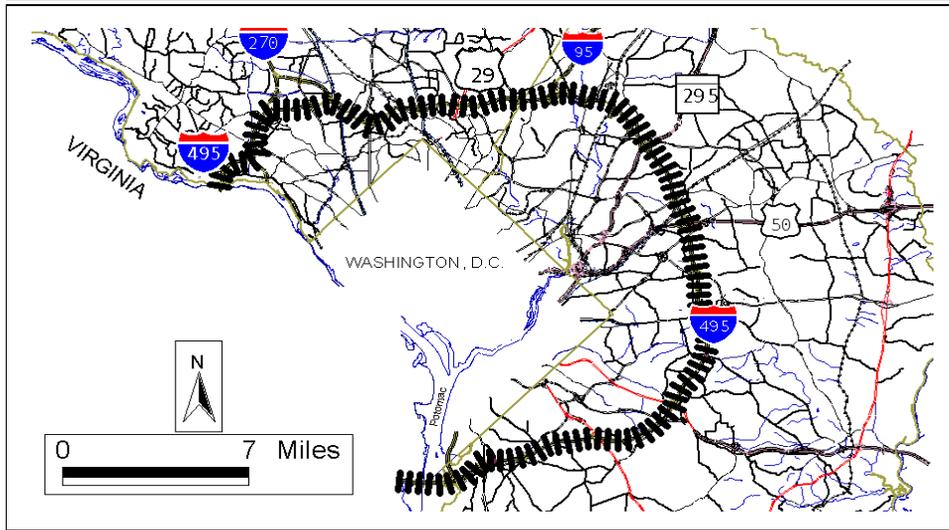
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 158,250

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:

MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 14,15)
 I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
 Purple Line Study (MTA Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	2009	2010			2012	2013	2014	2015			
Planning	11,043	11,038	5	0	0	0	0	0	0	5	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	11,043	11,038	5	0	0	0	0	0	0	5	0
Federal-Aid	7,731	7,727	4	0	0	0	0	0	0	4	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

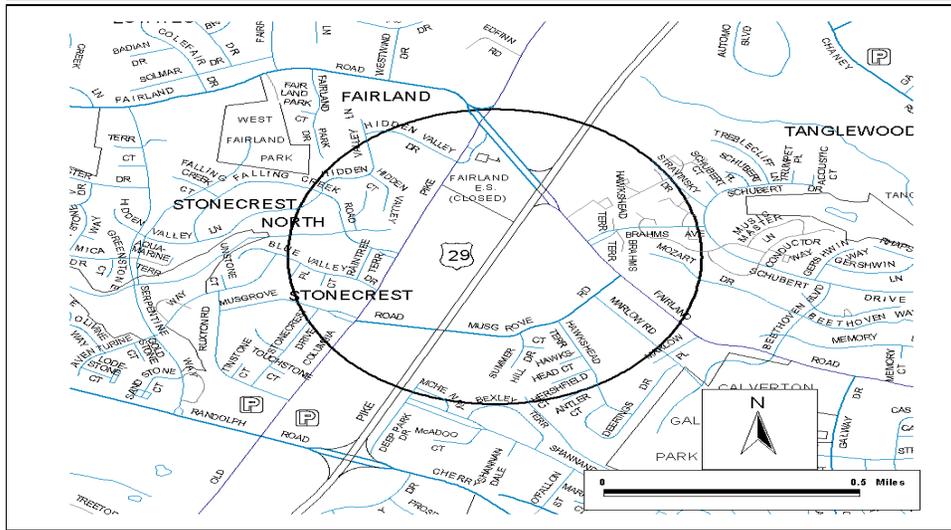
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 114,025 - 248,175

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. Partial Right-of-way funding for property settlement.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				
				2012.....2013.....2014.....			.....2015.....
Planning	0	0	0	0	0	0	0	0	0
Engineering	1,001	981	20	0	0	0	0	0	20
Right-of-way	6,641	1,017	600	0	5,024	0	0	0	5,624
Construction	0	0	0	0	0	0	0	0	0
Total	7,642	1,998	620	0	5,024	0	0	0	5,644
Federal-Aid	5,881	1,480	482	0	3,919	0	0	0	4,401

FUNCTION :

- STATE - Other Principal Arterial
- FEDERAL - Other Principal Arterial

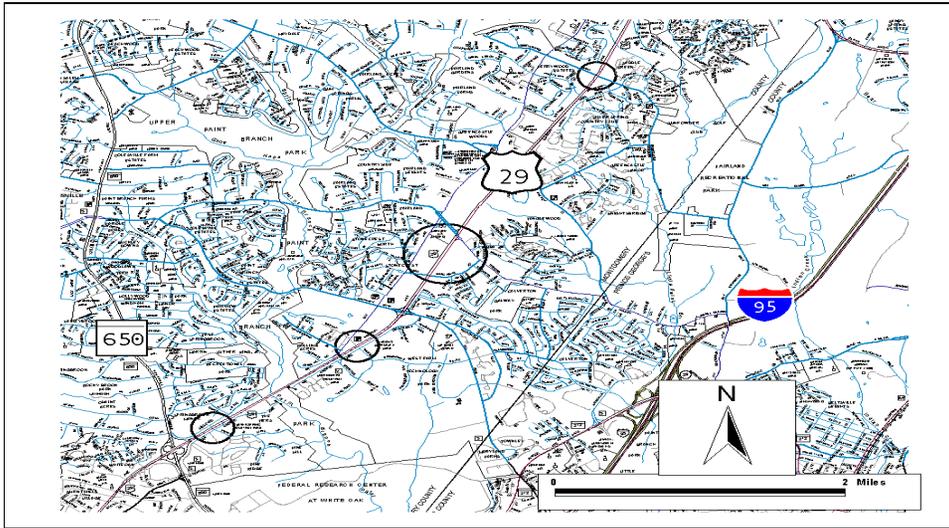
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 55,100

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	420	0	0	0	0	PLH
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$43.0 million is needed to complete Engineering and \$22.6 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	2,488	2,488	0	0	0	0	0	0	0	0	0
Engineering	4,738	4,291	47	400	0	0	0	0	0	447	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	7,771	7,324	47	400	0	0	0	0	0	447	0
Federal-Aid	3,209	2,771	38	400	0	0	0	0	0	438	0

FUNCTION :

- STATE - Other Principal Arterial
- FEDERAL - Other Principal Arterial

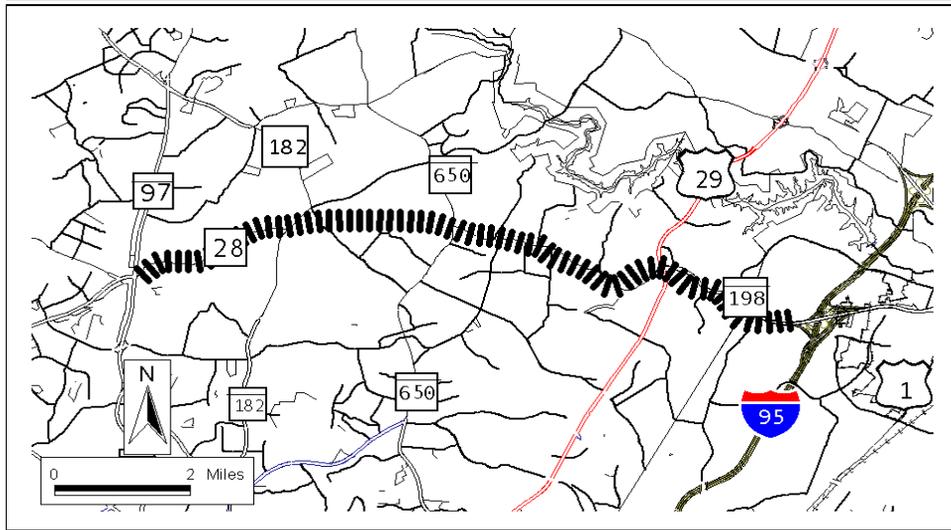
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 48,500 - 59,300

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 11)
- I-95/Contee Road Interchange (Prince George's County - Line 9)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 25)

STATUS: Project Planning on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	2009	2010			2012	2013	2014	2015			
	2009	2010			2011	2012	2013	2014	2015		
Planning	4,033	4,030	3	0	0	0	0	0	0	3	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,035	4,032	3	0	0	0	0	0	0	3	0
Federal-Aid	2,823	2,821	2	0	0	0	0	0	0	2	0

FUNCTION :

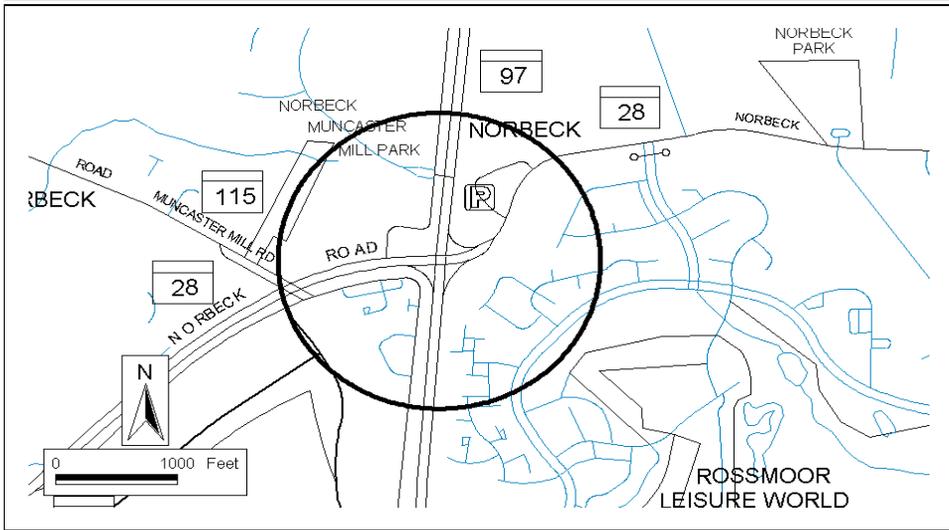
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 24,850 - 45,800 (MD 28)
 21,0500 - 52,775 (MD 198)
PROJECTED (2030) - 41,325 - 51,775 (MD 28)
 36,875 - 62,250 (MD 198)

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,982	1,982	0	0	0	0	0	0	0	0	0
Engineering	844	839	5	0	0	0	0	0	0	5	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	2,826	2,821	5	0	0	0	0	0	0	5	0
Federal-Aid	1,979	1,975	4	0	0	0	0	0	0	4	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

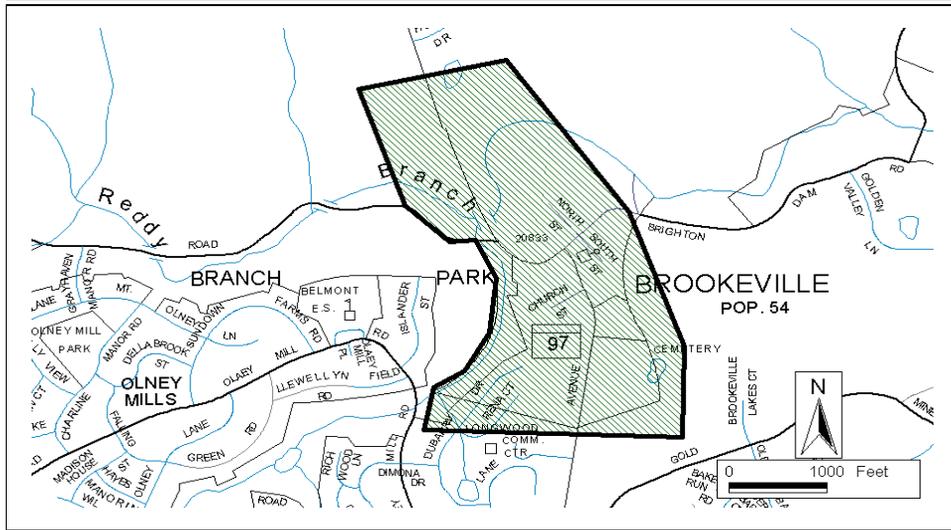
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 44,875

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. Smart Growth exception has been agreed upon and is ready to go to the Board of Public Works.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	2,063	2,063	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	2,063	2,063	0	0	0	0	0	0	0	0	0
Federal-Aid	1,444	1,444	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

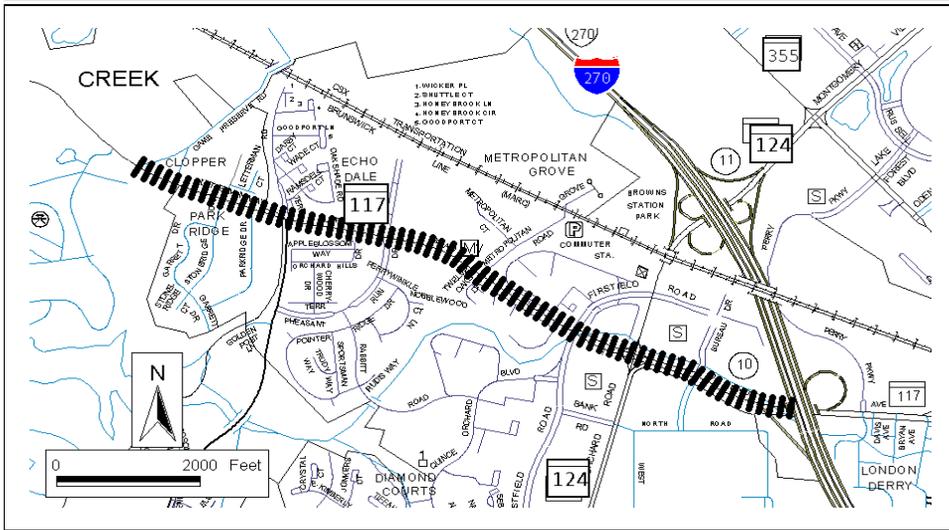
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 18,750

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	1,923	1,903	20	0	0	0	0	0	0	20	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	2,953	2,933	20	0	0	0	0	0	0	20	0
Federal-Aid	721	721	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

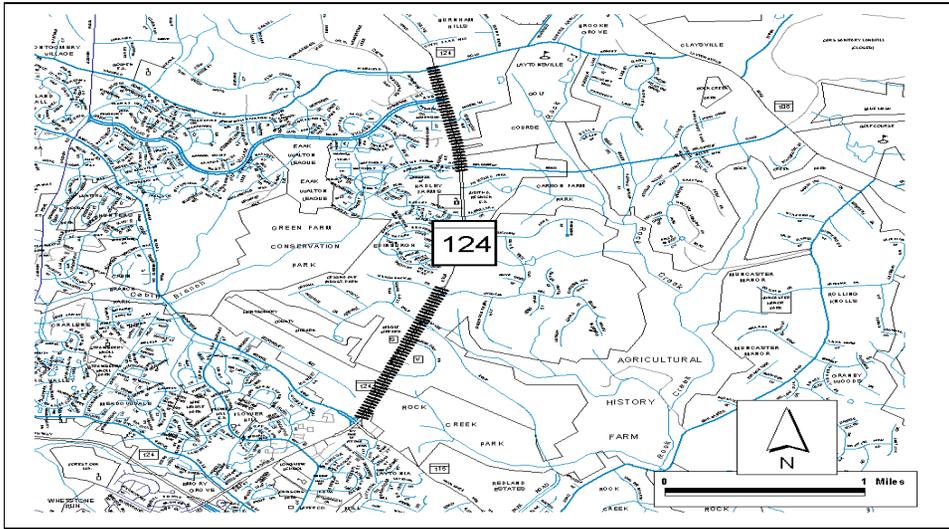
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 44,250

PROJECTED (2030) - 56,600

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$0.6 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR BUDGET		FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	THRU 2009	2010	2010	2011	2012	2013	2014	2015			
Planning	2,114	2,114	0	0	0	0	0	0	0	0	0
Engineering	1,197	197	300	700	0	0	0	0	0	1,000	0
Right-of-way	14	4	10	0	0	0	0	0	0	10	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,325	2,315	310	700	0	0	0	0	0	1,010	0
Federal-Aid	118	0	118	0	0	0	0	0	0	118	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

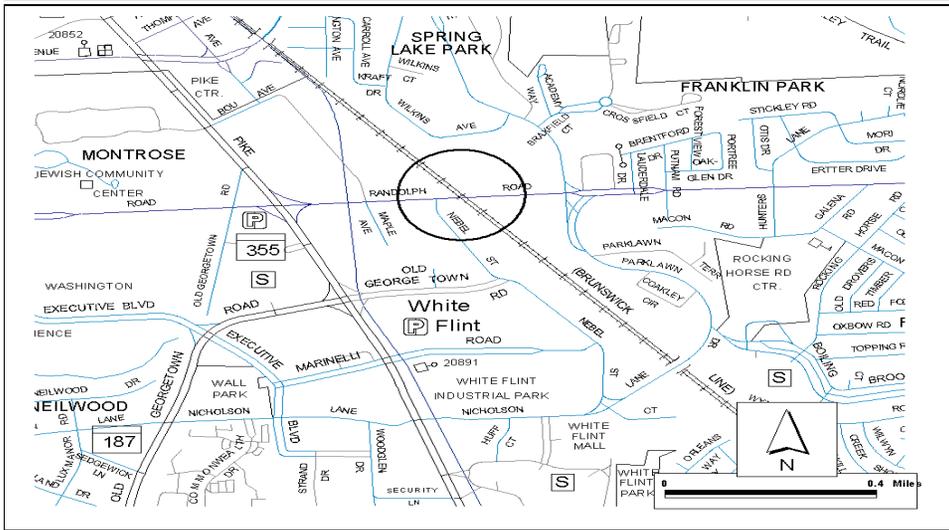
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 to proceed.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

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 2009			YEAR 2010	YEAR 20112012.....2013.....2014.....		2015.....
						2012.....2013.....2014.....		2015.....
Planning	1,860	1,860	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	1,860	1,860	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 (2009) - 52,500 (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 16

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
		<u>Fiscal Year 2009 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost)	850	Completed
		<u>Sidewalks</u>		
2		Various Site Bus Stop Pads; 3,561 square feet of Bus Pad and retrofit sidewalk - 2,556 linear feet	141	Completed
3	MD 108	Olney Sandy Spring Road; Norwood Road to Meeting House Road; retrofit sidewalk - 960 linear feet	127	Completed
		<u>Intersection Capacity Improvements</u>		
4	MD 108	Old Laytonsville Road; at Fieldcrest Road; provide separate westbound left turn lane	561	Completed
		<u>Fiscal Years 2010 and 2011</u>		
		<u>Resurface/Rehabilitate</u>		
5	MD 28	Norbeck Road; at Mid Atlantic Golf Center; resurfacing (ARRA PROJECT)	100	Under construction
6	US 29	Columbia Pike; at MD 650; resurfacing (ARRA PROJECT)	265	FY 2010
7	MD 97	Georgia Avenue; MD 390 to I-495; resurfacing (ARRA PROJECT)	575	FY 2010
8	MD 108	Laytonsville Road; MD 650 to Brink Road; resurfacing (ARRA PROJECT)	395	Completed
9	MD 108	Damascus Road; Annapolis Rock Road to MD 650; resurfacing (ARRA PROJECT)	775	Completed
10	MD 124	Woodfield Road; Fieldcrest Road to Exodus Drive; resurfacing (ARRA PROJECT)	425	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
11	MD 186	Brookville Road; Western Avenue to MD 410; resurfacing (ARRA PROJECT)	410	FY 2010
12	MD 187	Old Georgetown Road; 150 feet south of Center Drive to North Brook Lane; safety and resurface (ARRA PROJECT)	2,068	FY 2010
13	MD 191	Bradley Boulevard; Burdett Road to Arlington Road; resurfacing	1,285	FY 2010
14	MD 193	University Boulevard; MD 586 to Arcola Avenue; safety and resurface (ARRA PROJECT)	3,908	Under construction
15	MD 198	Sandy Spring Road; US 29 to Prince Georges County Line; resurfacing (ARRA PROJECT)	835	Under construction
16	MD 198	Spencerville Road; MD 650 to Peach Orchard Road; resurfacing (ARRA PROJECT)	410	FY 2010
17	I 270	Eisenhower Memorial Highway; northbound Muddy Branch Road to north of Middlebrook Road; resurface	6,778	Under construction
18	I 270	Eisenhower Memorial Highway; southbound Muddy Branch Road to north of Middlebrook Road; resurface	6,965	Under construction
19	I 270	Eisenhower Memorial Highway; all ramps from Middlebrook Road to MD 109; resurfacing (ARRA PROJECT)	500	FY 2010
20	I 270	Eisenhower Memorial Highway; all ramps from Montrose Road to MD 189; resurfacing (ARRA PROJECT)	500	FY 2010
21	MD 355	Rockville Pike; Templeton Place to MD 911; resurfacing (ARRA PROJECT)	480	FY 2010
22	MD 355	Frederick Road; MD 121 to Frederick County Line; resurfacing (ARRA PROJECT)	645	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
23	MD 355	Frederick Road; MD 117 to Lake Forest Boulevard; resurfacing (ARRA PROJECT)	375	Completed
24	I 495	Capital Beltway; Potomac River to I 270; safety and resurface (ARRA PROJECT)	8,567	Under construction
25	MD 547	Knowles Avenue; Weymouth Street to MD 185; resurfacing	160	FY 2010
26	MD 547	Strathmore Avenue; MD 355 to Flanders Avenue; resurfacing	130	FY 2010
27	MD 586	Veirs Mill Road; Norbeck Road to Rock Creek; resurfacing	3,312	Under construction
28	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; safety and resurface (ARRA PROJECT) (Project also shown in Prince George's County)	1,625	FY 2010
29	MD 650	New Hampshire Avenue; Milestone Drive to Venice Drive; resurfacing (ARRA PROJECT)	2,100	Completed
30	MD 650	New Hampshire Avenue; Shaw Avenue to Randolph Road; resurface	1,454	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
31	MD 109	Old Hundred Road; over Little Bennet Creek; bridge deck replacement	1,005	Under construction
32	I 95	Ramp over westbound Clara Barton Parkway; bridge deck replacement	1,479	Completed
<u>Safety/Spot Improvement</u>				
33		Areawide friction improvements - Phase II (Note: Cost for entire project shown in Montgomery and Prince George's County.)	2,450	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
34	MD 97	Georgia Avenue; Hermitage Avenue to Randolph Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
35	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
36	MD 187	Old Georgetown Road; MD 188 to Lincoln Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
37	MD 198	Spencerville Road; at Good Hope Road; install channelization island to provide modified T intersection	685	Under construction
38	MD 410	East West Highway; Sundale Drive to MD 384; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
39	MD 650	New Hampshire Avenue; I 495 interchange to Elton Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
40	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
41	MD 650	New Hampshire Avenue; at Denit Estate Drive; safety	146	Completed
42	MD 650	Damascus Road; at MD 97; add left turn lane on southbound MD 650	597	Completed
<u>Community Safety and Enhancements</u>				
43	MD 97	Georgia Avenue; Tidewater Court to Queen Elizabeth/Prince Phillip Drive; pedestrian safety improvements.	551	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
44	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	Completed
<u>Traffic Management</u>				
45	US 29	Columbia Pike; MD 410 to Wayne Avenue; reconstruct signal (ARRA PROJECT)	1,251	FY 2010
46	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization	1,840	FY 2010
<u>Environmental Preservation</u>				
47	US 29	Columbia Pike; Randolph Road to Dustin Road; landscaping	361	Under construction
48	MD 97	Georgia Avenue; I 495 to MD 586; landscaping	54	Under construction
49	MD 190	River Road; 300 feet south of Ridgefield Road to Burdette Road; landscaping	285	Under construction
50	MD 650	New Hampshire Avenue; Wolf Drive to US 29; landscaping	92	FY 2010
<u>Intersection Capacity Improvements</u>				
51	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
52	MD 28	Norbeck Road; intersections at Radwick Lane and Barn Ridge Drive; widen and resurface	319	FY 2010
53	MD 28	Veirs Mill Road; MD 586; Extend left-turn lanes along two approaches (ARRA PROJECT)	1,107	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

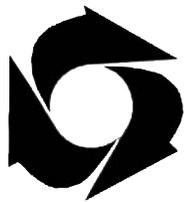
STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
54	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
55	MD 108	Sandy Spring Road; at MD 650; intersection reconstruct (Funded for preliminary engineering only)	631	PE Underway
56	MD 115	Muncaster Mill Road; at Bowie Mill Road; extend eastbound left turn (Funded for preliminary engineering only)	118	PE Underway
57	MD 193	University Boulevard; at MD 320; widen to provide right turn onto southbound MD 320	977	Completed
58	MD 355	Frederick Road; at MD 118; extend southbound left turn lane	685	FY 2010
59	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Funded for preliminary engineering only) (Project on Hold)		
<u>Enhancements (cont'd)</u>				
<u>Pedestrian/Bicycle Facilities (cont'd)</u>				
60		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,255	FY 2010
61		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	Underway
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
62		Olde Town Gaithersburg Rolling Stock Restoration; renovation and refurbishment of two historic rail cars	430	FY 2010

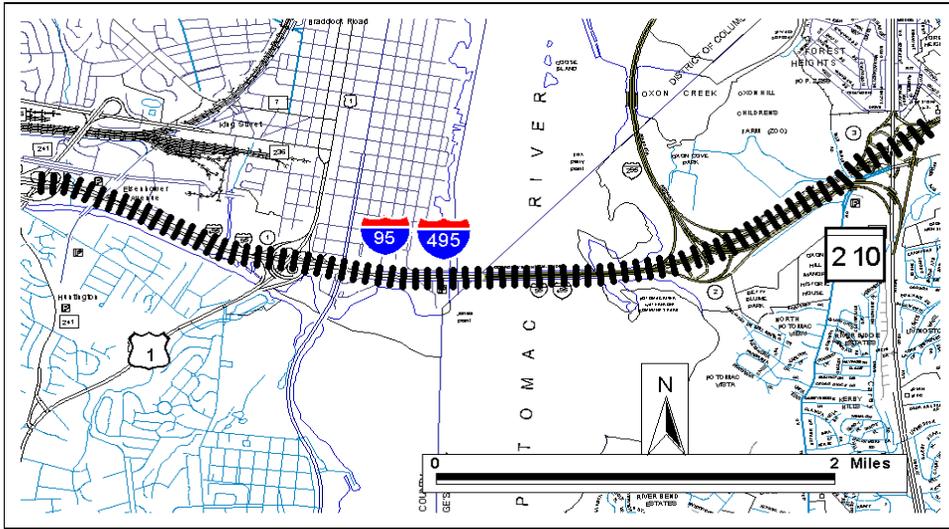
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
63		Trolley Museum Display Facility; expand the National Capital Trolley Museum by constructing a 10,000 square foot museum display facility and plaza on land adjacent to the present facility in Northwest Branch Park	636	Completed
<u>Congressional Earmarks</u>				
64		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	
65		Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark \$2 million; CO)	0	
66		Gaithersburg revitalization extension of Teachers Way-Old Town (Earmark \$1.12 million; CO)	0	
67		Rockville; install pedestrian countdown signals at up to 39 intersections (Earmark \$150,000; CO)	0	
68		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	
69		Construct Potomac River Gorge stormwater mitigation project (Earmark \$500,000; CO) Sponsor: National Park Service	0	
70		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 was 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 10)
- MD 210, MD 228 to I-95/I-495 (Line 18)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 19)

STATUS: Open to Service. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	26435	17052	0	0	0	WWB/HP

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	96,189	95,466	723	0	0	0	0	0	0	723	0
Right-of-way	3,578	3,578	0	0	0	0	0	0	0	0	0
Construction	1,218,525	1,151,921	12,909	0	0	0	0	0	0	12,909	53,695
Total	1,318,292	1,250,965	13,632	0	0	0	0	0	0	13,632	53,695
Federal-Aid	1,150,155	1,138,714	10,381	0	0	0	0	0	0	10,381	1,060

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

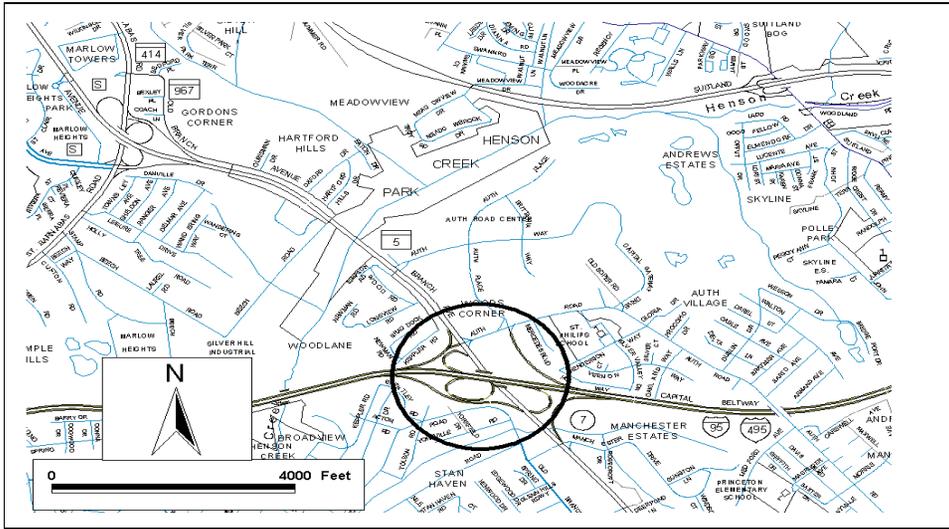
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 178,725

PROJECTED (2030) - 278,100

OPERATING COST IMPACT: \$821,800 per year



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Reconstructed the interchange of MD 5 (Branch Avenue) and I-95/I-495 to improve access to the Branch Avenue Metro Station. This included the construction of a flyover ramp from inner loop I-95/I-495 to Southbound MD 5 (Phase 1). Pedestrian/bicycle facilities were 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 10)
- I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 12)
- MD 5, US 301 to I-95/I-495 (Line 16)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost increase of \$1.2 million is due to additional maintenance of traffic, pile modifications and storm water marnagement .

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	3,464	3,464	0	0	0	0	0	0	0	
Right-of-way	10,887	10,830	57	0	0	0	0	0	57	
Construction	37,809	37,170	639	0	0	0	0	0	639	
Total	52,160	51,464	696	0	0	0	0	0	696	
Federal-Aid	36,324	35,796	528	0	0	0	0	0	528	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

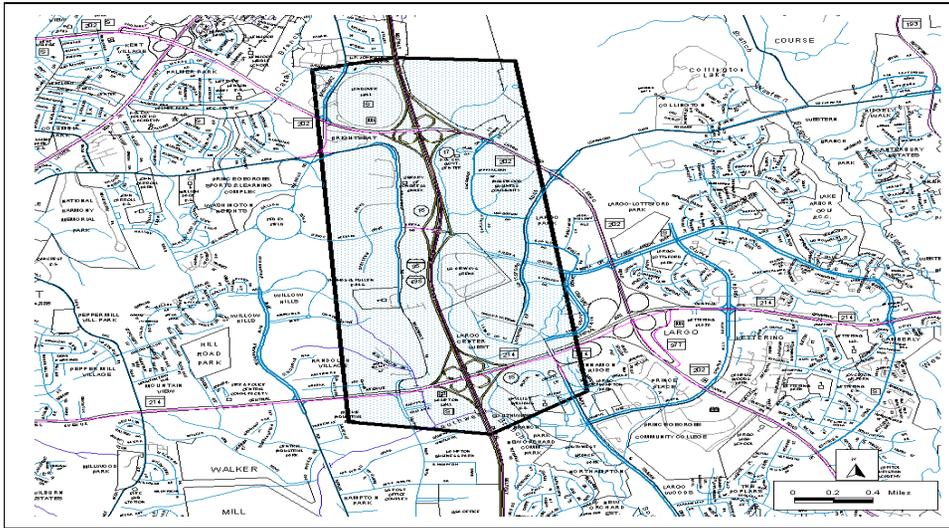
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 126,300 (MD 5)
187,750 (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: Converted 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 provides access to existing and proposed development in the area and relieves 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 10)
MD 202, at Brightseat Road (Line 26)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$1.6 million is due to ramp modifications and widening.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,413	1,413	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0
Construction	32,426	28,215	4,211	0	0	0	0	0	4,211	0
Total	33,841	29,630	4,211	0	0	0	0	0	4,211	0
Federal-Aid	29,026	25,288	3,738	0	0	0	0	0	3,738	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

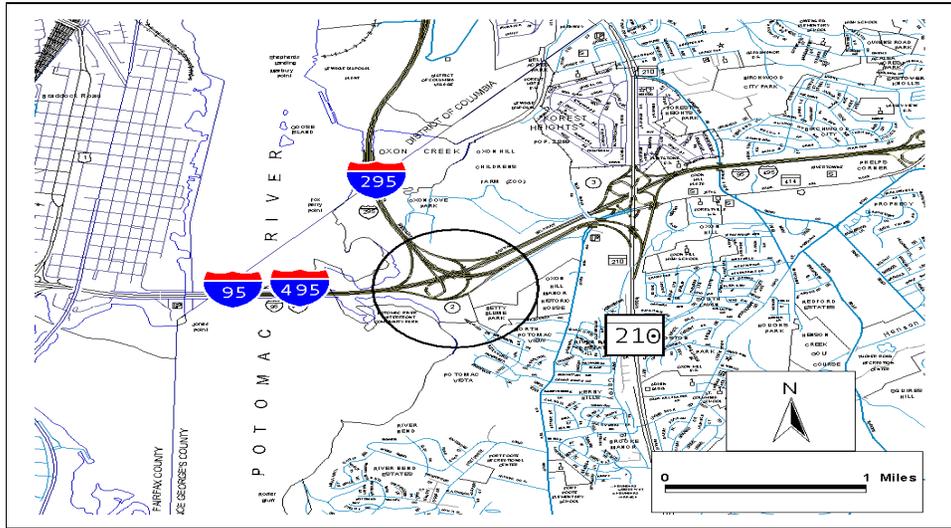
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 198,200

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 10)
- MD 210, MD 228 to I-95/I-495 (Line 18)
- MD 210, Interchange at Kerby Hill/Livingston Road (Line 19)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	532	300	232	0	0	0	0	0	0	0	232	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	38,518	30,290	8,228	0	0	0	0	0	0	0	8,228	0
Total	39,050	30,590	8,460	0	0	0	0	0	0	0	8,460	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

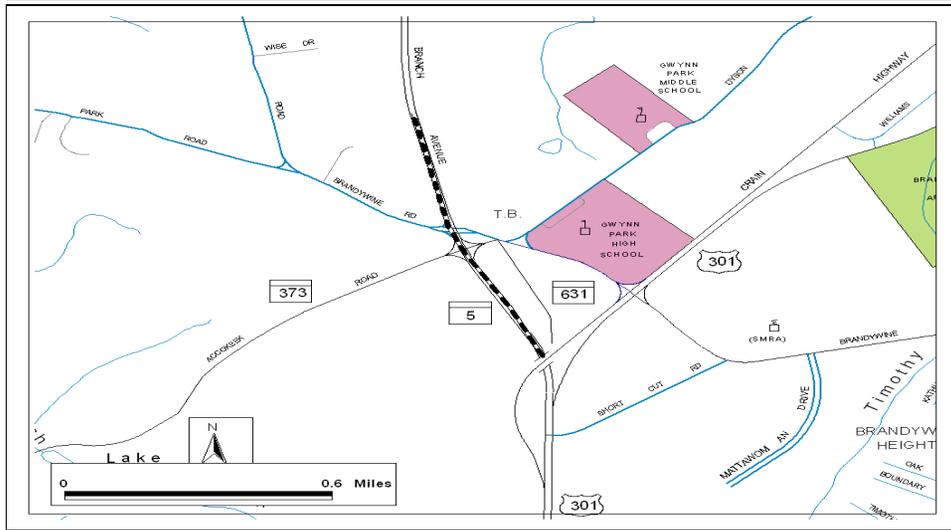
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 197,200

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 16)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, South Corridor Transportation Study (Line 20)
- US 301, Waldorf Area Project (Line 22)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost decrease of \$3.5 million is due to a favorable bid price.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4788	0	0	0	0	STP/HP

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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	3,747	782	2,000	965	0	0	0	0	0	2,965	0
Construction	5,520	33	2,886	2,601	0	0	0	0	0	5,487	0
Total	9,267	815	4,886	3,566	0	0	0	0	0	8,452	0
Federal-Aid	7,711	636	4,064	3,011	0	0	0	0	0	7,075	0

FUNCTION :

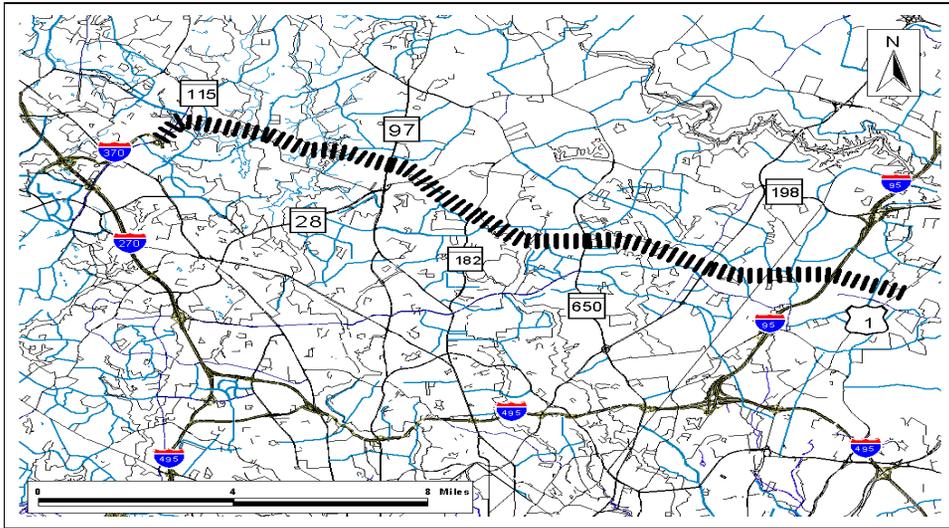
- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) - 64,500
- PROJECTED (2030) - 97,700

OPERATING COST IMPACT: \$19,000 per year



PROJECT: MD 200, 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 9)
- MD 28/MD 198, MD 97 to I-95 (Line 23)
- MD 201 Ext/US 1, I-95 to Contee Road (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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/NC11P Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
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

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

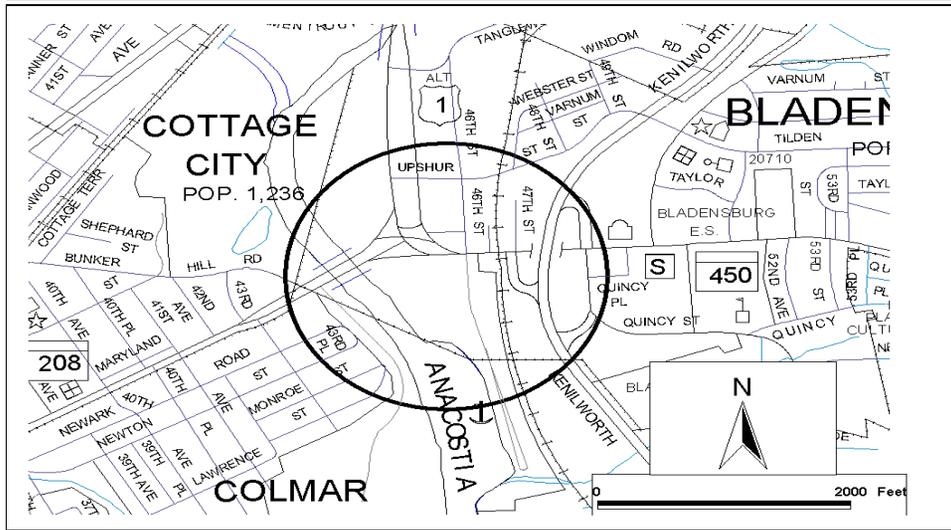
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - N/A

PROJECTED (2030) - 30,400 - 96,500

OPERATING COST IMPACT: N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Constructed a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross in Bladensburg.

JUSTIFICATION: This project improved safety and relieved 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	576	576	0	0	0	0	0	0	0	0
Engineering	3,528	3,510	18	0	0	0	0	0	18	0
Right-of-way	10,410	10,375	35	0	0	0	0	0	35	0
Construction	60,922	57,179	3,743	0	0	0	0	0	3,743	0
Total	75,436	71,640	3,796	0	0	0	0	0	3,796	0
Federal-Aid	65,691	62,283	3,408	0	0	0	0	0	3,408	0

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

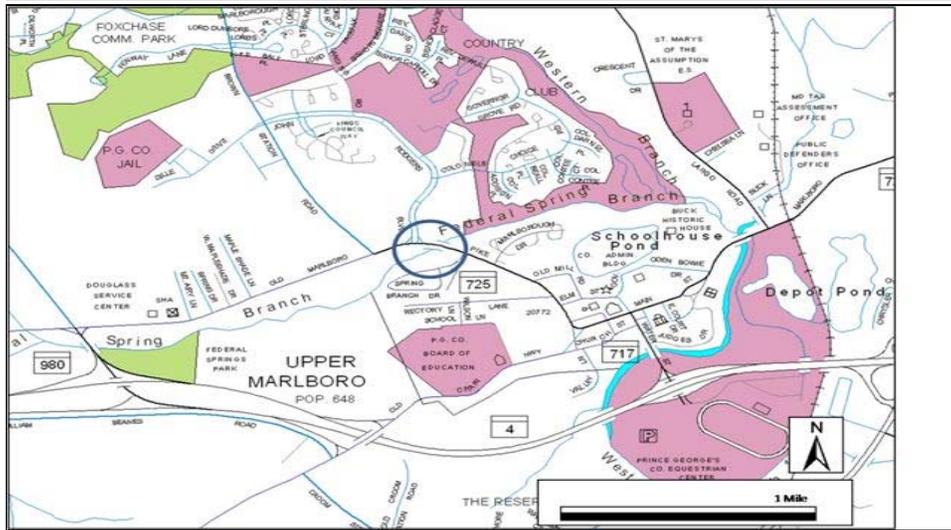
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 39,600

PROJECTED (2030) - 62,475

OPERATING COST IMPACT: N/A



PROJECT: MD 725, Old Marlboro Road

DESCRIPTION: Replace Bridge 16009 over Federal Spring Branch. Shoulders and sidewalks will accommodate bicycles and pedestrians. (ARRA)

JUSTIFICATION: The existing bridge is structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1855	0	0	0	0	ARRA

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,006	942	64	0	0	0	0	0	0	64	0
Right-of-way	157	98	59	0	0	0	0	0	0	59	0
Construction	1,855	0	770	1,085	0	0	0	0	0	1,855	0
Total	3,018	1,040	893	1,085	0	0	0	0	0	1,978	0
Federal-Aid	2,710	780	845	1,085	0	0	0	0	0	1,930	0

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Minor Arterial

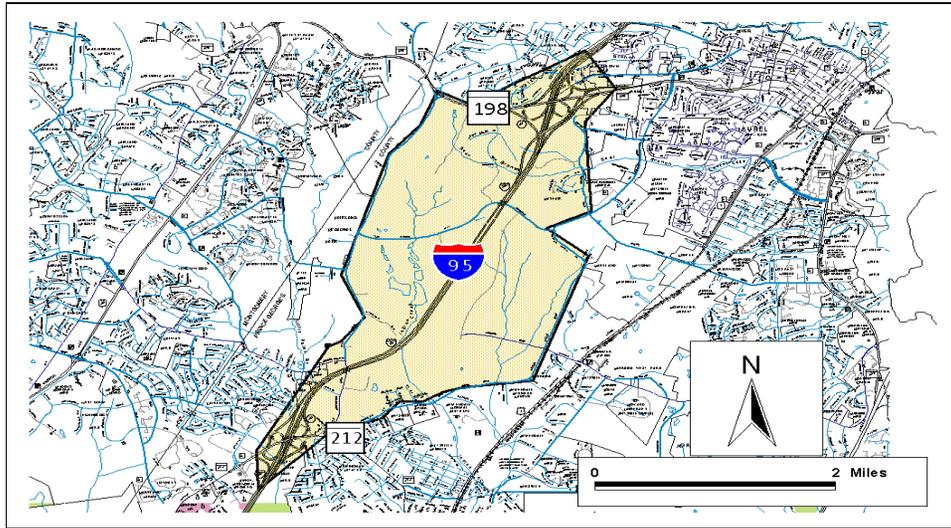
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 13,050

PROJECTED (2030) - 18,000

OPERATING COST IMPACT: N/A



PROJECT: I-95

DESCRIPTION: Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.

JUSTIFICATION: This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for proposed development east and west of I-95.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 6)
- MD 28/MD 198, MD 97 to I-95 (Line 23)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 and Section 1961 funds. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$7.3 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.9 million of Federal Funds (Section 1961) to Engineering.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,313	1,313	0	0	0	0	0	0	0	0	0
Engineering	2,574	1,713	861	0	0	0	0	0	0	861	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	3,887	3,026	861	0	0	0	0	0	0	861	0
Federal-Aid	2,270	1,409	861	0	0	0	0	0	0	861	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

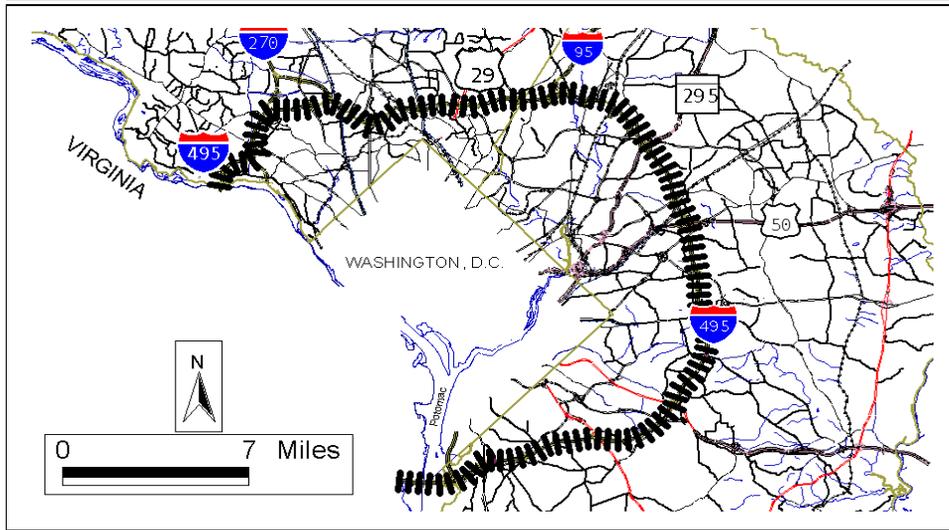
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 186,775

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 11)
- I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 12)
- MD 4, Interchange at Suitland Parkway (Line 14)

STATUS: Project Planning on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,043	11,038	5	0	0	0	0	0	0	5	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	11,043	11,038	5	0	0	0	0	0	0	5	0
Federal-Aid	7,731	7,727	4	0	0	0	0	0	0	4	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

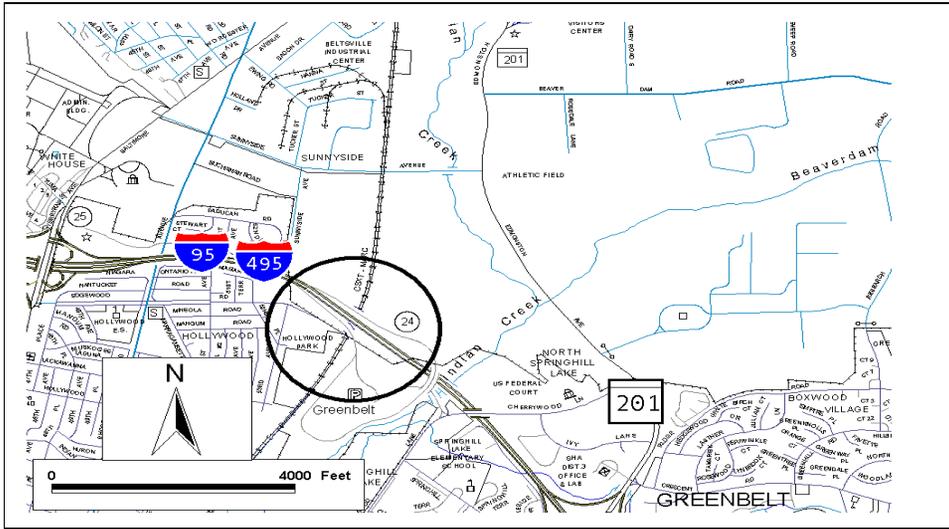
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 114,025 - 248,175

PROJECTED (2030) - 144,100 - 278,100

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 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015	2016		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	212	212	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	1,773	1,773	0	0	0	0	0	0	0	0	0
Federal-Aid	1,265	1,265	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

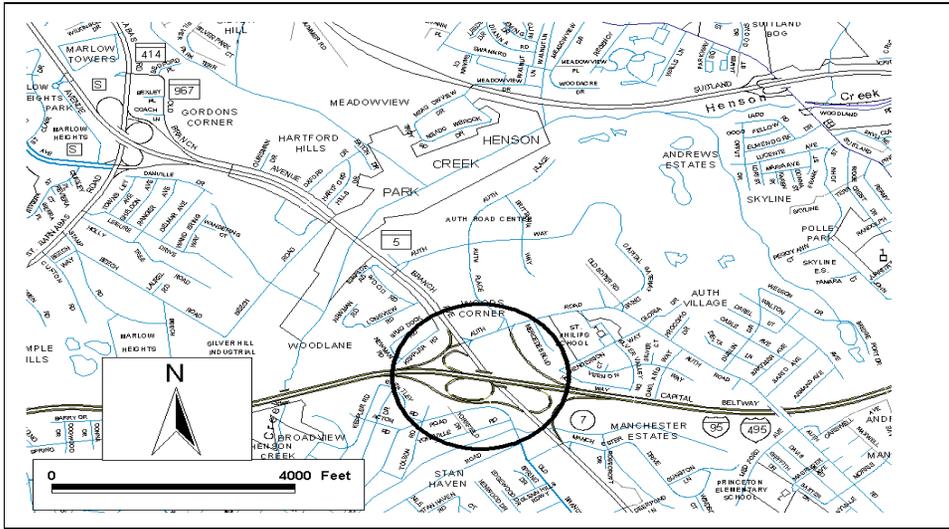
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 239,875

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 10)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	777	777	0	0	0	0	0	0	0	0	0
Engineering	3,832	2,252	700	550	200	130	0	0	0	1,580	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	4,609	3,029	700	550	200	130	0	0	0	1,580	0
Federal-Aid	3,052	1,788	560	440	160	104	0	0	0	1,264	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

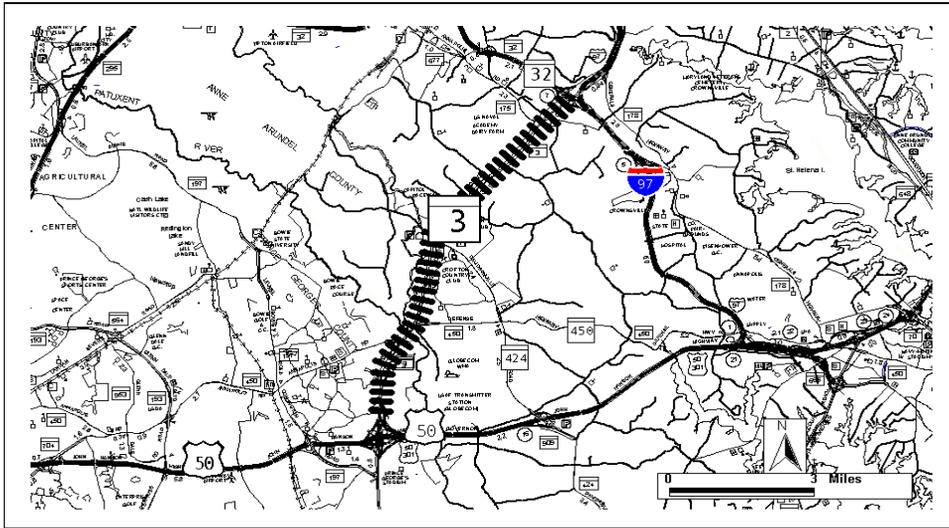
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 122,800 (MD 5) 187,750 (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 20)
- US 301, North of Mount Oak Road to US 50 (Line 21)
- MD 450, Stonybrook Drive to west of MD 3 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
				2012.....2013.....2014.....		2015.....
Planning	3,978	3,629	349	0	0	0	0	349	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	4,651	4,651	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	8,629	8,280	349	0	0	0	0	349	0	
Federal-Aid	2,785	2,540	245	0	0	0	0	245	0	

FUNCTION :

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

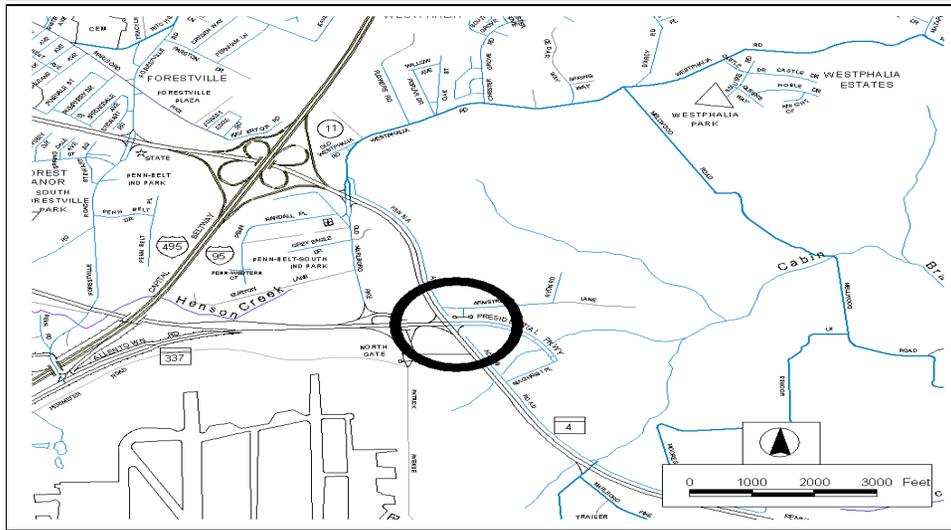
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 79,350

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 10)
MD 4, MD 223 to I-95/I-495 (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$0.8 is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost increase of \$1.5 million is due to the addition of FY09 Federal Aid Appropriation Funds.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,995	6,263	500	232	0	0	0	0	0	732	0
Right-of-way	1,451	1,451	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,446	7,714	500	232	0	0	0	0	0	732	0
Federal-Aid	6,876	6,153	491	232	0	0	0	0	0	723	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway

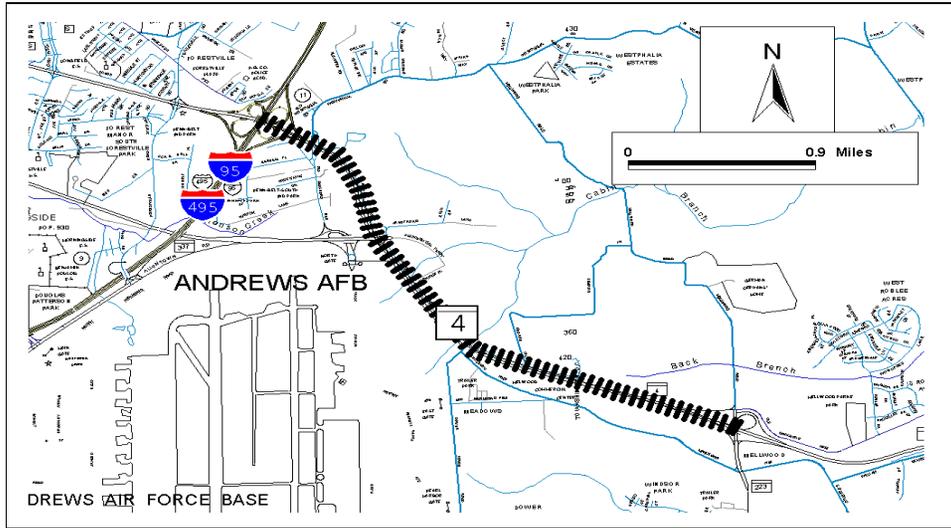
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 78,875

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 10)
MD 4, Interchange at Suitland Parkway (Line 14)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015	2016		
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

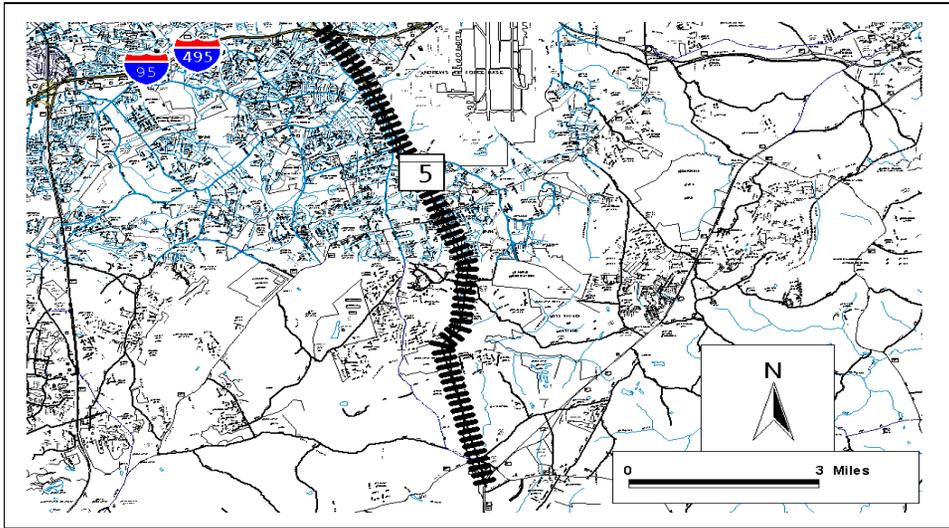
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 56,150

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 12)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, South Corridor Transportation Study (Line 20, 21)
- US 301, Waldorf Area Project (Line 22)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	2,597	1,738	859	0	0	0	0	0	0	859	0
Engineering	1,722	1,722	0	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,488	11,629	859	0	0	0	0	0	0	859	0
Federal-Aid	6,565	6,372	193	0	0	0	0	0	0	193	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

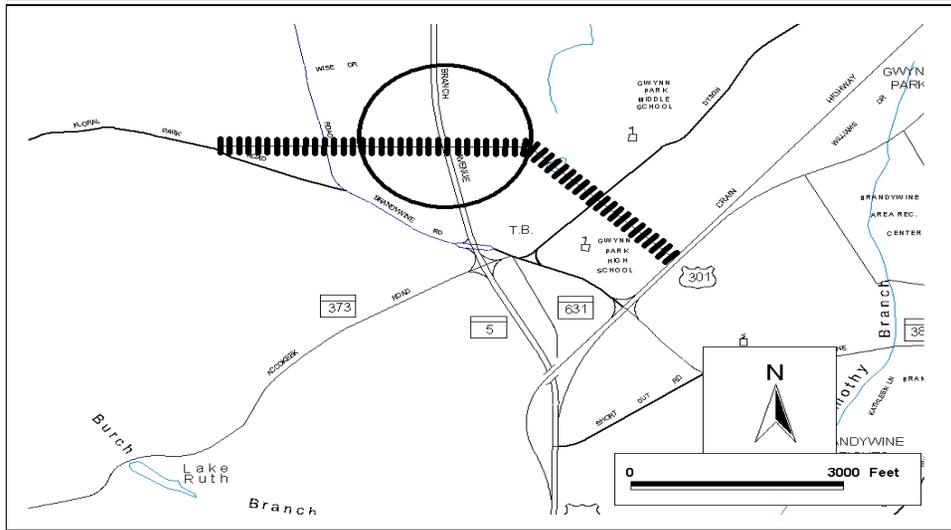
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 102,450

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 16)
- US 301, South Corridor Transportation Study (Line 20)
- US 301, Waldorf Area Project (Line 22)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
					.....2012.....	.....2013.....	.....2014.....	.....2015.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,681	2,165	500	1,150	1,150	2,716	0	0	0	5,516	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	7,681	2,165	500	1,150	1,150	2,716	0	0	0	5,516	0	0
Federal-Aid	5,945	1,643	390	897	897	2,118	0	0	0	4,302	0	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

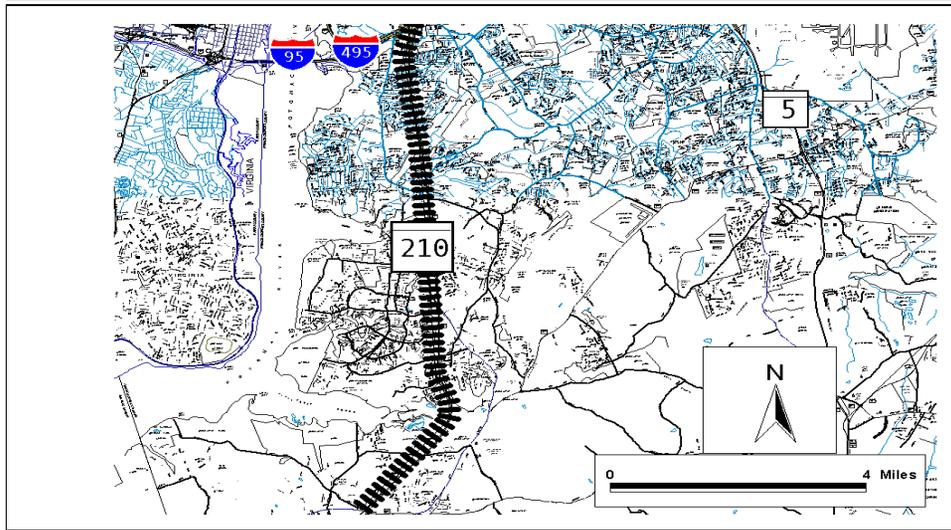
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 64,525

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 10)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
				2012	2013	2014	2015				
Planning	3,042	3,042	0	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,025	4,025	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

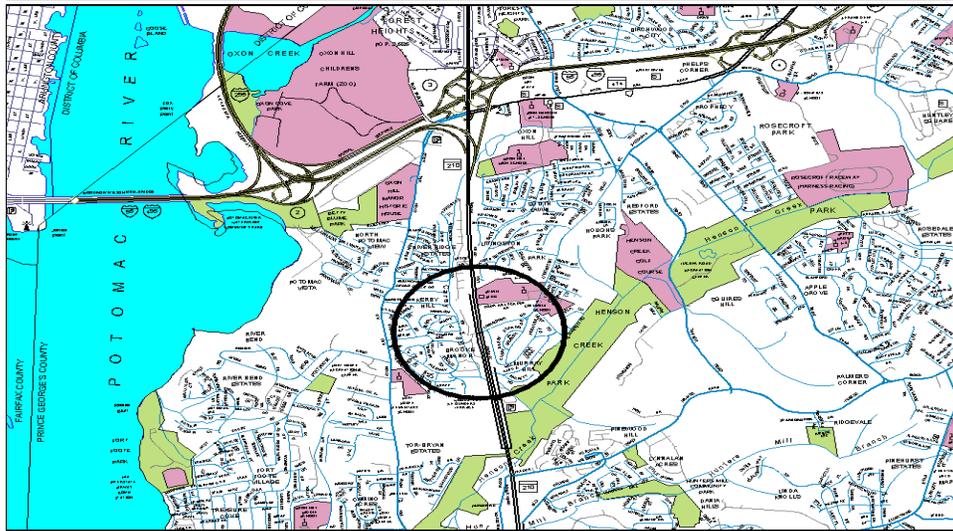
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 79,750

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 10)
- MD 210, MD 228 to 95/I-495 (Line 18)

STATUS: Partial Engineering underway. An additional \$5.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,419	561	500	358	0	0	0	0	0	858	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	561	500	358	0	0	0	0	0	858	0
Federal-Aid	1,106	438	390	278	0	0	0	0	0	668	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

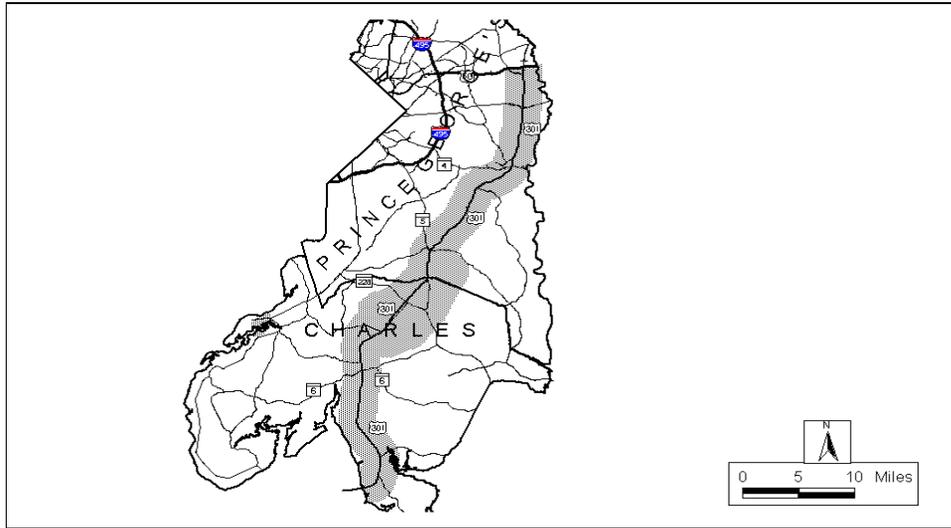
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 79,750

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 13)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 16)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, North of Mount Oak Road to US 50 (Line 21)
- US 301, Waldorf Area Project (Line 22)

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 2009 - 14 CTP: The cost increase of \$4.6 million is due to funds being added in FY15 for protective Right-of way and revised Right-of-way estimates.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	10,747	10,565	182	0	0	0	0	0	182	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	56,071	44,431	5,300	500	1,000	1,840	0	3,000	11,640	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	66,818	54,996	5,482	500	1,000	1,840	0	3,000	11,822	0
Federal-Aid	7,523	7,396	127	0	0	0	0	0	127	0

FUNCTION :

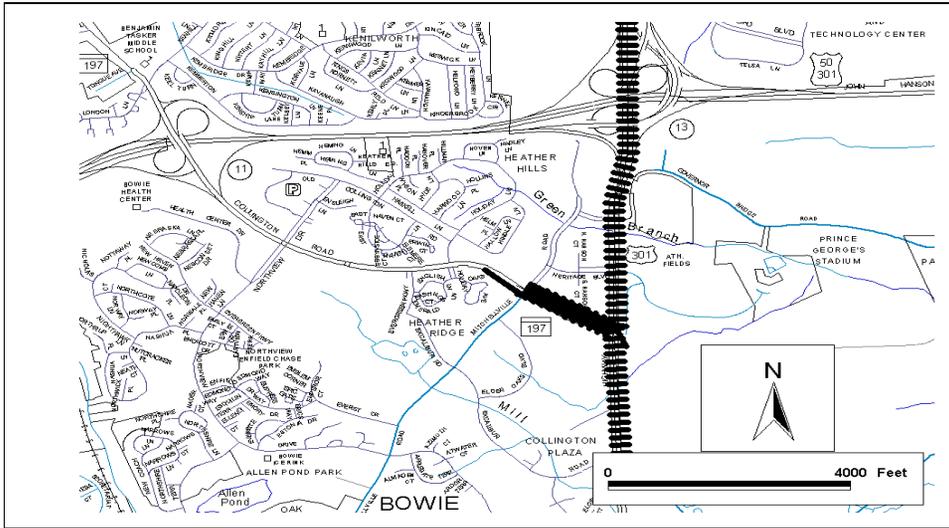
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) -** 18,600(Charles) - 87,125 (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 13)
- US 301, South Corridor Transportation Study (Line 20)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	2,518	2,504	14	0	0	0	0	0	14	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	2,504	14	0	0	0	0	0	14	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

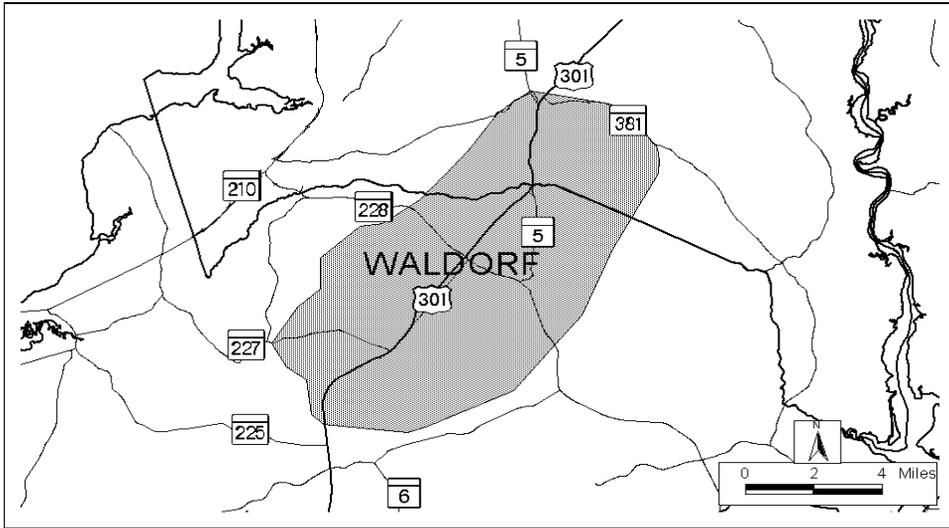
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 68,225

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 to I-95/I-495 (Line 16)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, South Corridor Transportation Study (Line 20)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. An additional \$2.9 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.7 million FY09 Federal Aid Appropriation Funds.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	10,512	9,567	945	0	0	0	0	0	0	945	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	10,512	9,567	945	0	0	0	0	0	0	945	0
Federal-Aid	7,866	6,991	875	0	0	0	0	0	0	875	0

FUNCTION :

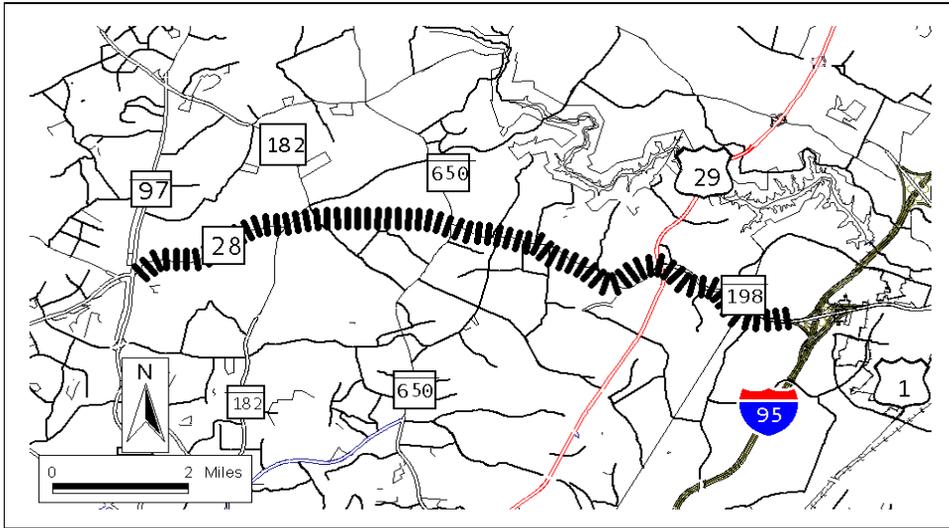
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 63,000 (Charles) -
 86,000 (Prince George's)
PROJECTED (2030) - 75,000 (Charles) -
 116,000 (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 6)
- I-95/Contee Road Interchange (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	4,033	4,030	3	0	0	0	0	0	3	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	2	2	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	4,035	4,032	3	0	0	0	0	0	3	0	
Federal-Aid	2,823	2,821	2	0	0	0	0	0	2	0	

FUNCTION :

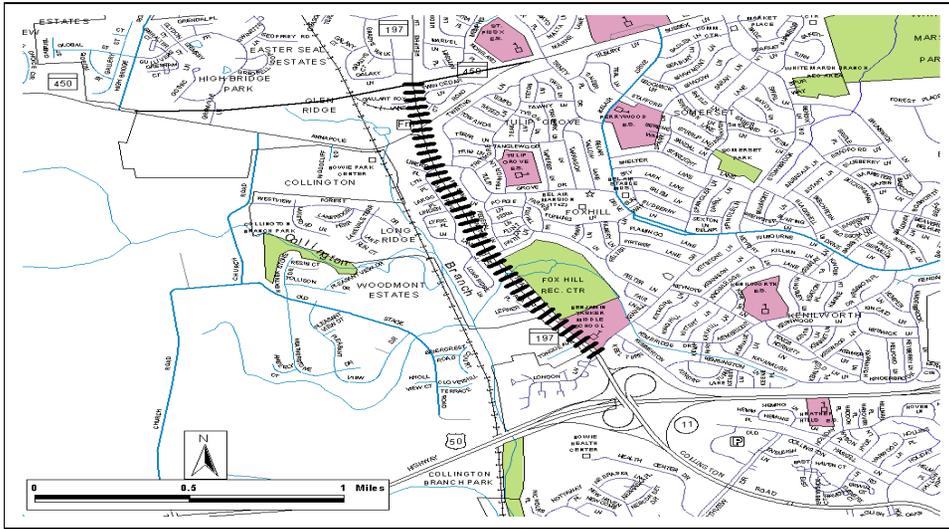
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) -** 24,850 - 45,800 (MD 28)
21,0500 - 52,775 (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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....			.....2015.....
Planning	700	308	392	0	0	0	0	0	392	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	700	308	392	0	0	0	0	0	392	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

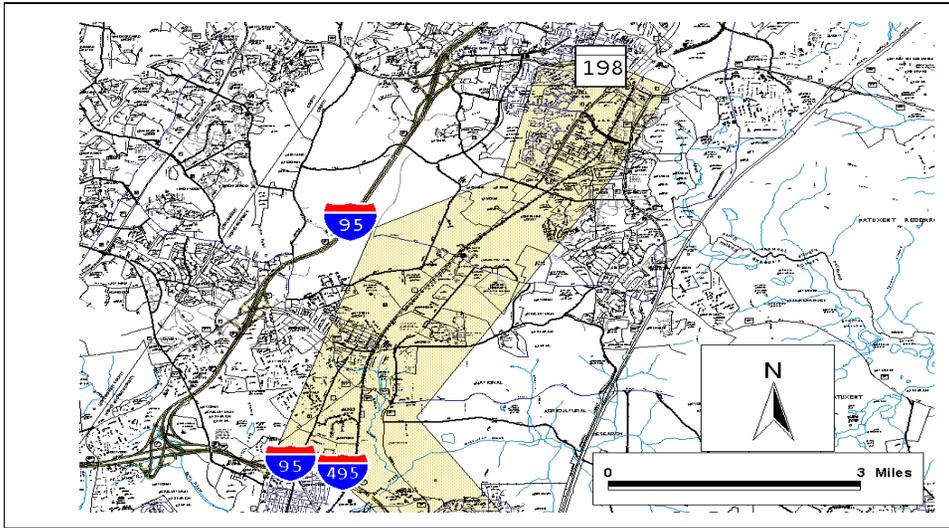
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 44,075

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 6)
- I-95/Contee Road Interchange (Line 9)
- US 1, College Avenue to Sunnyside Avenue (Line 29)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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		<u>PROJECT CASH FLOW</u>							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	6,839	6,839	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	6,839	6,839	0	0	0	0	0	0	0	0	
Federal-Aid	4,787	4,787	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

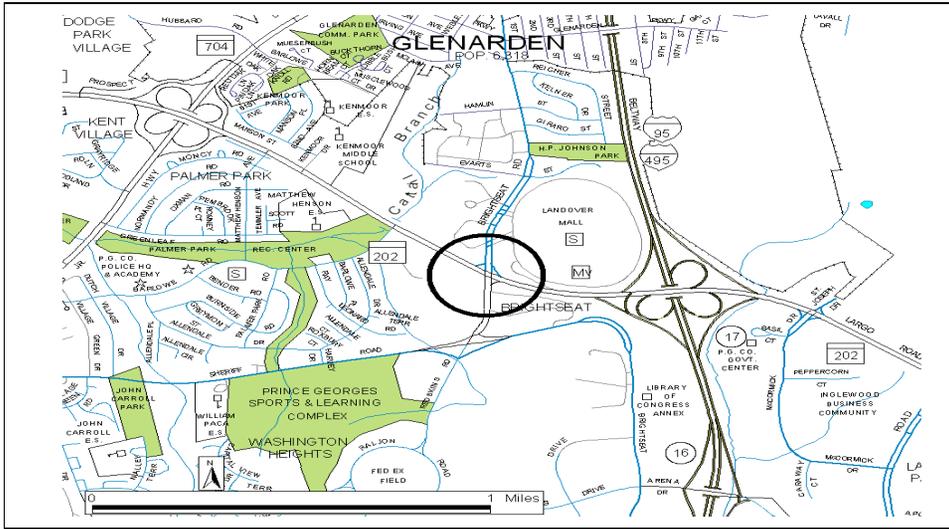
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 55,075

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 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	458	457	1	0	0	0	0	0	0	1	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	458	457	1	0	0	0	0	0	0	1	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

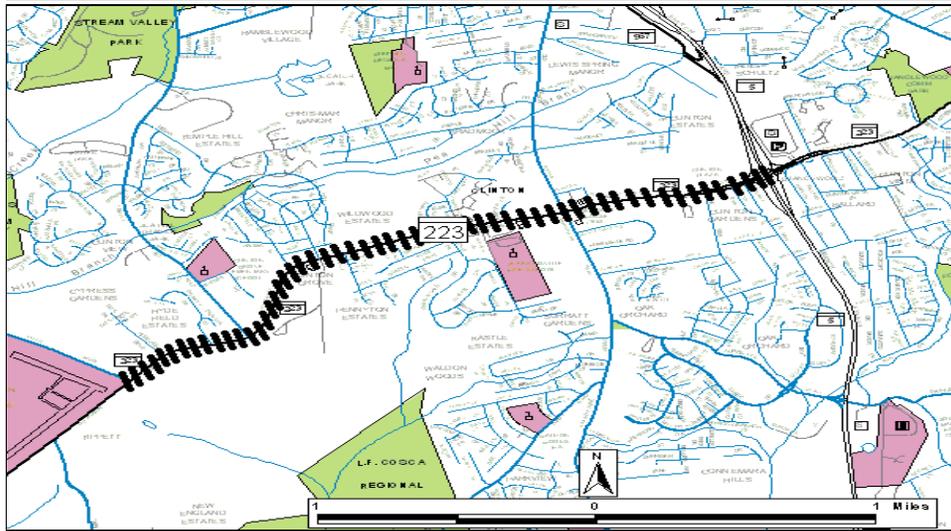
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 56,500

PROJECTED (2030) - 68,575

OPERATING COST IMPACT: N/A



PROJECT: MD 223, Piscataway Road

DESCRIPTION: Reconstruct MD 223 from Steed Road to MD 5.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. Additional roadway capacity is needed to address this congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 @ TB to I-95/495 (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	672	672	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	672	672	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 - N/A

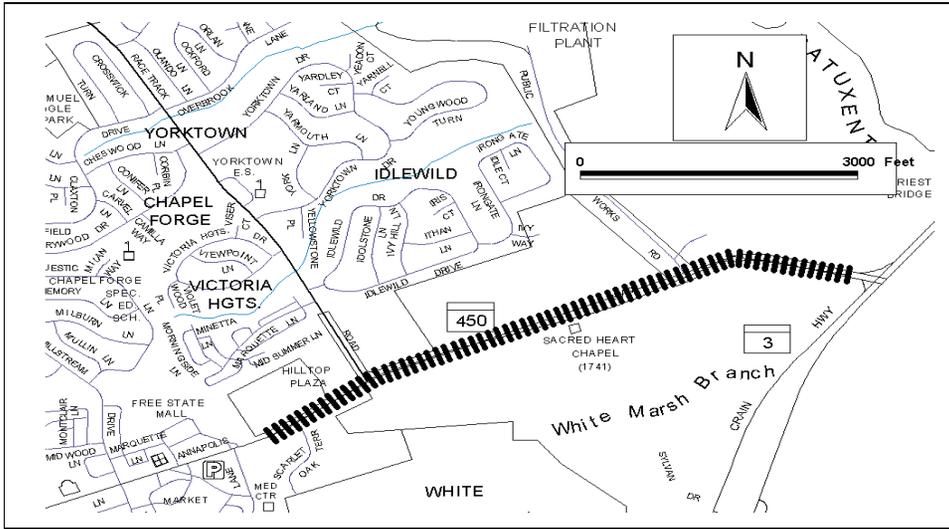
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 39,875

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 13)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015			
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	1,725	1,442	50	100	100	20	13	0	0	283	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	2,776	50	100	100	20	13	0	0	283	0
Federal-Aid	1,380	1,154	40	80	80	16	10	0	0	226	0

FUNCTION :

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

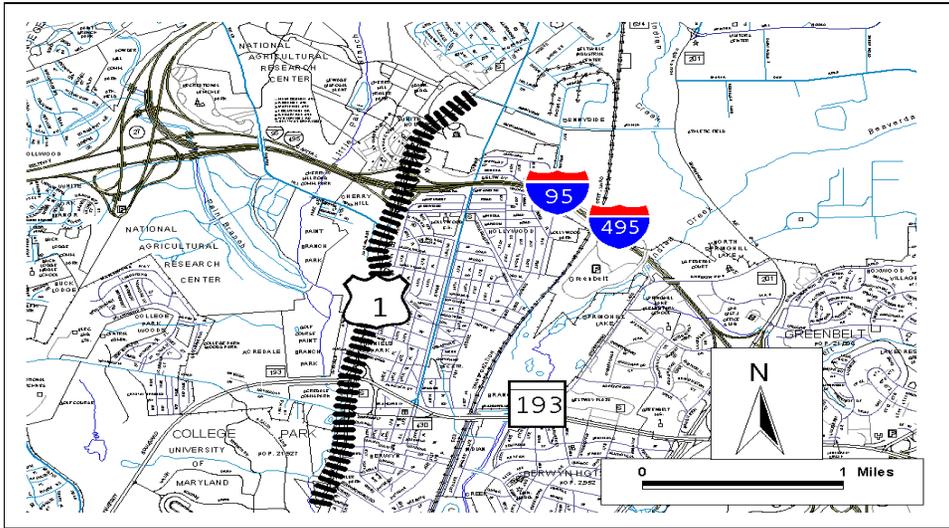
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 30,450

PROJECTED (2030) - 58,850

OPERATING COST IMPACT: N/A



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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 (2009) - 59,550

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 30

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	MD 193	Greenbelt Road; at Hanover Parkway; construct a second left turn lane	1,827	Completed
<u>Community Safety and Enhancements</u>				
2	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	Completed
<u>Sidewalks</u>				
3	MD 212	Powder Mill Road; Roby Avenue to Odell Road; retrofit sidewalks	192	Completed
4	MD 704	Martin Luther King Jr. Highway; Barlowe Road to Glenarden Parkway; retrofit sidewalk - 3,000 linear feet	152	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
5	US 1	Baltimore Avenue; MD 410 to Albion Road; safety and resurface (ARRA PROJECT)	1,129	FY 2010
6	US 1	Rhode Island Avenue; 34th Street to Hamilton Street; resurfacing (ARRA PROJECT)	855	FY 2010
7	MD 4	Pennsylvania Avenue; Anne Arundel County Line to Marlboro Race Track Road; resurfacing (ARRA PROJECT)	955	FY 2010
8	I 95 NB	Capital Beltway; MD 5 to Darcy Road; safety and resurface (ARRA PROJECT)	6,635	FY 2010
9	MD 193	Watkins Park Drive; MD 214 to MD 202; resurfacing (ARRA PROJECT)	750	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10	MD 197	Laurel Bowie Road; Rustic Hill Road to Old Laurel Bowie Boulevard; resurfacing (ARRA PROJECT)	1,015	FY 2010
11	MD 198	Sandy Spring Road; I-95 to Van Dusen Road; resurfacing (ARRA PROJECT)	675	FY 2010
12	MD 212	Riggs Road; DC Line to Sargent Road; safety and resurface (ARRA PROJECT)	2,001	Under construction
13	MD 212	Riggs Road; north of Sargent Road to MD 193; resurfacing	2,940	FY 2010
14	MD 214	Central Avenue; Cindy Lane to Brightseat Road; safety and resurface (ARRA PROJECT)	2,231	Under construction
15	MD 214	East Capital Street; DC line to Cindy Lane; resurface	2,632	Completed
16	MD 223	Woodyard Road; MD 5 to Green Street; resurfacing (ARRA PROJECT)	600	FY 2010
17	US 301	Crain Highway; Charles County Line to MD 5; resurfacing (ARRA PROJECT)	750	Completed
18	MD 382	Croom Road; MD 381 to Candy Hill Road; resurfacing (ARRA PROJECT)	700	FY 2010
19	MD 410	East West Highway; MD 201 to Riverdale Road; safety and resurface (ARRA PROJECT)	2,166	FY 2010
20	MD 450	Annapolis Road; Peace Cross to Bladensburg Elementary School; resurfacing (ARRA PROJECT)	610	FY 2010
21	MD 501	Chillum Road; MD 212 to MD 500; resurfacing (ARRA PROJECT)	565	FY 2010
22	MD 650	New Hampshire Avenue; Washington D.C. Line to MD 410; resurfacing (ARRA PROJECT)	2,415	FY 2011
23	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; safety and resurface (ARRA PROJECT) (Project also shown in Montgomery County)	1,625	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
24		Glenarden Parkway; over I95/I-495; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
25		Berwyn Road; Bridge 16072 over Indian Creek; bridge deck replacement (ARRA PROJECT)	999	FY 2010
26	US 1	Baltimore Avenue; over Paint Branch; clean and paint bridge (ARRA Project) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
27	MD 4 EB	Pennsylvania Avenue; over US 301; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
28	MD 4 WB	Pennsylvania Avenue; over US 301; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
29	MD 4 WB	Pennsylvania Avenue; over MD 980D; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
30	US 50	John Hanson Highway; over MD 704; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
31	US 50 EB	John Hanson Highway; over MD 193; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
32	US 50 WB	John Hanson Highway; over MD 193; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
33	I 95/495	Capital Beltway; outerloop over MD 414; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
34	I 95/495	Capital Beltway; innerloop over MD 414; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
35	MD 201	Kenilworth Avenue; over MD 450; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
36	MD 201	Kenilworth Avenue; over I-95; bridge deck replacement (ARRA PROJECT)	5,830	FY 2010
37	MD 201 NB	Kenilworth Avenue; over US 50; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
38	MD 201 SB	Kenilworth Avenue; over US 50; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
39	MD 202	Landover Road; over MD 704; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
40	MD 210	Indian Head Highway; over Henson Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
41	MD 212	Riggs Road; over Sligo Creek; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
42	MD 212	Riggs Road; over CSX Transportation; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
43	US 301 SB	Crain Highway; over MD 214; bridge deck replacement	1,876	FY 2010
44	CO 483	Forestville Road; Bridge 16161 over I-95/I-495; bridge deck replacement (ARRA PROJECT)	1,834	FY 2010
45	MD 500	Queens Chapel Road; over Northwest Branch; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
46	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
47	MD 212	Powder Mill Road; at Allview Drive/Evans Trail; geometric improvements (ARRA PROJECT)	1,371	FY 2010
48	MD 223	Woodyard Road; MD 5 to Clayton Lane; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
49	MD 223	Piscataway Road; Hardestry Drive to MD 5; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
50	MD 337	Allentown Road; at MD 5; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
51	MD 337 EB	Allentown Road; MD 5 to Suitland Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
52	MD 450	Annapolis Road; at I 95/495; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
53	MD 450	Annapolis Road; Anacostia River to MD 202; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
54	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave (Funded for concepts only)	125	PE Underway
55	MD 450 NB	Annapolis Road; MD 202 to 65th Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
56	MD 500	Queens Chapel Road; west side from MD 501 to Jamestown Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
57	MD 501	Chillum Road; at 19th Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
58	MD 501	Chillum Road; West Hyattsville Station to MD 500; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
59	MD 650	New Hampshire Avenue; District Columbia Line to MD 410; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
60	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; restriping (Project on hold)		
<u>Community Safety and Enhancements</u>				
61	MD 500	Queens Chapel Road; MD 208 to MD 410; streetscape (Project on Hold)		
<u>Noise Barriers</u>				
62	MD 450	Annapolis Road; West of Moylan Drive to 600 feet east of Moylan Drive; noise abatement type 2	747	Completed
63	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on Hold)		
64	I 495	Capital Beltway; Temple Hill Road to MD 5; noise abatement	600	Under construction
<u>Environmental Preservation</u>				
65	US 50	John Hanson Highway; at I-495/I-95 interchange; landscaping (ARRA PROJECT)	612	Under construction
66	I 95	I 495 to MD 100; invasive tree and brush removal (ARRA PROJECT) (This project also shows in Howard County)	598	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Sidewalks</u>				
67	MD 201	Kenilworth Avenue; north of Sarvis Avenue to Good Luck Road; retrofit sidewalks - 2,200 linear feet	60	FY 2010
68	MD 564	Chestnut Avenue; Maple Avenue to 11th Street; retrofit sidewalk - 2,050 linear feet	150	FY 2010
<u>Intersection Capacity Improvements</u>				
69	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1 (Funded for concepts only)	118	FY 2011
70	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	8,351	FY 2010
71	MD 410	East West Highway; at MD 500; Add new turn lane, convert thru lane to turn lane (ARRA PROJECT)	678	FY 2010
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
72		College Park Trolley Trail Phase IV Calvert to Paint Branch; construction of final segment Calvert Road to Paint Branch Parkway	200	FY 2011
73		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 2010
74		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	FY 2010
<u>Archaeological Planning & Research</u>				
75		Archeological and historical study related to the War of 1812 in Bladensburg.	385	FY 2011

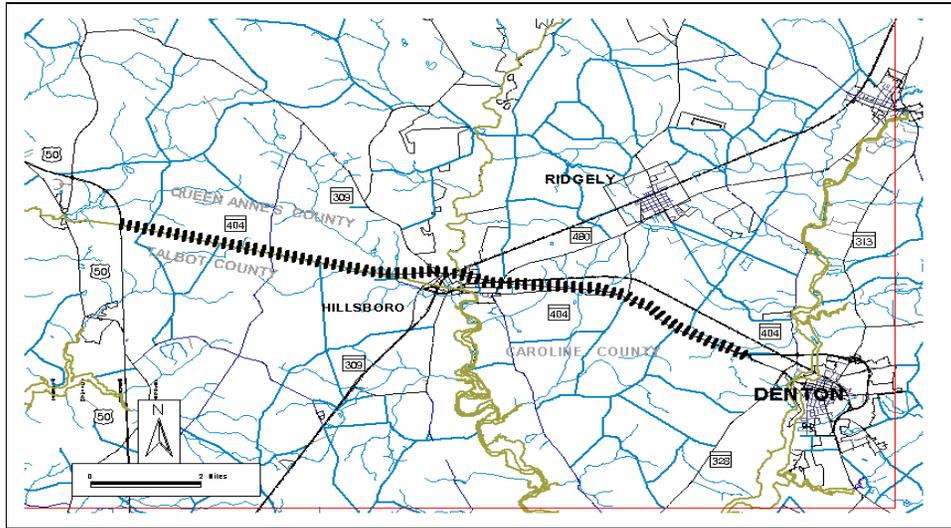
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Environmental Mitigation</u>		
76		Annacostia East Restoration - restoration of 22.5 acres of landfill to tidal wetlands to improve water quality from highway runoff	2,500	Completed
		<u>Congressional Earmarks</u>		
77		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 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 2)
MD 404, West of Tuckahoe Road to East of MD 480 (Caroline County Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$23.5 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	559	559	0	0	0	0	0	0	0	0	0
Engineering	6,819	4,765	754	1,300	0	0	0	0	0	2,054	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	7,378	5,324	754	1,300	0	0	0	0	0	2,054	0
Federal-Aid	5,348	3,705	603	1,040	0	0	0	0	0	1,643	0

FUNCTION :

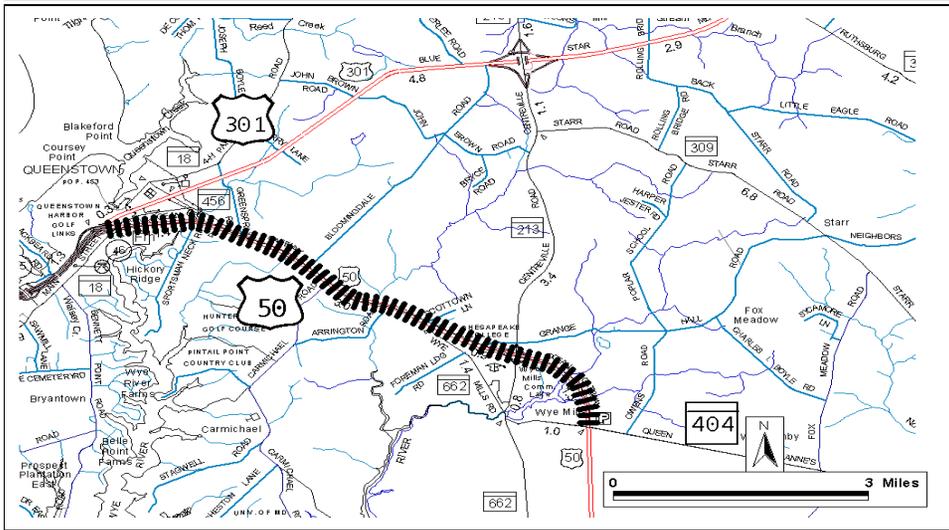
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 19,100
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 1)

STATUS: Partial Engineering underway. An additional \$16.4million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	1,557	1,557	0	0	0	0	0	0	0	0	
Engineering	6,717	6,679	23	15	0	0	0	0	0	38	
Right-of-way	9,785	9,785	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	18,059	18,021	23	15	0	0	0	0	0	38	
Federal-Aid	9,181	9,161	13	7	0	0	0	0	0	20	

FUNCTION :

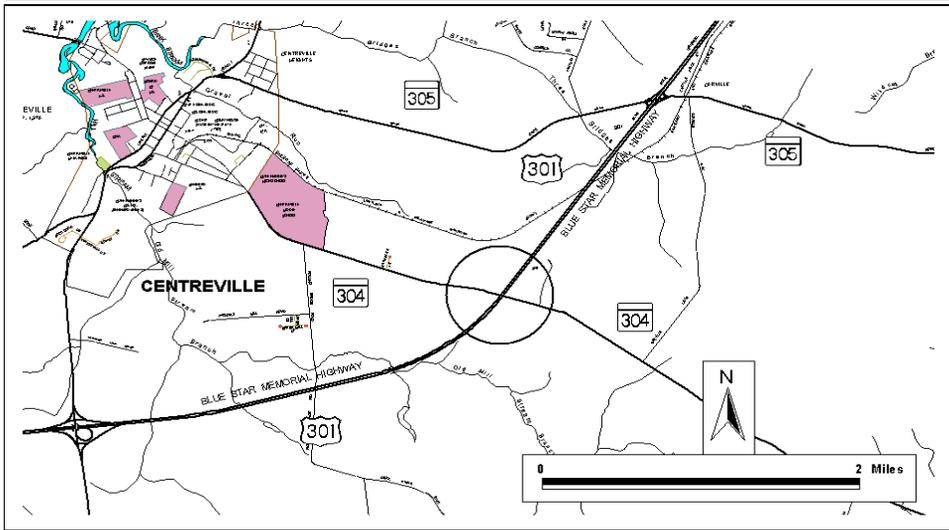
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 44,000
 66,000 (Summer)
PROJECTED (2030) - 67,100
 100,600 (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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015			
Planning	1,097	1,097	0	0	0	0	0	0	0	0	0
Engineering	138	135	3	0	0	0	0	0	0	3	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	1,235	1,232	3	0	0	0	0	0	0	3	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)

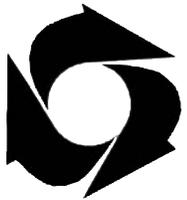
CURRENT (2009) - 21,000 (U301)
 4,800 (MD 304)
PROJECTED (2030) - 32,400 (US 301)
 7,350 (MD 304)

OPERATING COST IMPACT: N/A

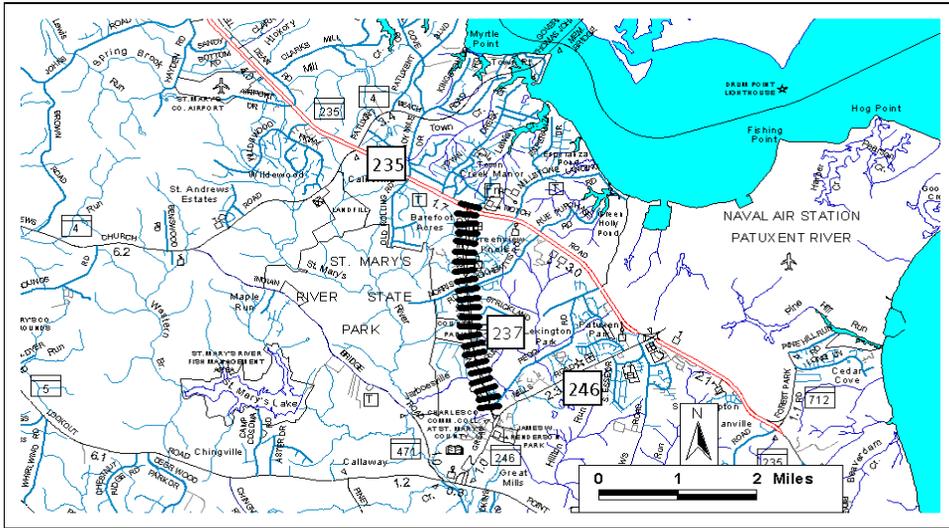
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
		<u>Fiscal Year 2009 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 301 SB	Blue Star Memorial Highway; south of MD 544 to Kent County Line; resurfacing	1,230	Completed
		<u>Fiscal Years 2010 and 2011</u>		
		<u>Resurface/Rehabilitate</u>		
2	MD 213	Church Hill Road; Southeast Creek Road to Union Church Road; resurfacing (ARRA PROJECT)	1,226	Completed
3	MD 302	Church Street; US 301 to MD 313; resurfacing (ARRA PROJECT)	520	Completed
4	MD 544	Mcginnis Road; MD 290 to US 301; resurfacing (ARRA PROJECT)	450	Completed
5	MD 544 A	Mcginnis Road; US 301 to MD 313; resurfacing (ARRA PROJECT)	77	Completed
		<u>Safety/Spot Improvement</u>		
6	US 50	Ocean Gateway; at MD 213; realign eastbound and westbound US 50 left turns (Funded for preliminary engineering only)	240	PE Underway
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
7	MD 213	Church Hill Road; stormwater retrofit for Gravel Run South	133	FY 2010
		<u>Congressional Earmarks</u>		
8		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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		ESTIMATED EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
	2010	2011	2010	2011	2012	2013	2014	2015			
Planning	747	747	0	0	0	0	0	0	0	0	0
Engineering	3,237	3,237	0	0	0	0	0	0	0	0	0
Right-of-way	13,564	9,446	2,486	1,632	0	0	0	0	0	4,118	0
Construction	37,727	20,082	10,006	7,639	0	0	0	0	0	17,645	0
Total	55,275	33,512	12,492	9,271	0	0	0	0	0	21,763	0
Federal-Aid	35,654	15,660	11,078	8,916	0	0	0	0	0	19,994	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

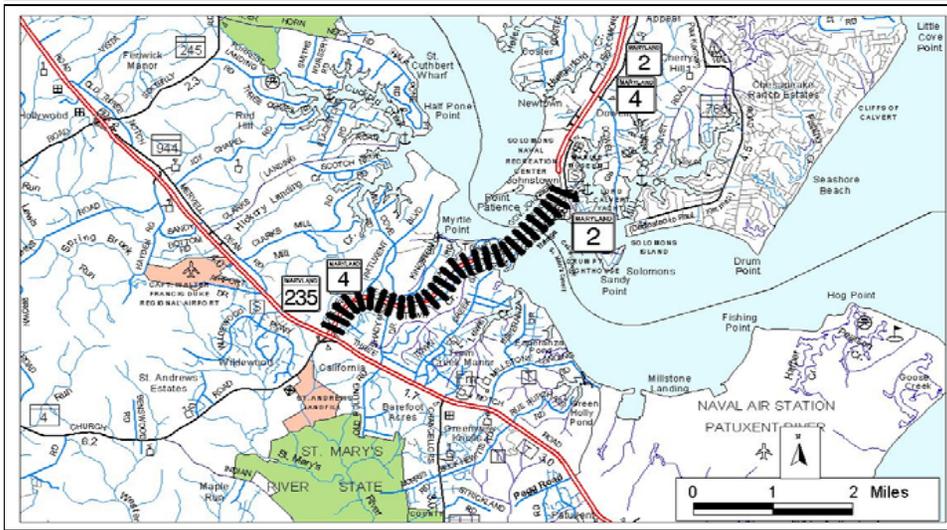
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 19,300

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	5,500	1,348	1,735	1,500	917	0	0	0	4,152	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	1,348	1,735	1,500	917	0	0	0	4,152	0
Federal-Aid	4,657	519	1,721	1,500	917	0	0	0	4,138	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

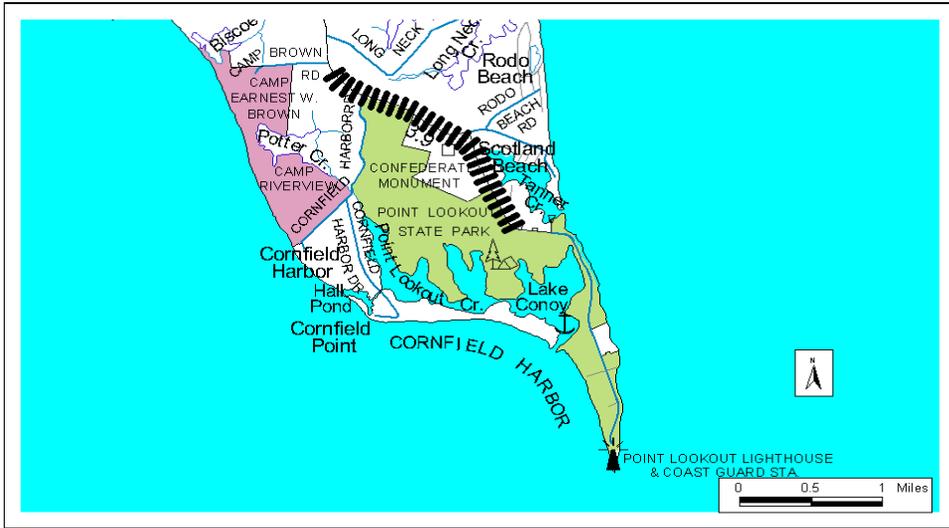
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 28,950

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
					.....2012.....	.....2013.....	.....2014.....	.....2015.....				
Planning	455	455	0	0	0	0	0	0	0	0	0	0
Engineering	773	773	1	1	0	0	0	0	0	0	2	-2
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	1,228	1,228	1	1	0	0	0	0	0	0	2	-2
Federal-Aid	543	541	1	1	0	0	0	0	0	0	2	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

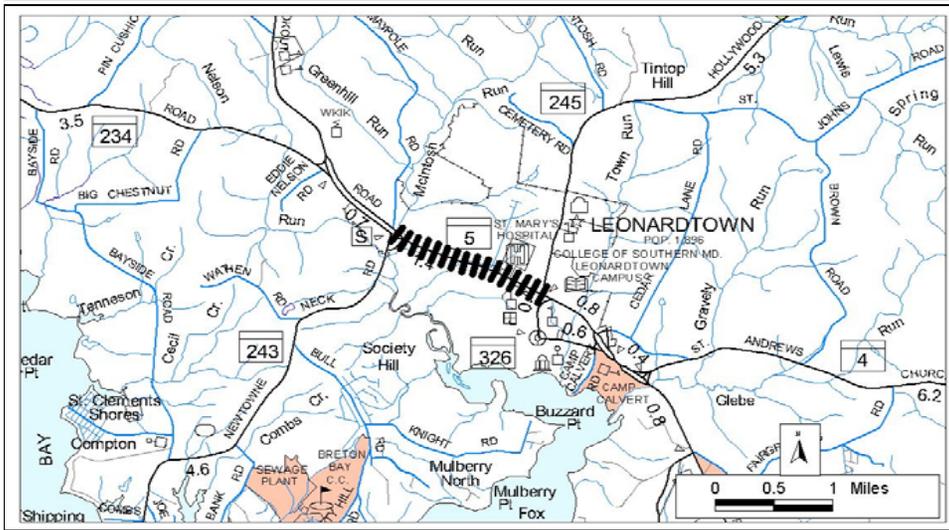
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 4,200 (Summer Peak)

PROJECTED (2030) - 4,875 (Summer Peak)

OPERATING COST IMPACT: N/A



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.39 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 5 Business, MD 5 to MD 5 in Leonardtown (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	1,825	1,226	329	270	0	0	0	0	599	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	1,825	1,226	329	270	0	0	0	0	599	0	
Federal-Aid	403	0	214	189	0	0	0	0	403	0	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 29,500

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, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 5	Point Lookout Road; MD 235 to Rosecroft Road; resurfacing (ARRA PROJECT)	2,110	FY 2010
2	MD 5	Point Lookout Road; MD 247 to MD 234; resurfacing (ARRA PROJECT)	1,436	Under construction
3	MD 5 SB	Point Lookout Road; Old Village Road to MD 235; resurfacing (ARRA PROJECT)	994	Under construction
4	MD 236	Thompsons Corner Road; MD 5 to MD 234; resurfacing (ARRA PROJECT)	1,600	FY 2010
5	MD 236	Thompsons Corner Road; MD 234 to Calvert County Line; resurface (ARRA Project)	1,600	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
6	MD 5	Point Lookout Road; over Hilton Run; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
7	MD 5	Point Lookout Road; over St. Mary's River; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
8	MD 5	Point Lookout Road; over Moll Dyers Run; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
9	MD 234	Budds Creek Road; over St. Clements Creek; bridge deck replacement	1,406	Under construction
10	MD 244	Medley's Neck Road; over Poplar Hill Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010

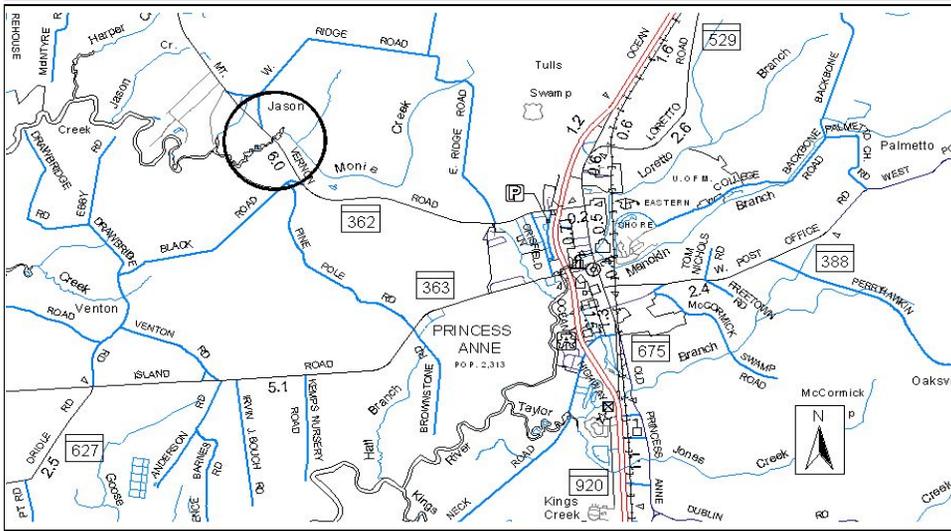
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
11	MD 5	Three Notch Road; at Mohawk Drive; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
<u>Community Safety and Enhancements</u>				
12	MD 5 BUS	Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape	4,058	Under construction
13	MD 246	Great Mills Road; West of Saratoga Drive to MD 235 in Lexington Park; streetscape	2,404	Under construction
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
14		MD 5 Viewshed Protection	639	Underway
<u>Preservation of Abandoned Railway Corridors</u>				
15		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>				
16		St. Mary's College of Maryland pedestrian overpass (Earmark \$1 million) and (Earmark \$500,000; CO)	0	
17		Patuxent River Naval Air Museum and Visitor Center (Earmark \$3.37million ; CO)	0	



Somerset



PROJECT: MD 362, Mt. Vernon Road

DESCRIPTION: Replaced Bridge 19005 over Monie Creek. 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	279	279	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	2,026	611	1,415	0	0	0	0	0	1,415	0	0
Total	2,305	890	1,415	0	0	0	0	0	1,415	0	0
Federal-Aid	1,817	690	1,127	0	0	0	0	0	1,127	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

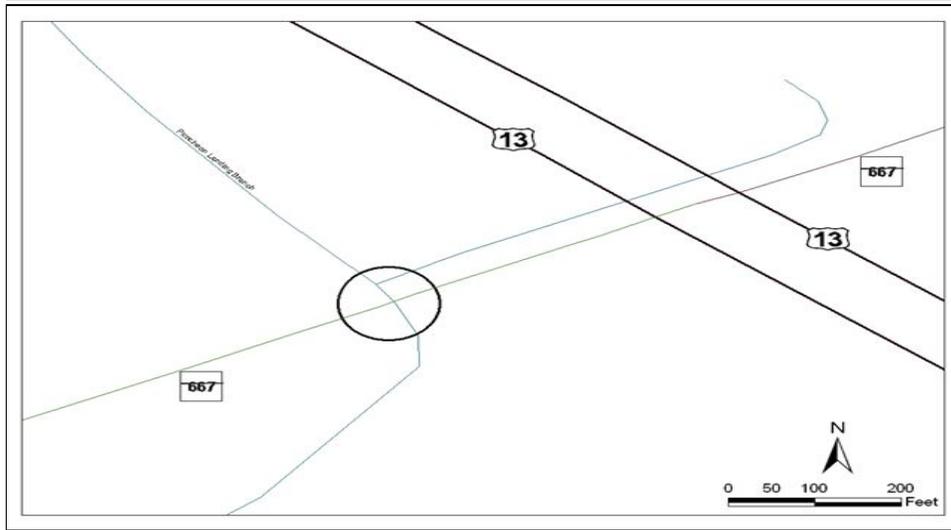
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 1,900

PROJECTED (2030) - 2,400

OPERATING COST IMPACT: N/A



PROJECT: MD 667, Rehobeth Road

DESCRIPTION: Replace Bridge 19021 over Puncheon Landing Branch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This bridge 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	269	0	0	0	0	BR

STATUS: Engineering and Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	276	91	185	0	0	0	0	0	0	0	185	0
Right-of-way	53	2	51	0	0	0	0	0	0	0	51	0
Construction	336	0	336	0	0	0	0	0	0	0	336	0
Total	665	93	572	0	0	0	0	0	0	0	572	0
Federal-Aid	457	51	406	0	0	0	0	0	0	0	406	0

FUNCTION :

STATE - Major Collector
 FEDERAL - Rural Major Collector

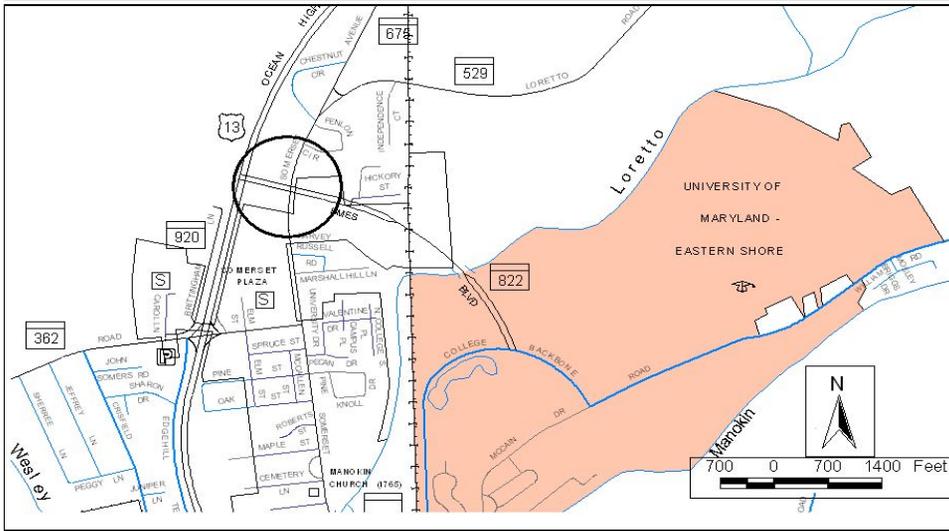
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 2,925

PROJECTED (2030) - 4,150

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	396	396	0	0	0	0	0	0	0	0	0
Right-of-way	18	18	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	414	414	0	0	0	0	0	0	0	0	0
Federal-Aid	0	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 (2009) - 4,900

PROJECTED (2030) - 9,500

OPERATING COST IMPACT: N/A

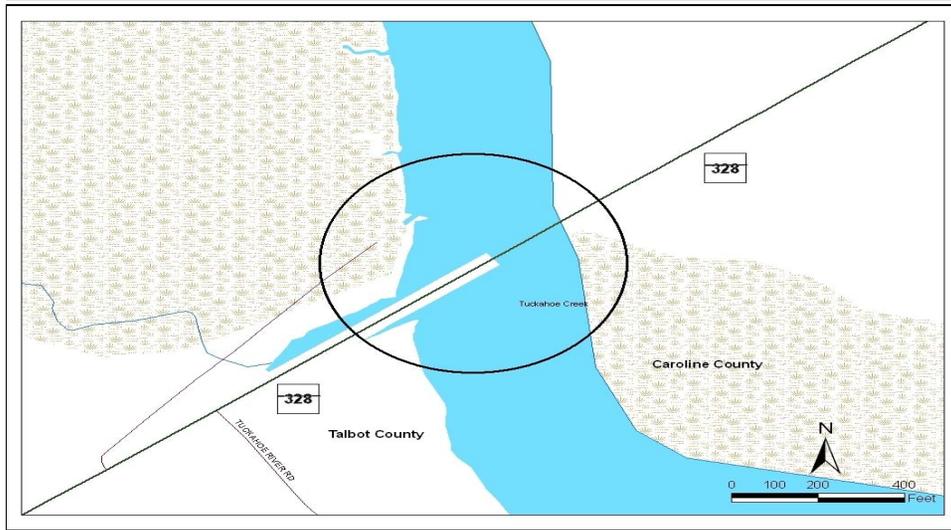
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 413	Cristfield Highway; Tulls Corner Road to bridge over Annessex River; resurface	783	Completed
2	MD 667	Hudson Corner Road; Old Westover Road to US 13; resurface	739	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
3	US 13 SB	Ocean Highway; MD 675D to Sam Barnes Road; resurfacing (ARRA PROJECT)	940	Under construction
4	US 13 SB	Ocean Highway; north of Wicomico County Line to north of MD 675; resurfacing (ARRA PROJECT)	1,100	Completed
5	MD 388	Antioch Avenue; Somerset Avenue to end of state maintenance; resurfacing (ARRA PROJECT)	260	Completed
<u>Safety/Spot Improvement</u>				
6	MD 675	Somerset Avenue; South Street to Cemetary Lane; ADA improvements (ARRA PROJECT) (Cost shown is total for District 1 for ADA Compliance)	3,089	FY 2010
<u>Congressional Earmarks</u>				
7		Ferry Terminal construction in Crisfield (Earmark \$900,000; PE, CO)	0	



Talbot



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replace Bridge 5012 over Tuckahoe Creek. New bridge to be built on parallel alignment. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This bridge is structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	507	0	0	0	0	BR
CO	0	10857	0	0	0	BR

STATUS: Engineering and Right-of way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,554	918	636	0	0	0	0	0	0	636	0
Right-of-way	694	0	694	0	0	0	0	0	0	694	0
Construction	14,872	0	0	4,709	6,177	3,986	0	0	0	14,872	0
Total	17,120	918	1,330	4,709	6,177	3,986	0	0	0	16,202	0
Federal-Aid	12,540	683	1,000	3,438	4,509	2,910	0	0	0	11,857	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Rural Minor Arterial

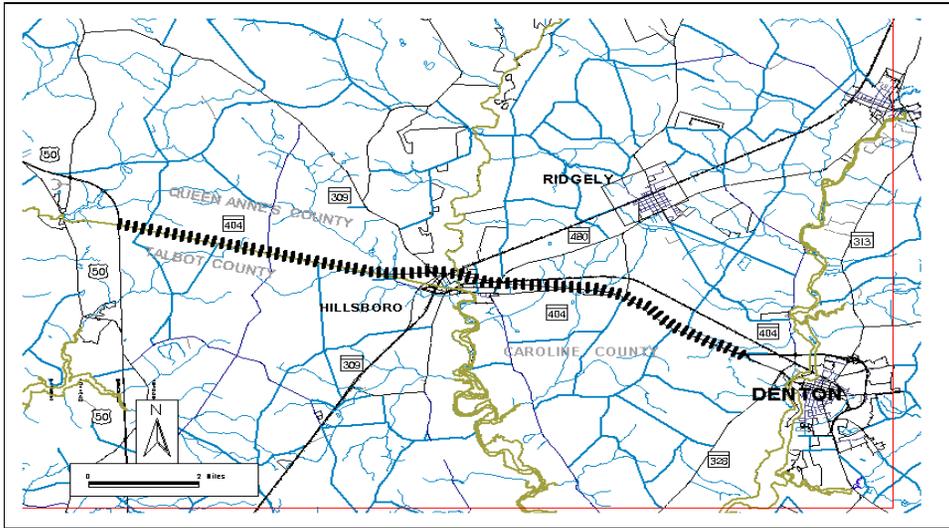
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,500

PROJECTED (2030) - 9,850

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 1)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 2)
 US 50, Access Control (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$23.5 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	559	559	0	0	0	0	0	0	0	0	0
Engineering	6,819	4,765	754	1,300	0	0	0	0	0	2,054	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	7,378	5,324	754	1,300	0	0	0	0	0	2,054	0
Federal-Aid	5,348	3,705	603	1,040	0	0	0	0	0	1,643	0

FUNCTION :

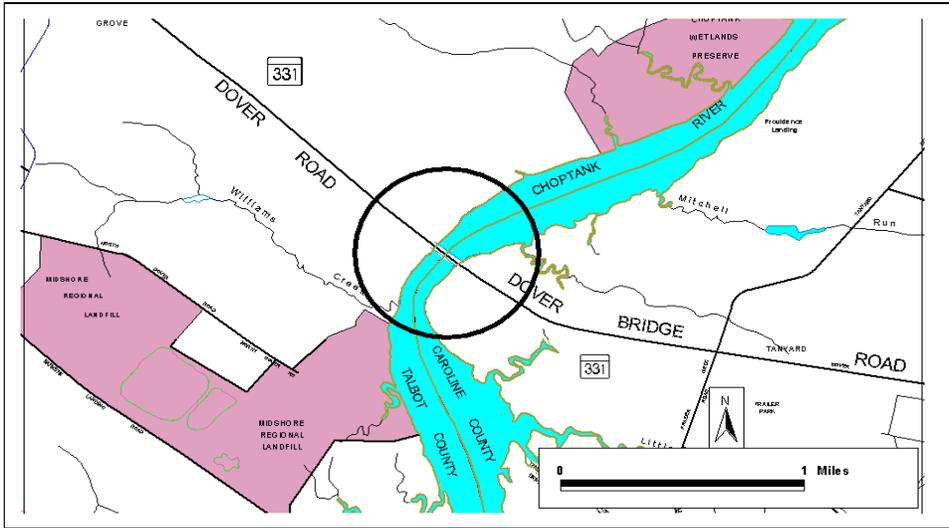
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 19,100
 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. This bridge is 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
				.....2012.....	.....2013.....	.....2014.....	.....2015.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,516	1,441	75	0	0	0	0	0	0	0	75	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	1,516	1,441	75	0	0	0	0	0	0	0	75	0
Federal-Aid	1,213	1,153	60	0	0	0	0	0	0	0	60	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 13,575

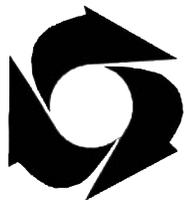
PROJECTED (2030) - 21,080

OPERATING COST IMPACT: N/A

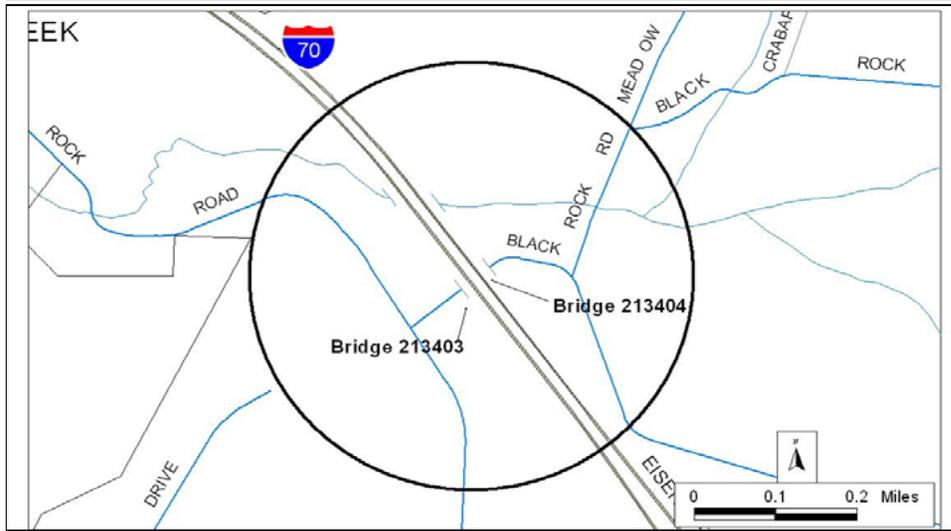
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
		<u>Fiscal Year 2009 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 50	Ocean Gateway; Barber Road to Choptank River Bridge; resurface	1,789	Completed
		<u>Fiscal Years 2010 and 2011</u>		
		<u>Resurface/Rehabilitate</u>		
2	US 50	Ocean Gateway; MD 309 to east of Chapel Road; resurfacing	1,765	Completed
3	US 50	Ocean Gateway; MD 662B to MD 309; safety and resurface (ARRA PROJECT)	3,310	Under construction
4	MD 309	Black Dog Alley; Rabbit Hill Road to Dukes Bridge Road; resurfacing (ARRA PROJECT)	467	Completed
5	MD 322	Easton Parkway; US 50 to US 50; resurfacing (ARRA PROJECT)	1,540	Under construction
6	MD 328	Royal Oak Road; Mullet Branch Road to 3 Bridges Branch Road; resurfacing (ARRA PROJECT)	287	Completed
		<u>Community Safety and Enhancements</u>		
7	MD 333	Morris Street; Strand Street to north of Bonfield Avenue; urban street reconstruct (Project on Hold)		
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
8		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	471	FY 2010



Washington



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Replaced Bridges 213403, and 213404 over Black Rock Road.

JUSTIFICATION: Both bridges were 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	372	372	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	8,136	7,463	673	0	0	0	0	0	0	673	0
Total	8,508	7,835	673	0	0	0	0	0	0	673	0
Federal-Aid	7,582	6,978	604	0	0	0	0	0	0	604	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

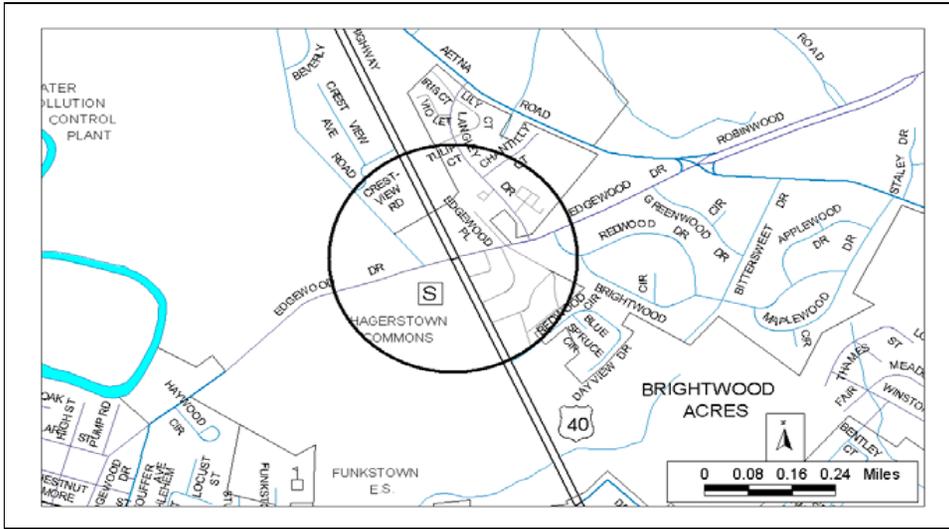
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 71,550

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. The City and County will participate in project funding. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost increase of \$1.7 million is due to an unfavorable bid price.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	23	23	0	0	0	0	0	0	0	0	0
Right-of-way	1,739	1,046	50	643	0	0	0	0	0	693	0
Construction	3,158	107	1,682	1,369	0	0	0	0	0	3,051	0
Total	4,920	1,176	1,732	2,012	0	0	0	0	0	3,744	0
Federal-Aid	2,449	10	1,334	1,105	0	0	0	0	0	2,439	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

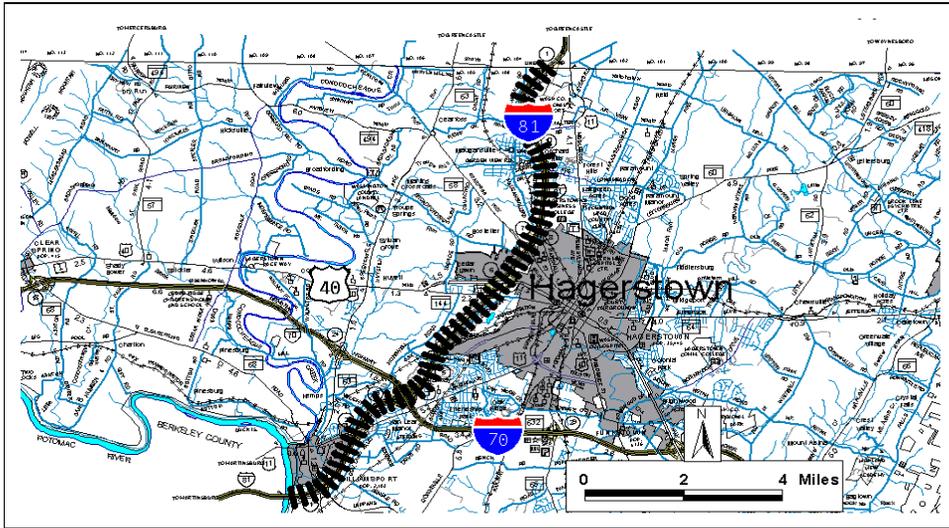
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 38,300

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015	2016		
Planning	3,497	3,317	180	0	0	0	0	0	0	180	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,497	3,317	180	0	0	0	0	0	0	180	0
Federal-Aid	2,448	2,322	126	0	0	0	0	0	0	126	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 49,575 - 75,400

PROJECTED (2030) - 58,500 - 107,075

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, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	US 11	Virginia Avenue; Bower Avenue to Noland Drive; resurface	1,357	Completed
2	I 70	Dwight D. Eisenhower Highway; at MD 68; cross-over correction	417	Completed
3	I 81	Maryland Veterans Memorial Highway; at I 70 interchange (Phase 1); acceleration and deceleration lanes, superelevation correction, drainage improvement	3,942	Completed
<u>Sidewalks</u>				
4	US 40	Dual Highway; northside from the Dairy Queen to Eastern Boulevard; retrofit sidewalk - 650 linear feet	78	Completed
5	MD 58	Cearfoss Pike; Broadfording Road to Woodpoint Avenue; retrofit sidewalk - 1,600 linear feet	160	Completed
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
6		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	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
7		Various Interstate Patching Bridge Approaches (ARRA PROJECT)	220	FY 2010
8	US 40	National Pike; structure 21015 to MD 66; resurfacing (ARRA PROJECT)	1,016	FY 2010

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
9	MD 58	Cearfoss Pike; MD 63 to Dual Section west of I-81; resurfacing (ARRA PROJECT)	546	FY 2010
10	MD 65	Sharpsburg Pike; from I-70 to north of Fourth Street; resurfacing	1,346	FY 2011
11	I 81 NB	Maryland Veterans Memorial Highway; West Virginia line Potomac River Bridge #2107801 to Halfway Boulevard Bridge #2107900; resurface	3,432	Completed
12	I 81 SB	Maryland Veterans Memorial Highway; north end of Potomac River Bridge to Halfway Boulevard; resurface	4,077	Completed
13	MD 144 WB	Western Pike; I-68 to Corporate limits of Hancock; resurfacing (ARRA PROJECT)	795	Completed
<u>Bridge Replacement/Rehabilitation</u>				
14	MD 63	Spielman Road; bridge over CSX Transportation; bridge deck replacement	2,288	FY 2011
15	MD 67	Rohrersville Road; bridge 21137 over Israel Creek; bridge deck overlay	686	Completed
16	I 81	Maryland Veterans Memorial Highway; both bridges over Potomac River; clean and paint bridge	1,530	FY 2010
17	US 340	Jefferson Pike; bridge over Potomac River; clean and paint bridge	8,122	FY 2010
<u>Safety/Spot Improvement</u>				
18	US 40 Alt	Boonsboro Pike; at Poffenberger Road; geometric improvements	824	FY 2011
19	MD 65	Sharpsburg Pike; at MD 63; geometric improvements (ARRA PROJECT)	694	Under construction

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
20	MD 66	Mapleville Road; at San Mar Road; geometric improvements (Funded for preliminary engineering only)	578	PE Underway
21	I 68	National Freeway; from Orleans Road to Sandy Mile Road; guardrail (Project also shown in Allegany County) (ARRA PROJECT)	1,644	Completed
22	I 70	Eisenhower Memorial Highway; east of MD 56; construct accel and decel lanes at existing median emergency crossover	464	Under construction
23	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
<u>Community Safety and Enhancements</u>				
24	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); streetscape (Funded for preliminary engineering only) (Project on Hold)		
<u>Environmental Preservation</u>				
25	I 70	Dwight D. Eisenhower Highway; at US 40; landscape	163	Completed
<u>Sidewalks</u>				
26	US 40	Franklin Street and Washington Avenue; north and southside Bryan Place to Nottingham Road - retrofit sidewalk	104	FY 2010

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
27		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2011
<u>Environmental Mitigation</u>				
28		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
<u>Congressional Earmarks</u>				
29		Eastern Boulevard Widening and Grade Separation; Phase I MD 64 to Security Road and Phase II is Security Road to Antietam Drive; widen from a two lane open section highway to a four lane divided roadway (Earmark \$0.4 million; CO)	0	
30		Hagerstown Area Northeast Bypass; Eastern Boulevard at Antietam Drive to Maryland Route 60; design and construct a new two lane roadway with closed section drainage and sidewalks (Earmark \$0.9 million; CO)	0	



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, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13 BUS	North Salisbury Boulevard; London Avenue to north of Bridgeview Street phase 4; resurface	103	Completed
2	US 50 EB	Ocean Gateway; Walston Switch Road to White Richardson Road; resurface	832	Completed
<u>Safety/Spot Improvement</u>				
3	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	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
4	US 13	Ocean Highway; structure over Leonards Mill Pond to Delaware State Line; resurfacing (ARRA PROJECT)	1,119	Completed
5	US 13 NB	Salisbury Bypass; MD 12 to Mt. Hermon Road; resurface	1,300	Completed
6	US 13 SB	Salisbury Bypass; US 13 Business to Mt. Hermon Road ; resurface	1,850	Completed
7	US 50 BUS	Salisbury Parkway; Boundary Street to structure over US 50; resurfacing (ARRA PROJECT)	648	Completed
8	US 50 BUS	West Salisbury Parkway; Civic Avenue to East Main Street; resurfacing (ARRA PROJECT)	116	Completed
9	MD 354	Powellville Road; Worcester County Line to structure 22002 over Adkins Mill Pond; resurfacing (ARRA PROJECT)	417	Completed

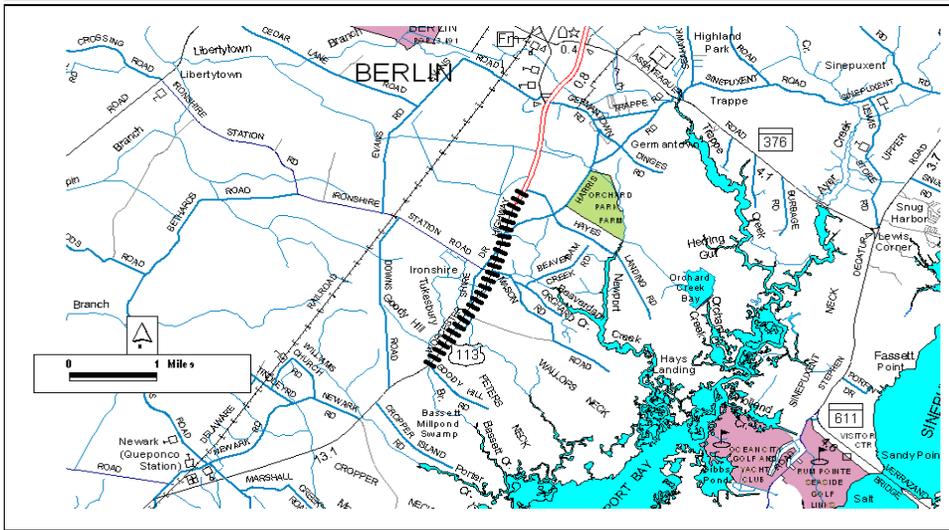
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
10	US 13 BUS	North Salisbury Boulevard; bridge 22026 over US 50 Business; bridge deck replacement	4,544	Under construction
<u>Safety/Spot Improvement</u>				
11	US 13 BUS	North Salisbury Boulevard; North of Bridgeview Street to Zion Road; drainage improvement	3,182	Under construction
12	US 13 BUS	South Salisbury Boulevard; Waverly Road, South Boulevard, Lloyd Street and Hanson Street to Wicomico River; drainage improvement	4,004	Under construction
13	MD 349	Nanticoke Road; US 50 to North Culver Road; construct thru lane, left turn lane (Funded for preliminary engineering only)	131	PE Underway
<u>Sidewalks</u>				
14	US 50	Ocean Gateway; from Davis Street to East Main Street; retrofit sidewalks - 3,500 linear feet	277	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
15		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 2010



Worcester



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgraded 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 was experiencing deterioration in safety and service due to increasing seasonal traffic volumes competing with local commercial/residential development along this highway. This project improved the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 113, Goody Hill Road to Massey Branch (Line 2)
- US 113, Public Landing Road to Massey Branch (Line 4)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	0	0	0	0	0	0	0	0	0	
Engineering	1,980	1,980	0	0	0	0	0	0	0	
Right-of-way	3,717	3,717	0	0	0	0	0	0	0	
Construction	16,448	9,939	6,509	0	0	0	0	6,509	0	
Total	22,145	15,636	6,509	0	0	0	0	6,509	0	
Federal-Aid	17,137	10,972	6,165	0	0	0	0	6,165	0	

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

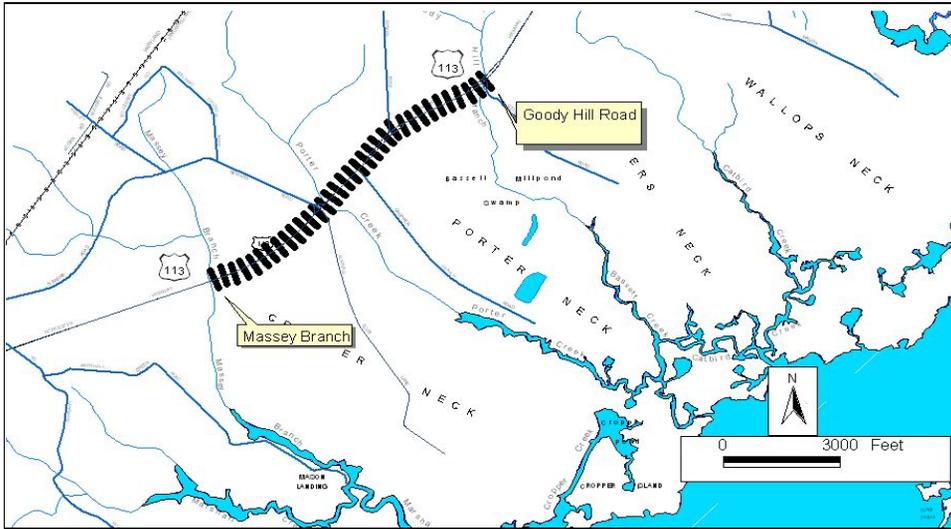
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 16,150

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost decrease of \$2.6 million is due to a favorable bid price.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	720	494	226	0	0	0	0	0	0	226	0
Right-of-way	4,006	2,093	1,560	353	0	0	0	0	0	1,913	0
Construction	14,949	48	4,808	6,640	3,453	0	0	0	0	14,901	0
Total	19,675	2,635	6,594	6,993	3,453	0	0	0	0	17,040	0
Federal-Aid	17,161	1,863	4,930	6,915	3,453	0	0	0	0	15,298	0

FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

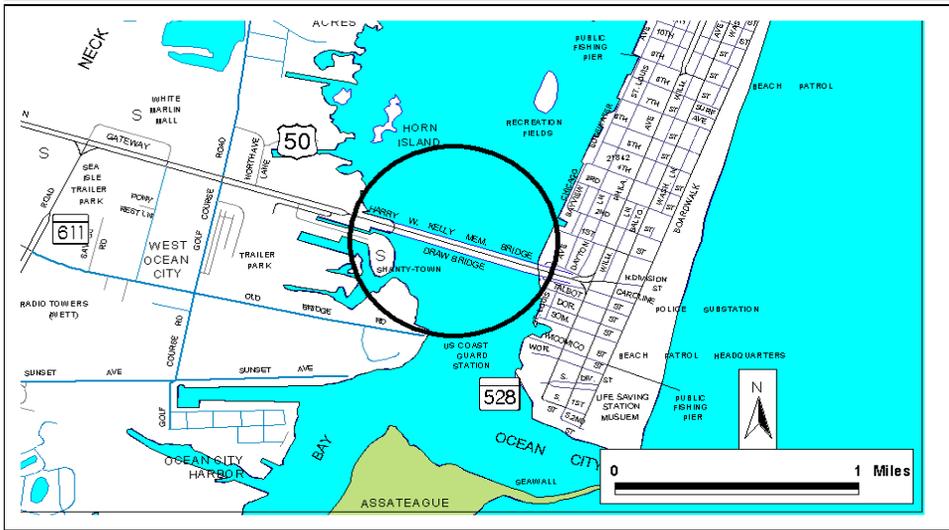
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 11,200

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 67 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	2,960	2,266	500	194	0	0	0	0	0	694	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	2,960	2,266	500	194	0	0	0	0	0	694	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

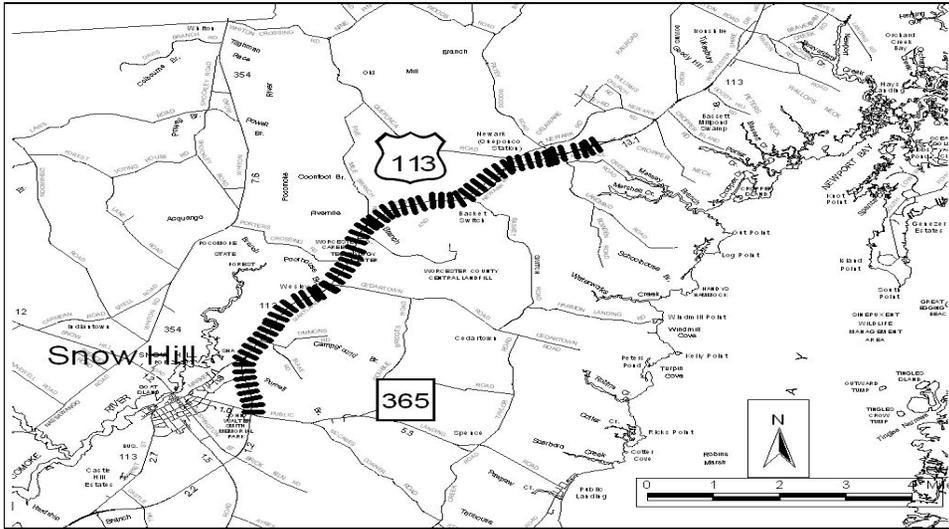
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 35,150 (Summer) 50,250
PROJECTED (2030) - 38,800 (Summer) 55,300

OPERATING COST IMPACT: N/A



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway from north of MD 365, Public Landing Road, to Massey Branch (8.9 miles). Will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 113, 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	219	0	0	0	0	TCSP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$7.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.2 million from FY09 Federal Aid Appropriation Funds.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,132	4,559	319	254	0	0	0	0	573	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	5,132	4,559	319	254	0	0	0	0	573	0
Federal-Aid	3,370	2,925	247	198	0	0	0	0	445	0

FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

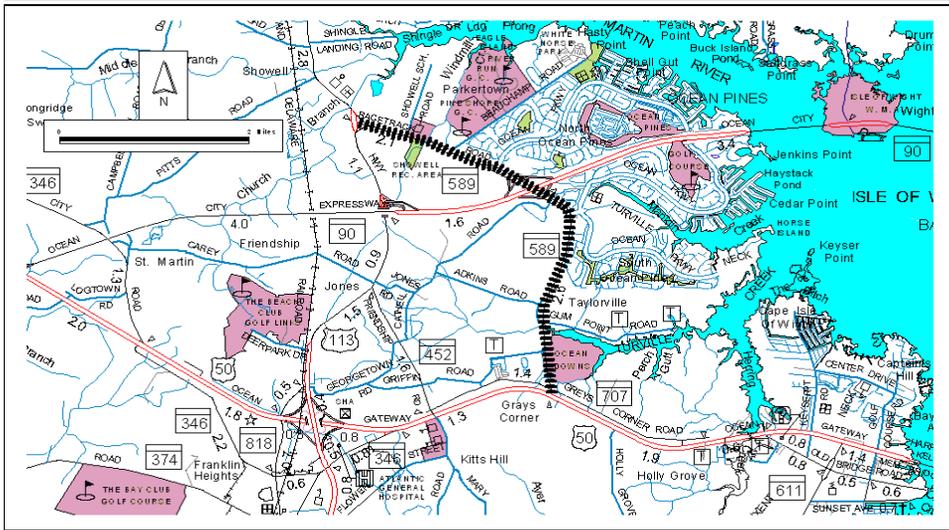
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,850 - 12,075

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	2,500	789	350	150	1,211	0	0	0	1,711	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	789	350	150	1,211	0	0	0	1,711	0
Federal-Aid	1,685	0	324	150	1,211	0	0	0	1,685	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 24,800

PROJECTED (2030) - 43,650

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

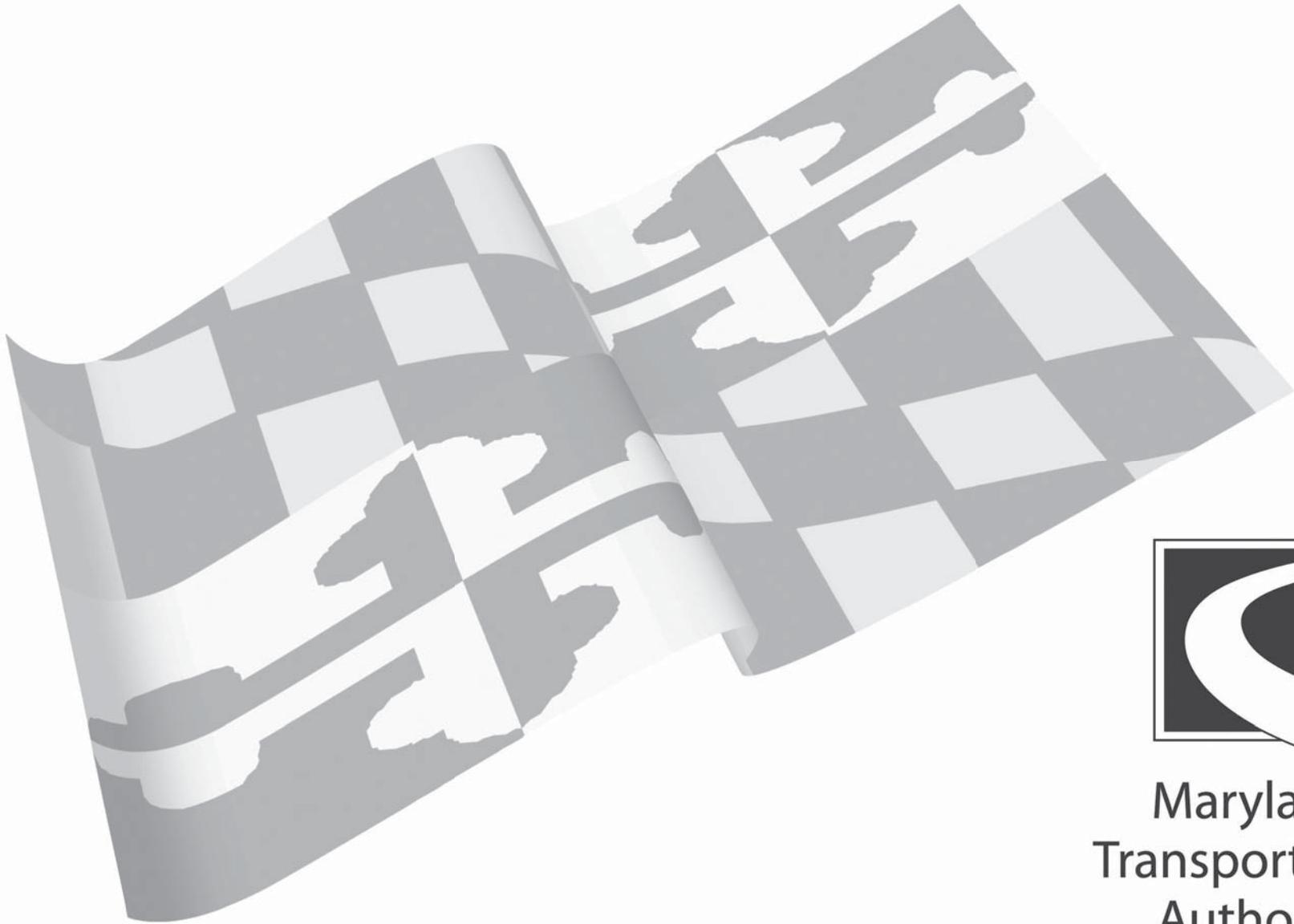
STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 50	Ocean Gateway; Herring Creek to Sinepuxent Bay; resurface	738	Completed
2	US 50 EB	Ocean Gateway; Wicomico county line to MD 346; resurface	741	Completed
<u>Sidewalks</u>				
3	MD 376	Bay Street; from Branch Street to Bay Street; retrofit sidewalks - 1,014 linear feet	101	Completed
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
4		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	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
5	US 13 NB	Ocean Highway; Virginia State Line to Brantley Road; resurface (ARRA Project)	540	Under construction
6	MD 90	Ocean City Expressway; east of MD 346 to MD 528; resurfacing (ARRA PROJECT)	1,760	Completed
7	MD 528	Coastal Highway; from 9th Street to 26th Street; resurfacing (ARRA PROJECT)	1,022	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
8	US 50	Ocean Gateway; over Sinepuxent Bay; bridge deck overlay	2,879	Completed

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
9	MD 12	Church Street; South Drive to Market Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 1 for ADA Compliance)	3,089	FY 2010
10	MD 528	Coastal Highway; Delaware State line to 30th Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 1 for ADA Compliance)	3,089	FY 2010
<u>Community Safety and Enhancements</u>				
11	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Funded for concept development only) (Project on Hold)		
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
12		St. Martin's River Coastal Marsh Restoration; construction of about 70 water structures to restore pools and pannes in 300 acres of salt marsh fringing St. Martin's River, Smokehouse Cove and Assawoman Bay (This project is split funded)	86	FY 2011
13		Pepperfield Site; hydrologic enhancement of approximately 100 acres of forested floodplain adjacent to Rayfield Ditch and upstream	138	Underway
<u>Congressional Earmarks</u>				
14		Construct Assateague Island National Seashore visitor center and related road improvements (Earmark \$6.3 million; CO) Sponsor: National Park Service	0	
15		Land acquisition in Worcester County (5,000 acres of forestland) (Earmark \$5.6 million; R/W) Project Complete	0	



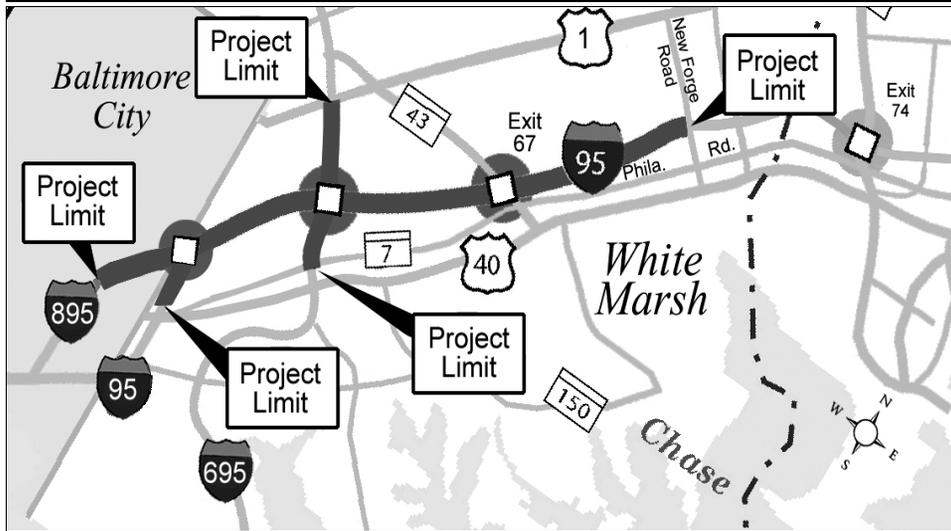
Maryland
Transportation
Authority



MARYLAND TRANSPORTATION AUTHORITY

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	986.5	802.7	363.0	204.4	161.7	41.6	2,559.9
System Preservation Minor Projects	119.1	117.9	111.6	115.2	140.7	157.4	761.8
<u>Development & Evaluation Program</u>	<u>9.9</u>	<u>2.7</u>	<u>0.8</u>	<u>0.4</u>	<u>0.3</u>	<u>-</u>	<u>14.1</u>
TOTAL	1,115.4	923.3	475.4	320.0	302.7	199.0	3,335.8



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)

DESCRIPTION: Improve the interchanges with I-895, I-695 and MD 43 and construct two Express Toll Lanes in each direction 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 on this segment of I-95 is not addressed, an increase in congestion-related accidents would likely occur.

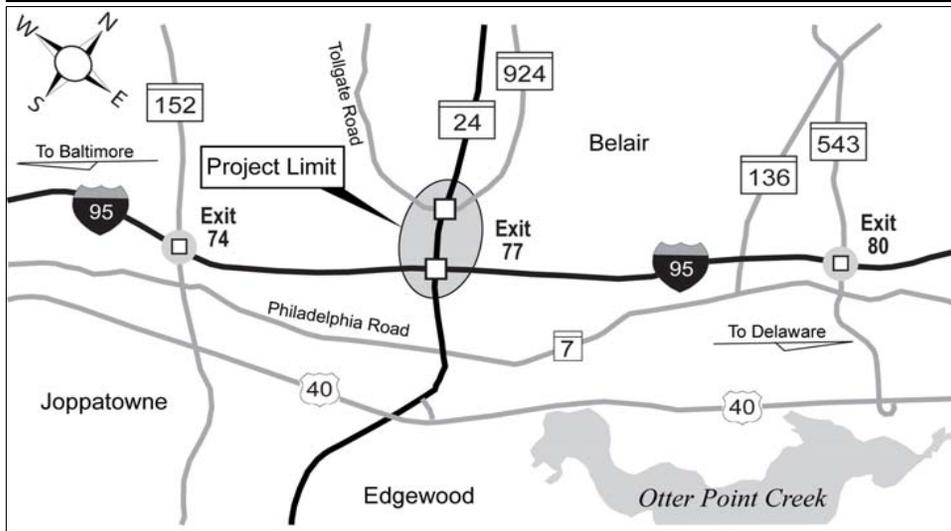
STATUS: Engineering, right-of-way acquisition, and construction are underway.

ASSOCIATED IMPROVEMENTS:

- I-95/MD24 Interchange - Construction Program (Line 2)
- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel - Construction Program (Line 5)
- I-95 Section 200 - Development and Evaluation Program (Line 29)

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost reduced by \$500.3 million due to the deferral of the Express Toll Lanes (ETL) ramps to and from I-695 and MD43 interchanges.

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 2009			YEAR 2010	YEAR 20112012.....2013.....			.....2014.....	.....2015.....
Planning	6,044	6,044	0	0	0	0	0	0	0	0
Engineering	139,900	91,717	22,183	12,281	4,792	4,464	4,463	0	48,183	0
Right-of-way	56,952	35,209	21,743	0	0	0	0	0	21,743	0
Construction	791,322	386,996	140,121	67,436	32,390	65,113	99,266	0	404,326	0
Total	994,218	519,966	184,047	79,717	37,182	69,577	103,729	0	474,252	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - MD 24 Interchange Improvements (Phase I)

DESCRIPTION: Construct improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924/Tollgate Road 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/MD924/Tollgate Road intersection. Phase 2, improvements to the I-95/MD 24 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 MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation.

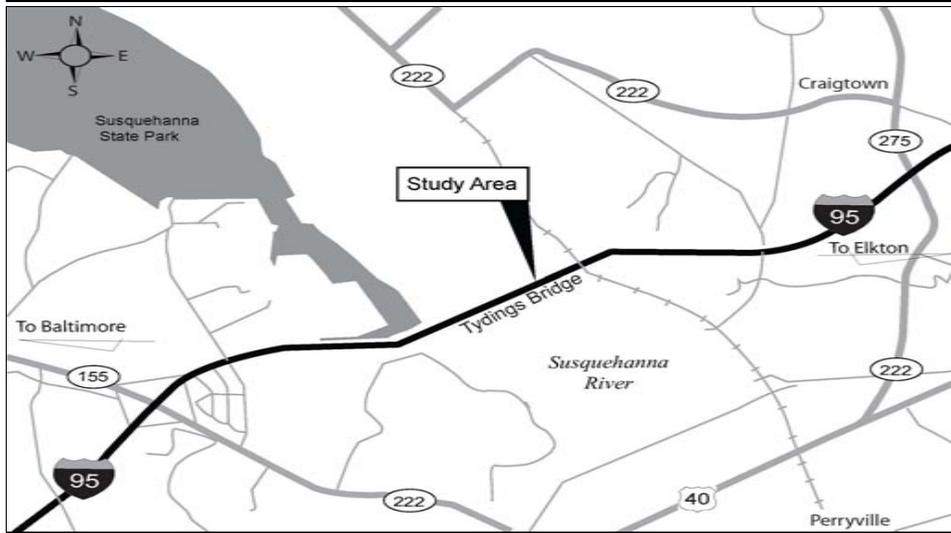
STATUS: Phase I engineering is complete. Phase I right-of-way acquisition and construction are underway.

ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Section 200 - Development and Evaluation Program (Line 29)

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,951	7,882	850	1,219	0	0	0	0	2,069	0
Right-of-way	4,000	2,077	1,923	0	0	0	0	0	1,923	0
Construction	46,612	7,750	16,862	22,000	0	0	0	0	38,862	0
Total	60,563	17,709	19,635	23,219	0	0	0	0	42,854	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge

DESCRIPTION: Rehabilitate pier foundations with advanced deterioration. Work will also include pier scour protection.

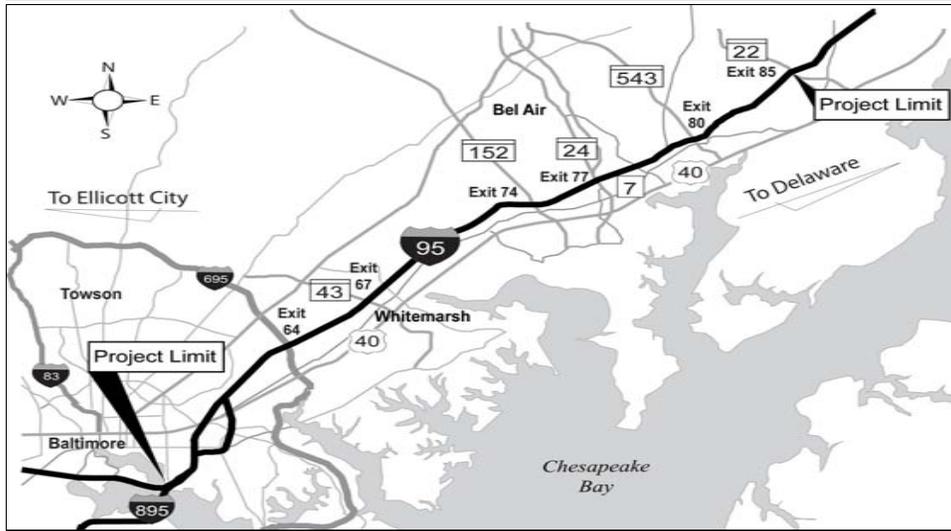
JUSTIFICATION: Pier foundations in the river were found to have advanced deterioration during the recent underwater inspection. Also, the bridge was analyzed for scour and found that scour protection is needed. The work was recommended in the June 2009 inspection report and was determined to be a high priority project by the Authority.

STATUS: Engineering is underway. Evaluating condition of additional piers. Construction to begin in FY 2012.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: New project.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,600	0	1,453	3,136	11	0	0	0	4,600	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	37,200	0	0	0	8,827	21,515	6,858	0	37,200	0	
Total	41,800	0	1,453	3,136	8,838	21,515	6,858	0	41,800	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 John F. Kennedy Memorial Highway - New Maintenance Facility

DESCRIPTION: The project includes the planning, engineering and right of way acquisition for the new maintenance facility along the I-95 John F. Kennedy Memorial Highway. It also includes additional equipments for Express Toll Lanes (ETL) and associated interchange improvements. It does not include funding for the construction of the facility.

JUSTIFICATION: A new maintenance facility will be required to replace the existing JFK Maintenance 1 because Section 200 Project will displace this facility. The new maintenance Facility will cover the current service area for JFK Maintenance 1 as well as I-95 Master Plan Improvements, including the ETLs and associated interchange improvements.

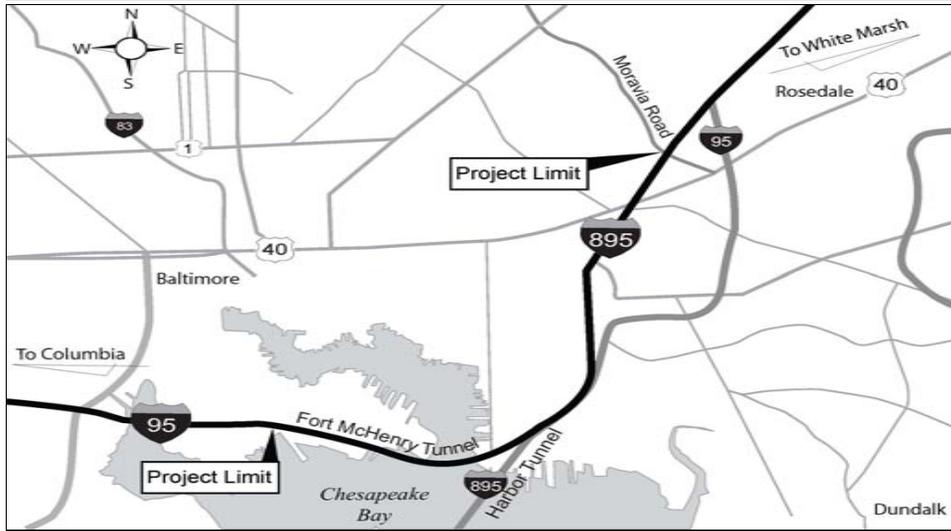
STATUS: Planning and right of way acquisition are underway. Engineering to begin in FY 2010. Construction funding is for acquisition of equipment and vehicles only. Equipment and vehicles acquisition to begin in FY 2010.

ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lane - Construction Program (Line 1)
- I-95 Section 200 Development & Evaluation Program (Line 29)

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the Systems Preservation Minors Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	100	0	100	0	0	0	0	0	100	0
Engineering	2,000	4	650	650	696	0	0	0	1,996	0
Right-of-way	7,000	0	4,000	2,000	1,000	0	0	0	7,000	0
Construction	8,400	8	1,000	2,200	2,100	1,000	2,092	0	8,392	0
Total	17,500	12	5,750	4,850	3,796	1,000	2,092	0	17,488	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort 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 re-striping 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. This project will provide lane continuity from the southern limits of the ETL's to the Fort McHenry Tunnel.

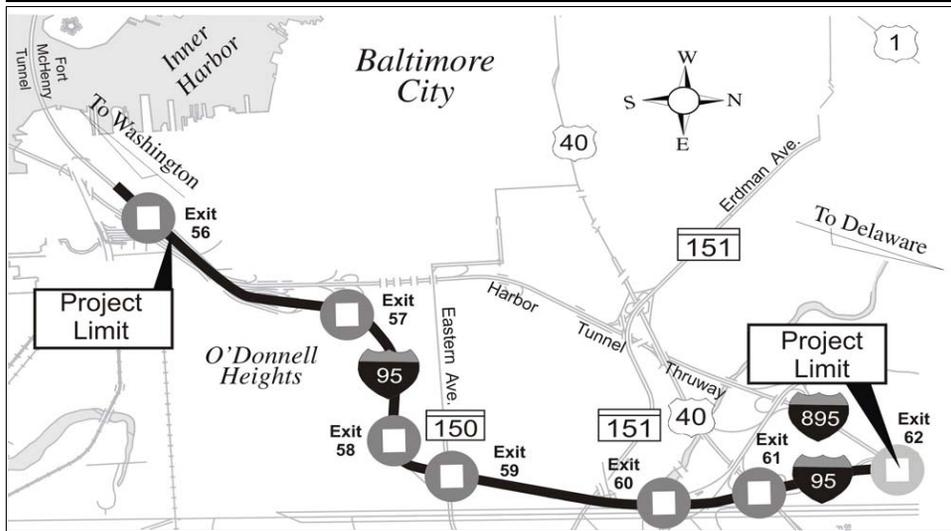
STATUS: Planning and engineering are underway. Construction for phase I southbound only to begin in FY 2010.

ASSOCIATED IMPROVEMENTS:

I-95 Express Toll Lanes - Construction Program (Line1)

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Construction cost increased by \$4.5 million due to added structural and drainage 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	307	145	162	0	0	0	0	0	162	0
Engineering	1,293	833	400	60	0	0	0	0	460	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,980	201	0	13,779	0	0	0	0	13,779	0
Total	15,580	1,179	562	13,839	0	0	0	0	14,401	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 high mast light poles and sign structures.

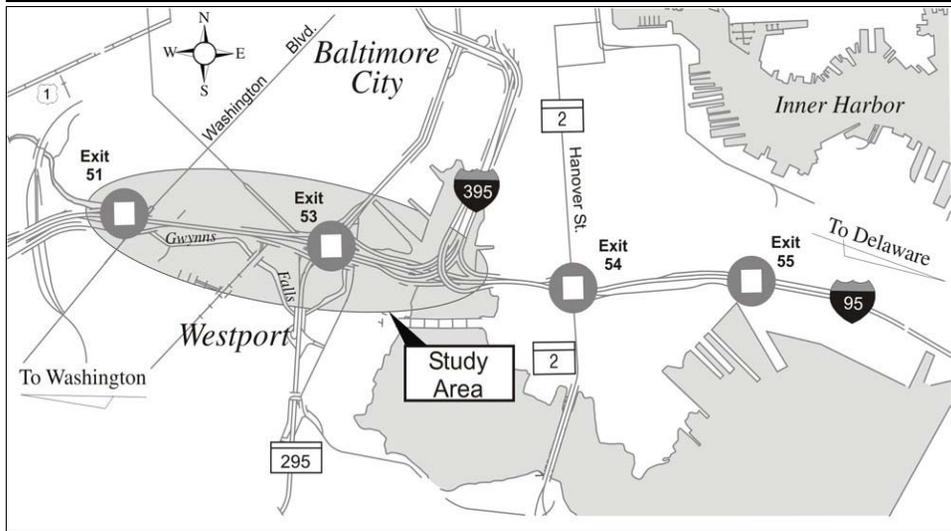
JUSTIFICATION: Bridge decks and roadways have not been resurfaced since their opening in 1976 and they exhibit various degrees of deterioration. Signs and other safety features need to be brought up to the latest standards.

STATUS: Bridge and roadway rehabilitation are complete. Signing and lighting work to begin in FY 2010.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Construction of signing and lighting work delayed to FY 2010.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,529	6,133	196	200	0	0	0	0	396	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,236	22,640	2,023	7,269	8,304	0	0	0	17,596	0
Total	46,765	28,773	2,219	7,469	8,304	0	0	0	17,992	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation from Joh Ave. to Washington Boulevard.

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 high mast 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: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost decreased by \$8.1 million due to receiving favorable bids.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,177	1,574	1,509	1,094	0	0	0	0	2,603	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,976	15,249	4,596	11,112	3,019	0	0	0	18,727	0
Total	38,153	16,823	6,105	12,206	3,019	0	0	0	21,330	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).

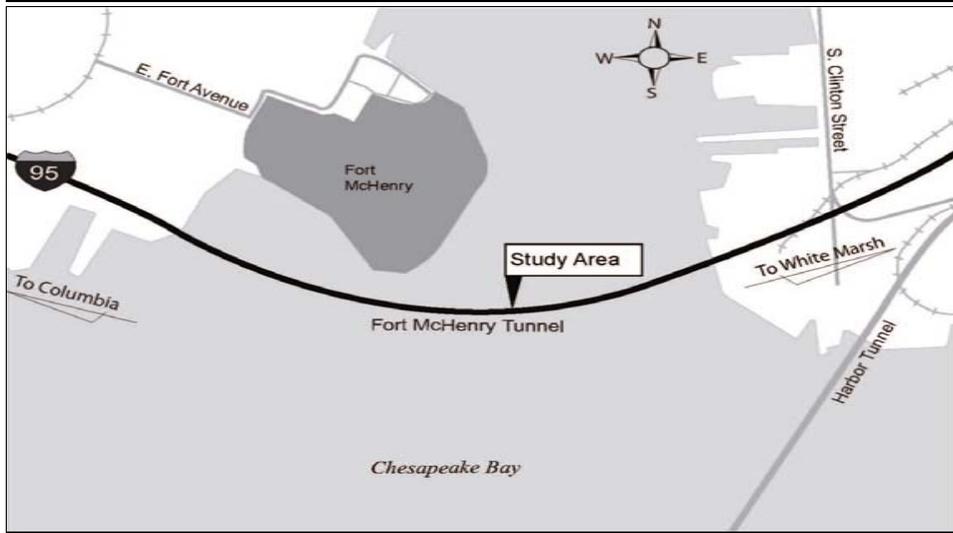
JUSTIFICATION: This project will improve traffic operations and capacity at the toll plaza.

STATUS: Construction is underway.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009			YEAR 2010	YEAR 2011	FOR PLANNING PURPOSES ONLY2012.....			.....2013.....	.....2014.....	.....2015.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,881	1,881	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,880	10,464	2,416	0	0	0	0	0	2,416	0
Total	14,761	12,345	2,416	0	0	0	0	0	2,416	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Deteriorated Concrete Tunnel Deck

DESCRIPTION: Rehabilitate the tunnel deck for all four bores.

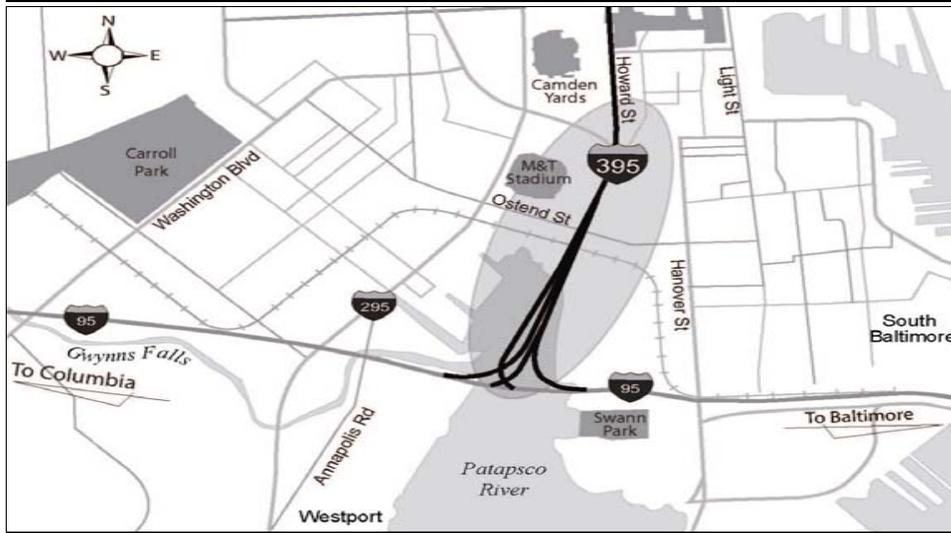
JUSTIFICATION: The soffit of the FMT tunnel deck is deteriorated throughout the length of the tunnel. The repair will significantly increase the useful life of the tunnel deck.

STATUS: Engineering is underway. Construction to begin in FY 2011.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the Systems Preservation Minors Program.

POTENTIAL FUNDING SOURCE:										
<input 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 2009			YEAR	YEAR	FOR PLANNING PURPOSES ONLY			
			2010	2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	884	68	150	150	150	150	216	0	816	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,414	0	0	2,748	3,821	6,805	8,040	0	21,414	0
Total	22,298	68	150	2,898	3,971	6,955	8,256	0	22,230	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - I-395 Repair and Spot Paint Beam Ends, Deck Seal and Joint Repair

DESCRIPTION: The scope of work consists of repair and paint beam ends. Additional work includes concrete deck sealing and joint repair.

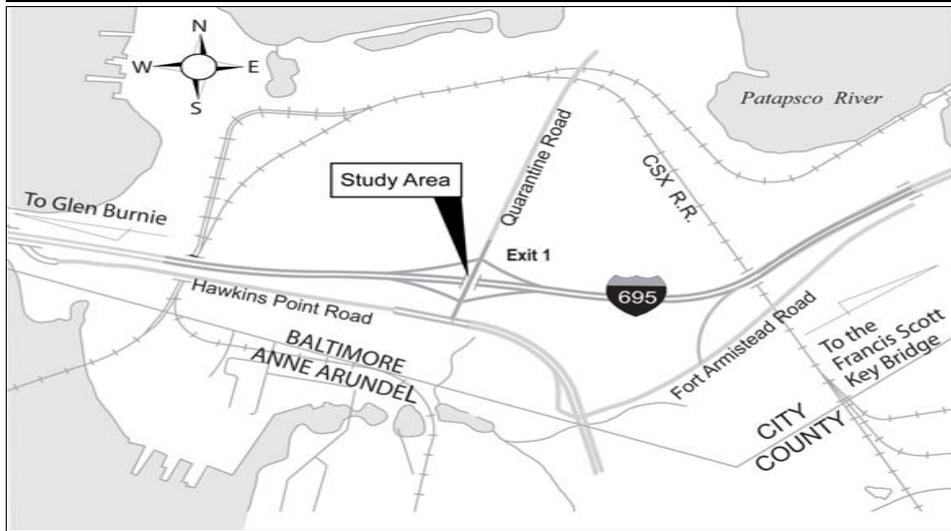
JUSTIFICATION: Repair to beam ends is needed due extensive section loss and new paint applied to prevent deterioration. Seal the concrete bridge decks to prevent deterioration of the concrete. Repair leaking roadway joints to prevent deterioration of steel beams. The work was recommended in the June 2009 inspection report and was determined to be a high priority project by the Authority and the Authority appointed peer review team.

STATUS: Engineering is underway. Construction to begin in FY 2011.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: New Project.

POTENTIAL FUNDING SOURCE:										
<input 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 2009			YEAR 2010	YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	930	0	300	0	630	0	0	0	930	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,161	0	0	923	2,665	8,415	6,158	0	18,161	0
Total	19,091	0	300	923	3,295	8,415	6,158	0	19,091	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: MD 695 Francis Scott Key Bridge - Interchange Improvements at Quarantine Road

DESCRIPTION: Interchange and road improvements on MD 695 (Baltimore Beltway) at Quarantine Road.

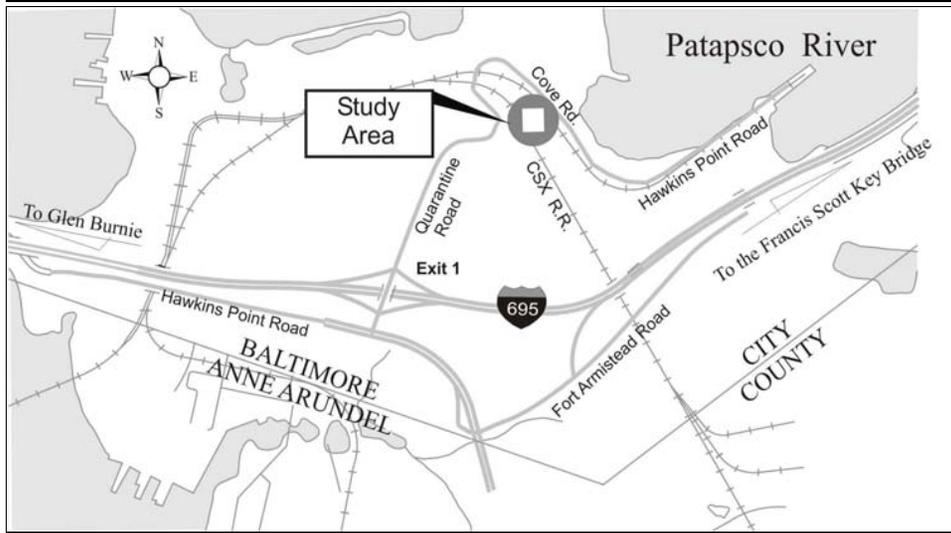
JUSTIFICATION: This project will improve safety by addressing constraints at the existing MD 695 - Quarantine Road interchange that result in ramp queues that extend onto MD 695.

STATUS: Engineering and right-of-way acquisition are underway. Construction to begin in FY 2010.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,917	4,917	0	0	0	0	0	0	0	0
Right-of-way	6,525	4,749	1,776	0	0	0	0	0	1,776	0
Construction	6,560	140	3,000	3,420	0	0	0	0	6,420	0
Total	18,002	9,806	4,776	3,420	0	0	0	0	8,196	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.

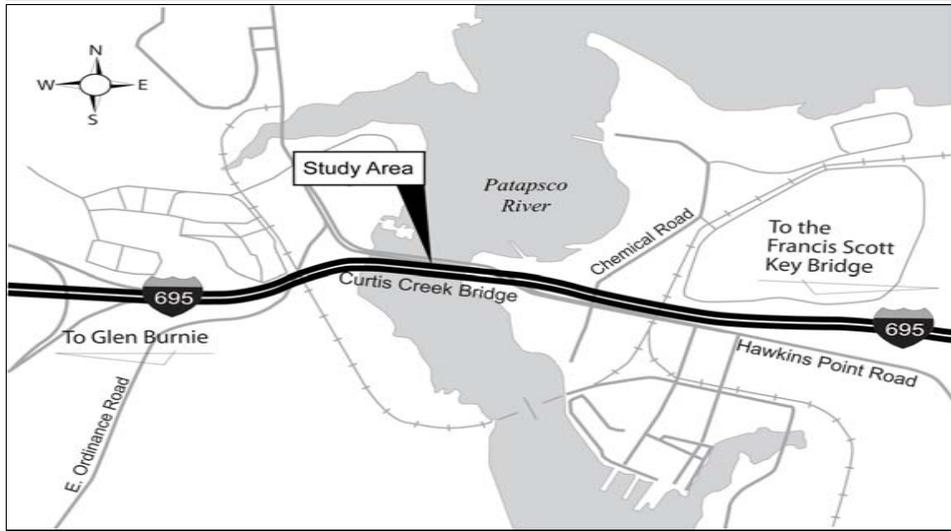
JUSTIFICATION: The project will provide additional capacity and improve training conditions for the Maryland Transportation Authority Police and other State and local police personnel.

STATUS: Project on hold pending an agreement with the Maryland Police and Correction Training Commission.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost increased by \$1.4 million due to increased engineering costs. Construction start delayed to FY 2011.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	26	26	0	0	0	0	0	0	0	0
Engineering	1,604	1,372	232	0	0	0	0	0	232	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,776	191	0	348	2,237	0	0	0	2,585	0
Total	4,406	1,589	232	348	2,237	0	0	0	2,817	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck

DESCRIPTION: Replace the steel grid deck of the bascule (movable) span, and retrofit stringers and floor beams with heavy section loss.

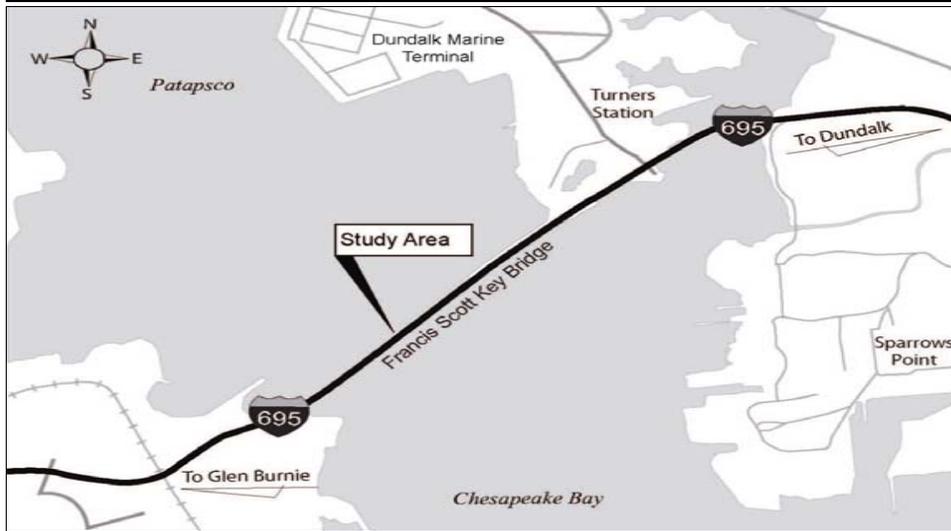
JUSTIFICATION: The grid deck has reached the end of its useful life according to a recent fatigue study. Many stringers and floor beams were identified with significant section loss in the recent inspection report.

STATUS: Engineering is underway. Construction to begin in FY 2014.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the Systems Preservation Minors Program. Cost increased by \$1.9 million due to added inflation as construction was delayed four years to FY 2014.

POTENTIAL FUNDING SOURCE:										
<input 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	229	0	0	1,271	0	0	0	1,271	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,947	20	0	0	0	0	2,957	9,970	12,927	0
Total	14,447	249	0	0	1,271	0	2,957	9,970	14,198	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: MD 695 Francis Scott Key Bridge - Paint Bridge Fascia Beams and Repair Section Loss

DESCRIPTION: Repair section loss on approach spans of FSK bridge with steel plates and paint the bridge fascia girder.

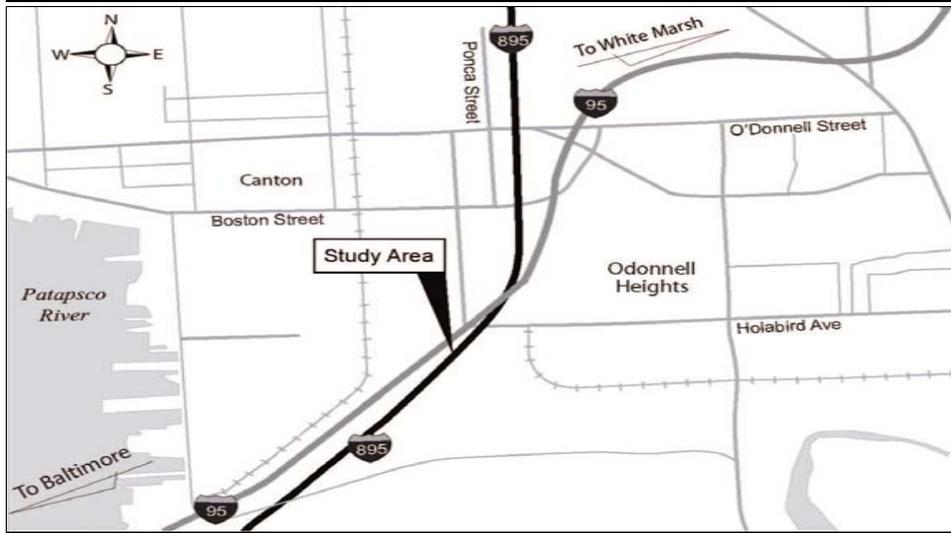
JUSTIFICATION: Repair section loss and paint fascia girder to prevent deterioration. The work was recommended in the June 2009 inspection report and was determined to be a high priority project by the authority and the Authority appointed peer review team.

STATUS: Engineering in underway. Construction to begin in FY 2013.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: New Project.

POTENTIAL FUNDING SOURCE:											
<input 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	200	0	200	0	0	0	0	0	200	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	14,357	0	0	0	0	540	3,670	6,045	10,255	4,102	
Total	14,557	0	200	0	0	540	3,670	6,045	10,455	4,102	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Canton Viaduct Replacement

DESCRIPTION: Replace the Canton Viaduct which is the portion of the roadway from the north portal entrance to Holabird Avenue.

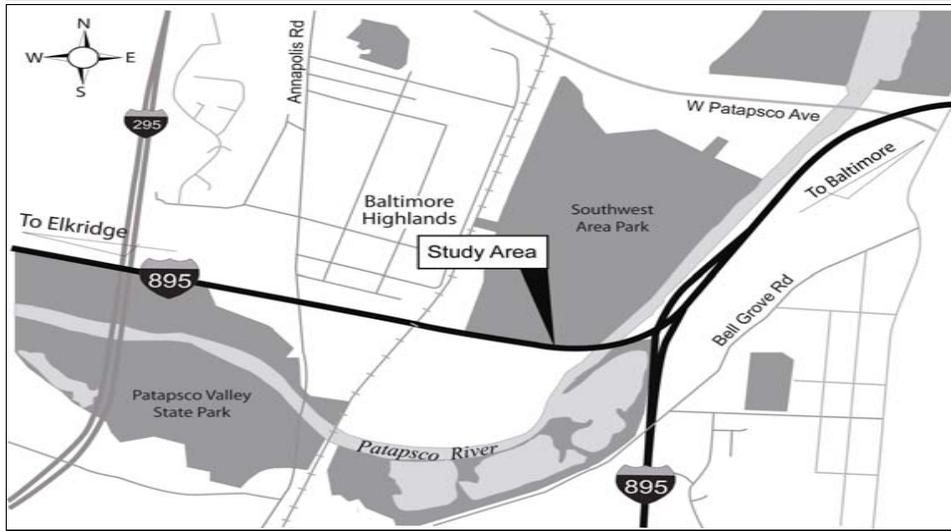
JUSTIFICATION: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that the viaduct is nearing the end of its life cycle. The bridge deck, substructure and superstructure are experiencing various degrees of deterioration. The Canton Viaduct is one of the Authority's Structurally Deficient bridges.

STATUS: Engineering to restart in FY 2012. Right-of-way acquisition to begin in FY 2013. Construction to begin in FY 2015.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Construction start delayed to FY 2015 and cost increased by \$105.8 million due to increased scope of work to complete replacement of the viaduct (substructure and superstructure).

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,137	2,292	0	0	1,200	1,200	445	0	2,845	0
Right-of-way	10,920	0	0	0	0	5,460	5,460	0	10,920	0
Construction	162,711	71	0	0	0	0	0	24,585	24,585	138,055
Total	178,768	2,363	0	0	1,200	6,660	5,905	24,585	38,350	138,055
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Rehabilitation Patapsco Flats Bridge Substructure

DESCRIPTION: Repair deteriorated concrete of the pier bearing pedestals, pier caps, and pier columns with concrete.

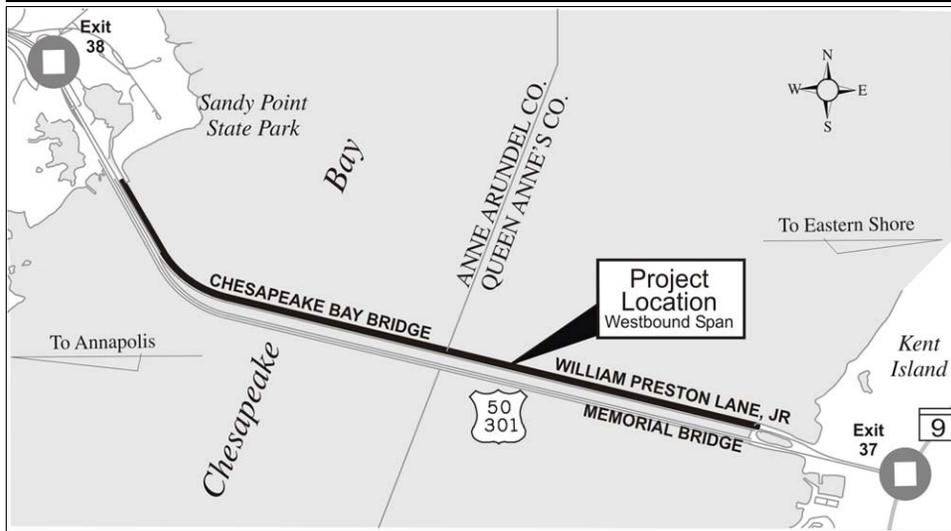
JUSTIFICATION: The work was recommended in the June 2009 inspection report and was determined to be a high priority project by the Authority and the Authority appointed peer review team.

STATUS: Engineering is underway. Construction to begin in FY 2012.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: New Project.

POTENTIAL FUNDING SOURCE:										
<input 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,220	0	400	820	0	0	0	0	1,220	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,922	0	0	0	4,728	5,673	2,521	0	12,922	0
Total	14,142	0	400	820	4,728	5,673	2,521	0	14,142	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: US 50/301 - Bay Bridge Westbound Bridge Deck Rehabilitation

DESCRIPTION: Rehabilitate the westbound bridge deck. Phase I - Truss, Beam and Girder Spans. Phase II - Suspension and Through-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.

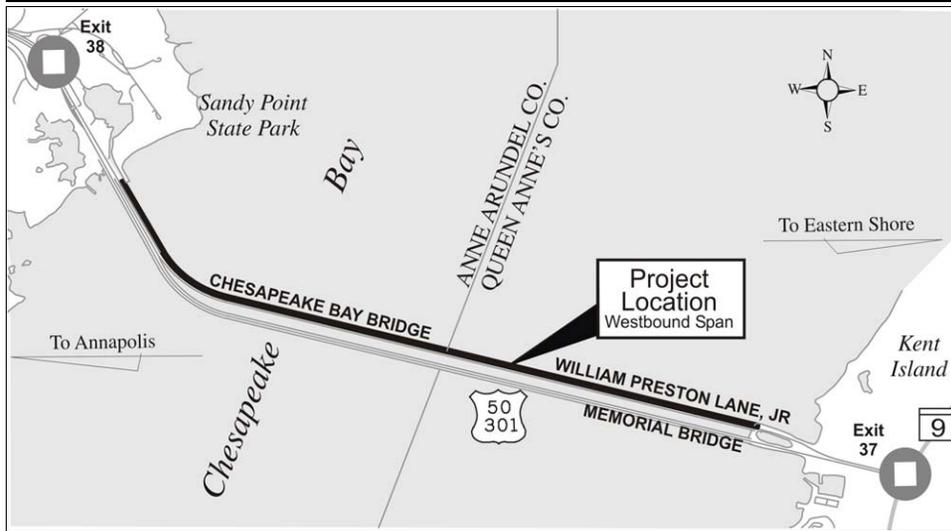
STATUS: Phase I construction is complete. Phase II construction is underway

ASSOCIATED IMPROVEMENTS:

Cleaning and Painting Structural Steel at Westbound Bay Bridge - Construction Program (Line 18)

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost increased by \$2.7 million to reflect adjustment to construction cost incurred prior to FY 2009.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	13,621	13,621	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	118,451	83,233	28,841	6,377	0	0	0	0	35,218	0
Total	132,072	96,854	28,841	6,377	0	0	0	0	35,218	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: US 50/301 - Bay Bridge 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.

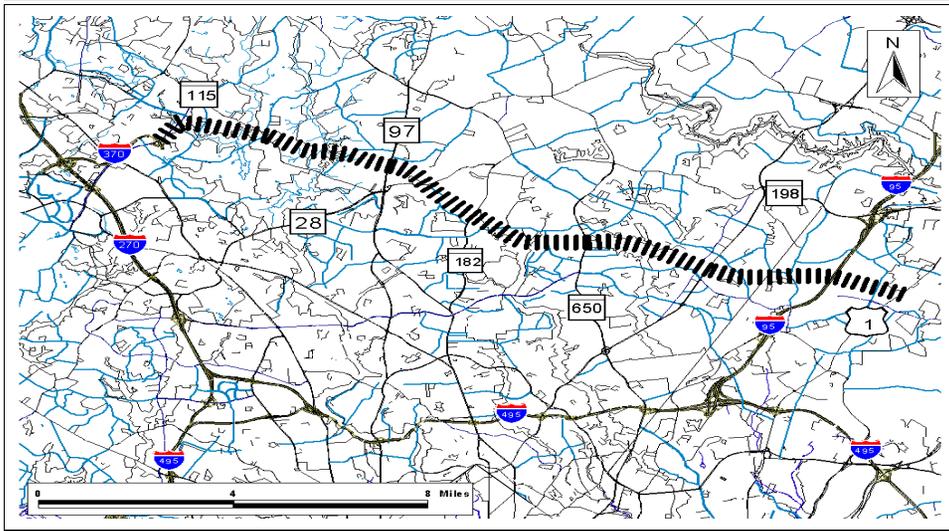
STATUS: Engineering is underway. Construction to begin in FY 2011.

ASSOCIATED IMPROVEMENTS:

Bay Bridge Westbound Deck Rehabilitation - Construction Program (Line 17)

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Construction start delayed to FY 2011.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,506	126	450	1,450	480	0	0	0	2,380	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,155	0	0	5,237	15,607	10,408	3,903	0	35,155	0
Total	37,661	126	450	6,687	16,087	10,408	3,903	0	37,535	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: MD 200 Intercounty Connector

DESCRIPTION: Construction of a new 18.8 mile 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. Contract D is indefinitely deferred.

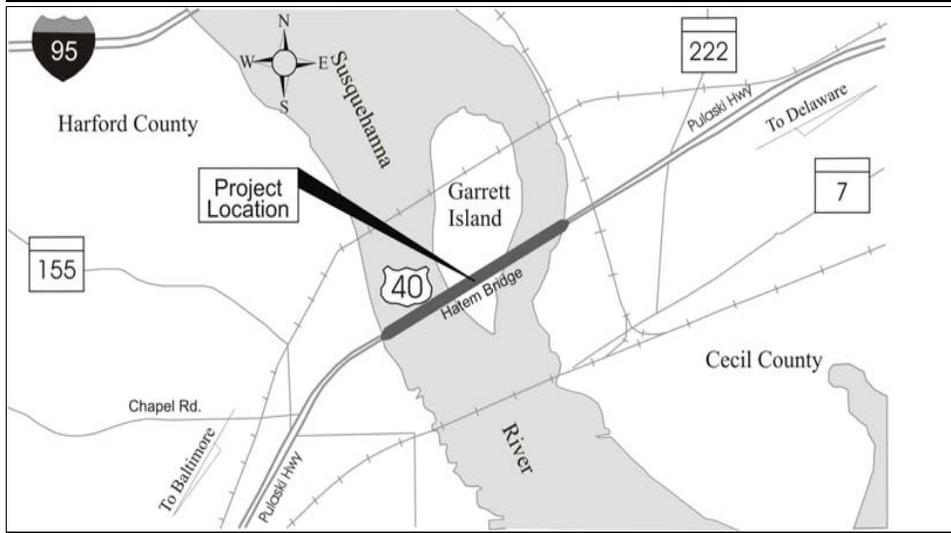
SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

ASSOCIATED IMPROVEMENTS:

- MD 124, Airpark Road to Fieldcrest Road (Line 3 Montgomery County - SHA)
- US 29 Interchanges (Lines 8,9 Montgomery County - SHA)
- MD 28/MD 198, MD97 to I-95 (Line 10, Montgomery County - SHA)
- I-95/Contee Road Interchange (Line 9, 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		TOTAL	
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	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	251,462	21,249	9,967	7,587	4,959	2,776	0	46,538	0	
Construction	2,163,906	526,096	677,528	587,951	223,836	37,481	7,772	0	1,534,568	103,242	
Total	2,565,976	881,628	698,777	597,918	231,423	42,440	10,548	0	1,581,106	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.



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.

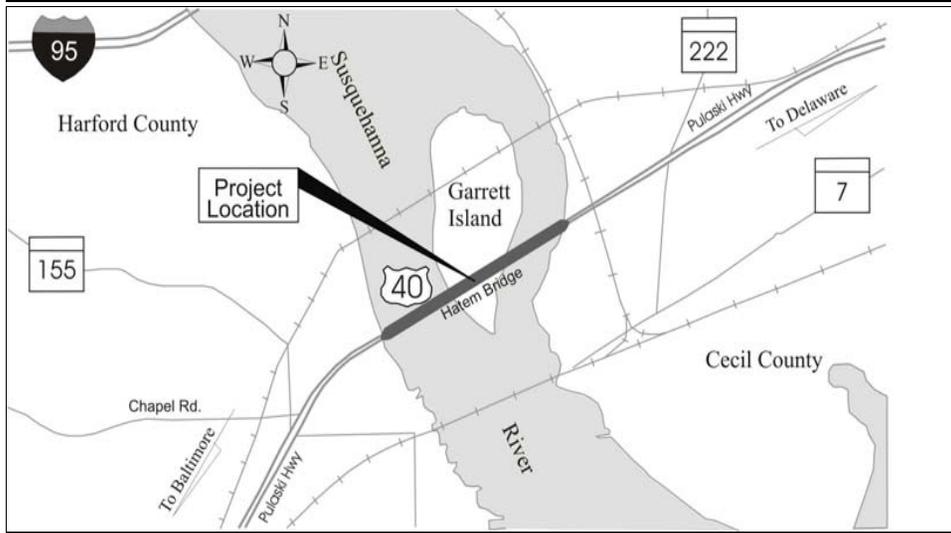
STATUS: Construction is underway.

ASSOCIATED IMPROVEMENTS:

US 40 Thomas J. Hatem Memorial Bridge Underwater Repairs - Construction Program (Line 21)
 US 40 Thomas J. Hatem Memorial Bridge Cleaning and Painting Structural Steel - Construction Program (Line 22)

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,150	1,596	554	0	0	0	0	0	554	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	62,821	29,014	17,849	15,958	0	0	0	0	33,807	0
Total	64,971	30,610	18,403	15,958	0	0	0	0	34,361	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs

DESCRIPTION: Rehabilitate pier foundations with advanced deterioration. Work will also include pier scour protection.

JUSTIFICATION: Pier foundations in the river were found to have advanced deterioration during the recent underwater inspection. Also, the bridge was analyzed for scour and found that scour protection is needed.

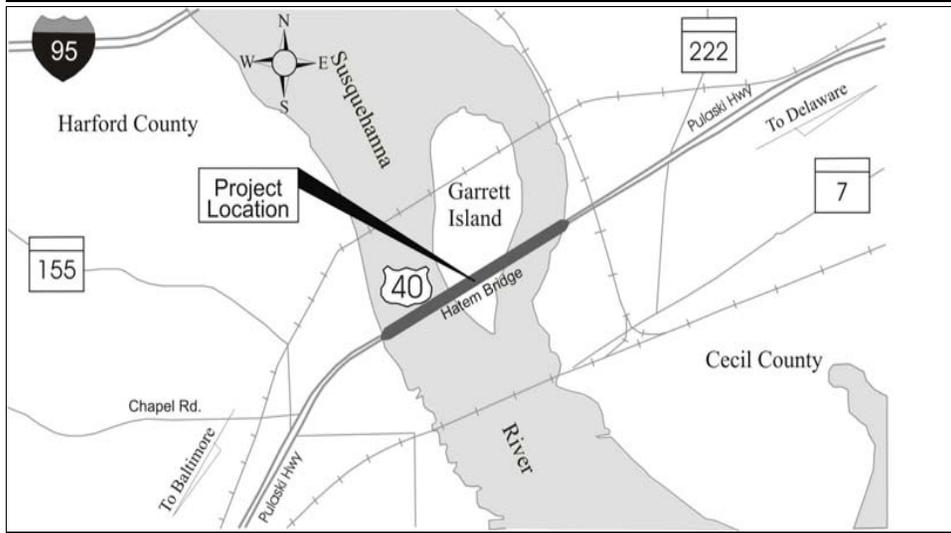
STATUS: Engineering is underway. Construction to begin in FY 2011.

ASSOCIATED IMPROVEMENTS:

US 40 Thomas J. Hatem Memorial Bridge Deck Replacement - Construction Program (Line 20)
 US 40 Thomas J. Hatem Memorial Bridge Cleaning and Painting Structural Steel - Construction Program (Line 22)

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the Systems Preservation Minors Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,682	166	920	596	0	0	0	0	1,516	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	24,843	0	0	513	13,150	11,180	0	0	24,843	0	
Total	26,525	166	920	1,109	13,150	11,180	0	0	26,359	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting Structural Steel

DESCRIPTION: Spot and zone paint of structural members throughout the bridge.

JUSTIFICATION: Bridge has areas of significant paint failure and pack rust. 2009 study determined only zone and spot paint necessary to restore structural members and extend the useful life of the bridge. The work recommended in the June 2009 inspection report and was determined to be a high priority project by the Authority.

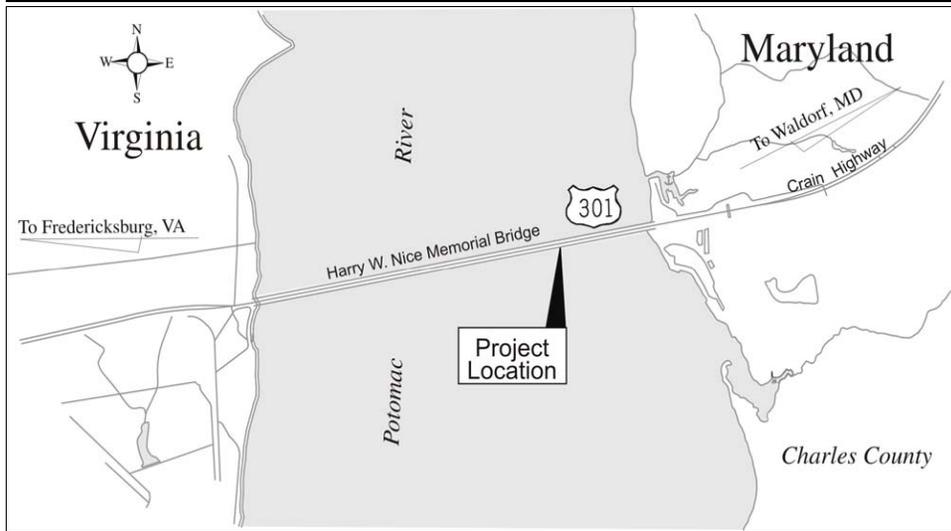
STATUS: Engineering is underway. Construction to begin in FY 2012.

ASSOCIATED IMPROVEMENTS:

- US 40 Thomas J. Hatem Memorial Bridge Deck Replacement - Construction Program (Line 20)
- US 40 Thomas J. Hatem Memorial Bridge Underwater Repairs - Construction Program (Line 21)

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: New project.

POTENTIAL FUNDING SOURCE:										
<input 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	0	500	0	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	0	3,497	6,503	0	0	10,000	0
Total	10,500	0	500	0	3,497	6,503	0	0	10,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: US 301 Harry W. Nice Bridge - Cleaning and Painting Structural Steel, Fatigue Retrofits and Miscellaneous Structural Repairs

DESCRIPTION: Scope of work includes spot paint as required throughout the full length of the bridge and zone paint at locations of roadway joints. Miscellaneous structural repairs include repair of steel section loss, and removal of pack rust.

JUSTIFICATION: Last zone paint completed was on the truss towers in 2002. Paint on many locations throughout the bridge has significant deterioration. This project will extend the useful life of the structural members.

STATUS: Engineering to begin in FY 2011. Construction to begin in FY 2012.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the Systems Preservation Minors Program.

POTENTIAL FUNDING SOURCE:										
<input 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 2009			FOR PLANNING PURPOSES ONLY2012.....2013.....2014.....			.....2015.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,970	0	400	1,620	450	450	50	0	2,970	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,830	0	0	0	3,855	8,929	5,074	972	18,830	0
Total	21,800	0	400	1,620	4,305	9,379	5,124	972	21,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Authority-wide - Upgrade Authority Radio Communication Systems (700 MHz System)

DESCRIPTION: The State of Maryland intends to purchase an integrated statewide wireless communications system. The system will operate with the 700/800 MHz band frequencies. The implementation of the system will incorporate a phased deployment methodology.

JUSTIFICATION: The upgraded radio communications systems will provide state, local, and regional public first responders' real time operable and interoperable voice and data services that support Day-to-Day, Mutual Aid, and Task Force operations.

STATUS: Schedule modified as directed by Governors office. The RFP was released for proposals on July 10, 2008. Currently, the Technical Committee is evaluating the proposals.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the Systems Preservation Minors Program.

POTENTIAL FUNDING SOURCE: <input 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 2009			YEAR 2010	YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,680	828	250	200	200	202	0	0	852	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,000	0	0	9,000	9,000	4,000	0	0	22,000	0
Total	23,680	828	250	9,200	9,200	4,202	0	0	22,852	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Authority-wide - Procure, Upgrade, Repair and Replace Signs Including Dynamic Message Signs and Sign Structures

DESCRIPTION: This project upgrades and replaces signs and sign structures and performs miscellaneous repair. Also, supplies Dynamic message signs (DMS) for a 5 year period to support about 20+ projects that are replacing or installing new DMS throughout the Authority's facilities including the ICC and ETL projects. The project also provides for preventive maintenance, emergency maintenance, and parts and supplies as needed to maintain the DMS.

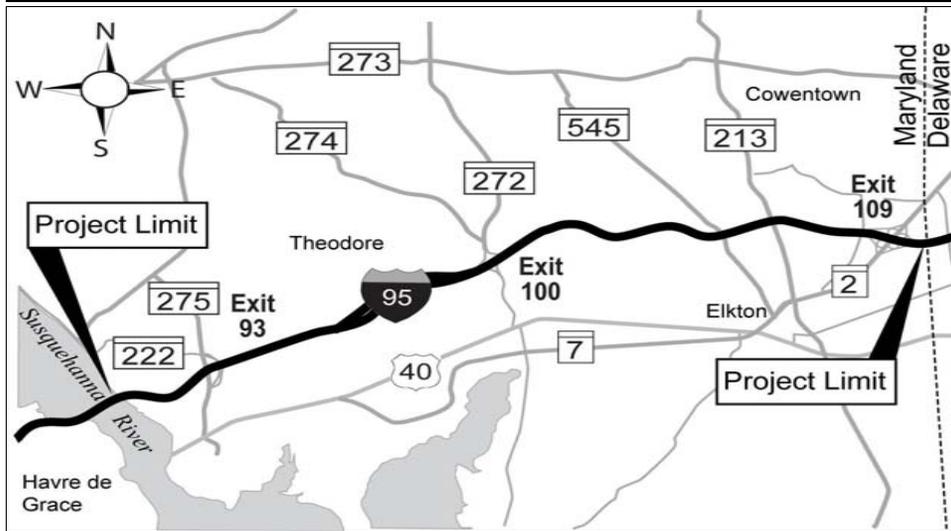
JUSTIFICATION: Dynamic message signs are needed for the ICC, ETL and other facilities. This project will also bring signs and other safety features Authority-wide up to latest standards.

STATUS: Construction is underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Project moved to the Construction Program from the Systems Preservation Minors Program.

POTENTIAL FUNDING SOURCE:										
<input 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 2009			FOR PLANNING PURPOSES ONLY					
			2010	2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,281	2,688	2,069	524	0	0	0	0	2,593	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,120	8,598	7,618	10,419	7,485	0	0	0	25,522	0
Total	39,401	11,286	9,687	10,943	7,485	0	0	0	28,115	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).

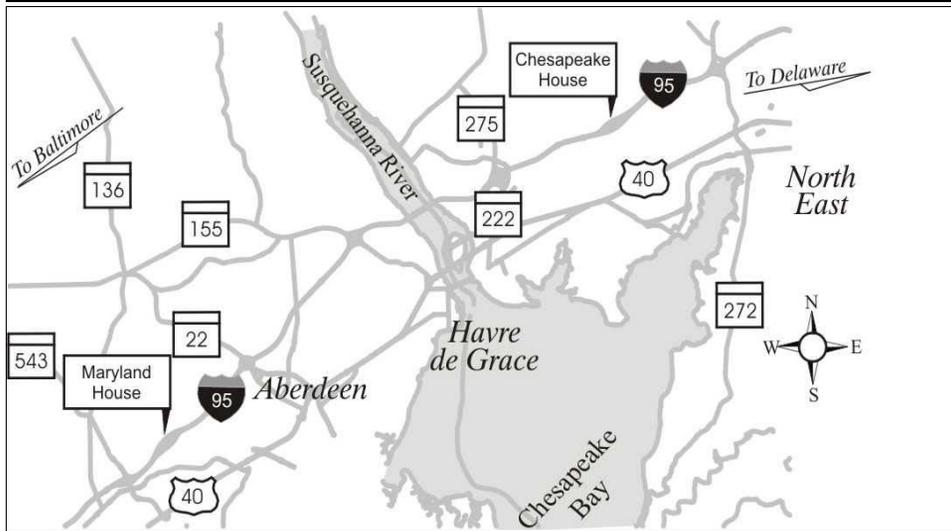
JUSTIFICATION: The study has three parts: 1) analyze travel patterns on I-95 and other major roads 2) evaluate potential tolling locations along I-95, including modifying the existing plaza, and 3) determine the best tolling method.

STATUS: Planning is underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2010	20112012.....2013.....2014.....			.....2015.....
Planning	555	455	100	0	0	0	0	0	0	100	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	555	455	100	0	0	0	0	0	0	100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Travel Plazas Redevelopment

DESCRIPTION: An RFP is being developed to solicit proposals for a Design, Build, Operate, Maintain and Finance contract for the two I-95 Travel Plazas. The proposals should address the replacement and/or rehabilitation of the structures and the operations of the concessions.

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 30 years.

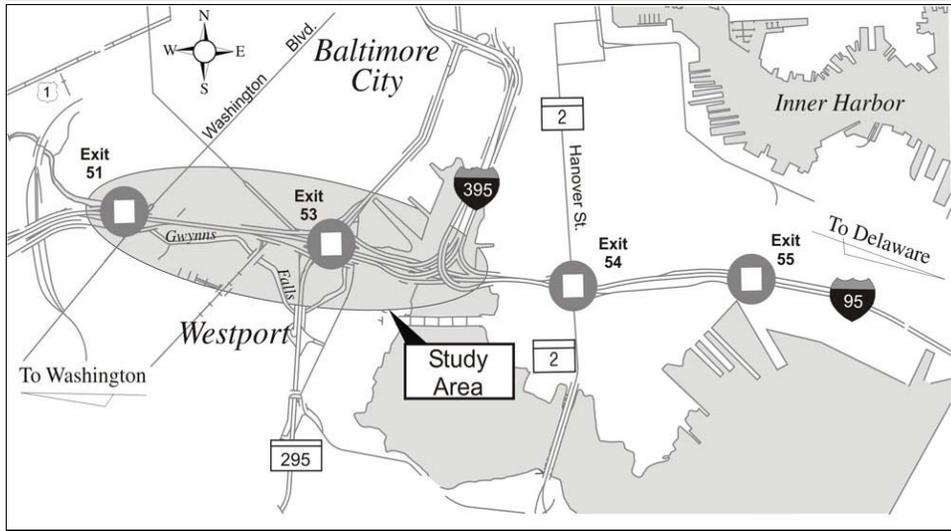
STATUS: The development of the solicitation document is underway.

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost increased by \$2.1 million to assist in the review and evaluation of the proposals and the construction management activities after the award is made.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	4,154	1,204	1,000	1,000	450	250	250	0	2,950	0
Engineering	1,870	886	200	275	394	115	0	0	984	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	6,024	2,090	1,200	1,275	844	365	250	0	3,934	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.

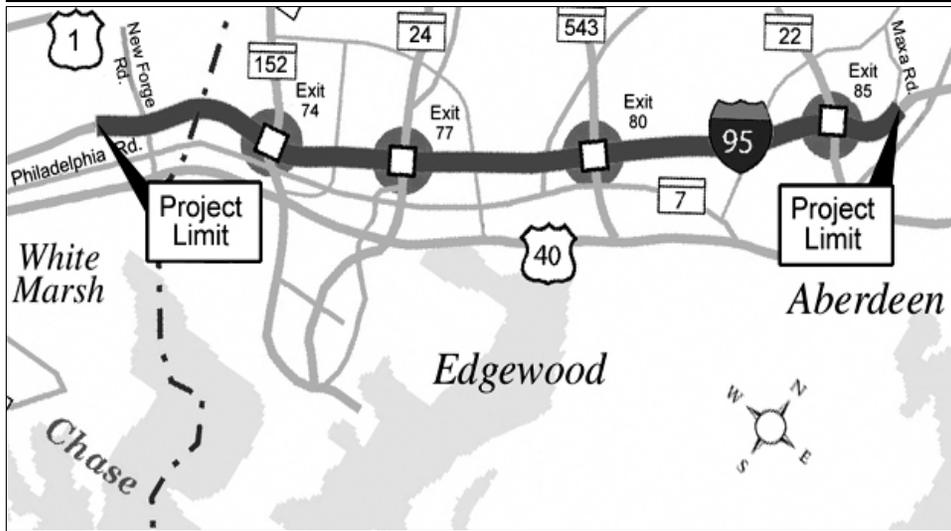
JUSTIFICATION: Improved access could help facilitate the redevelopment of the Carroll Camden area in Baltimore City and improve safety and operations along I-95.

STATUS: Feasibility study completed in June 2004. Interstate Access Point Approval (IAPA) study in underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost increased by \$0.2 million to complete IAPA study.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	520	489	31	0	0	0	0	0	31	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	520	489	31	0	0	0	0	0	31	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.

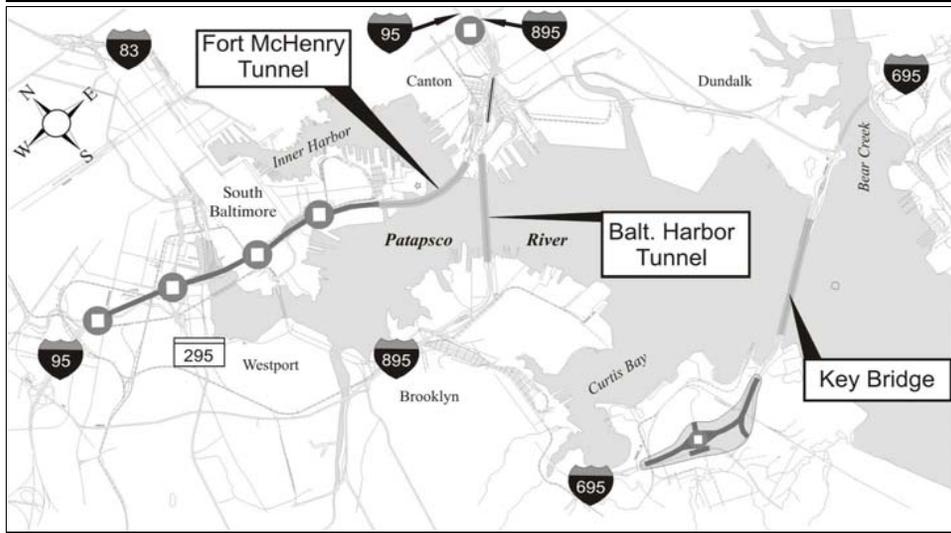
STATUS: Planning and right-of-way work are underway.

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 2009 - 14 CTP: Cost decreased by \$4.3 million due to reduction in engineering transition funding.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	6,095	1,248	4,847	0	0	0	0	0	4,847	0
Engineering	4,647	4,647	0	0	0	0	0	0	0	0
Right-of-way	2,000	236	1,764	0	0	0	0	0	1,764	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,742	6,131	6,611	0	0	0	0	0	6,611	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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.

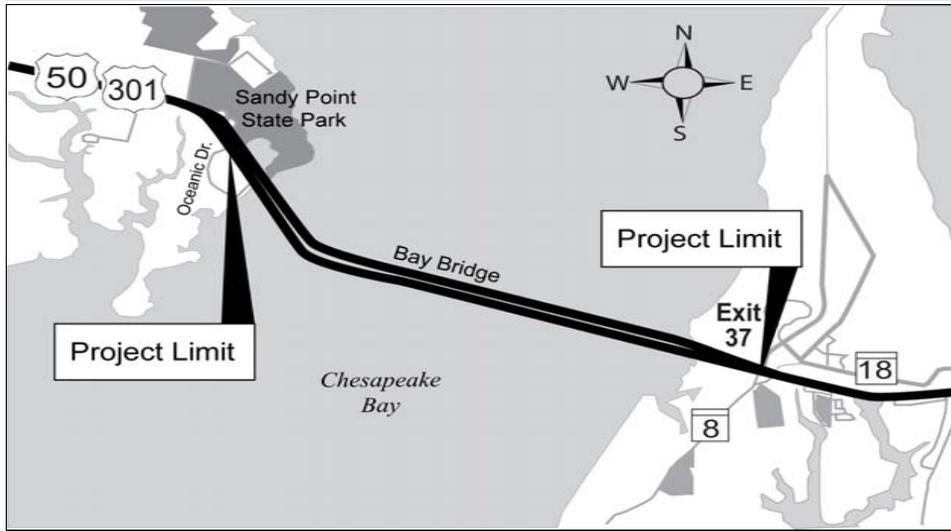
JUSTIFICATION: There is capacity across all three facilities greater than the current traffic volumes, but at times one or more of the facilities can reach or exceed capacity.

STATUS: Planning is complete.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	801	476	325	0	0	0	0	0	325	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	476	325	0	0	0	0	0	325	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: US 50/301- Bay Bridge 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.

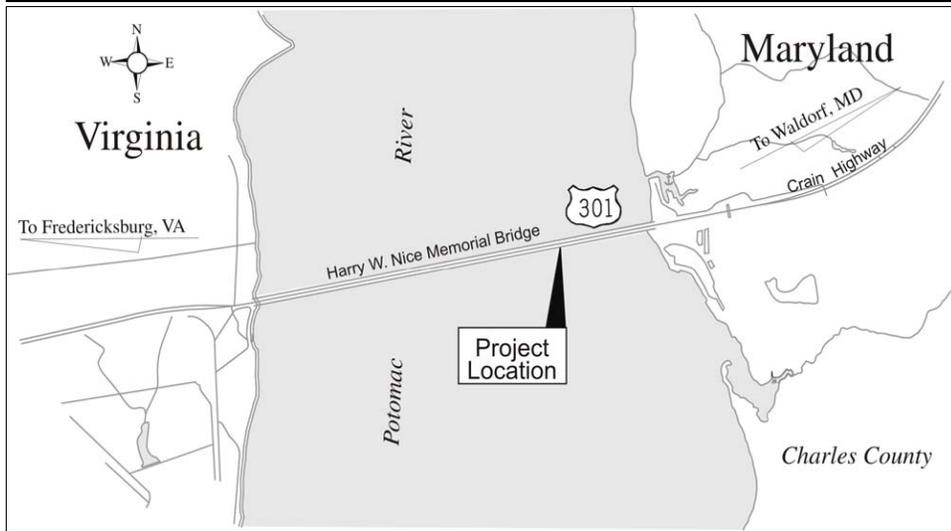
JUSTIFICATION: Open Road Tolling is being studied as an alternative to assist in the improvement of traffic flow on the Bay Bridge.

STATUS: Study is complete.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Cost reduced by \$2.2 million due to elimination of engineering funding.

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 2009			2010	20112012.....2013.....			.....2014.....	.....2015.....
Planning	383	294	89	0	0	0	0	0	89	0
Engineering	300	300	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	683	594	89	0	0	0	0	0	89	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: US 301 Harry W. Nice Memorial 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 2009 - 14 CTP: Cost increased by \$1.5 million due to additional documentation related to impacts.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	6,500	3,512	1,524	1,464	0	0	0	0	2,988	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	6,500	3,512	1,524	1,464	0	0	0	0	2,988	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
1	Replace Post 3 and 4 with Modular Buildings - Commercial Vehicle Inspection Stations (2118)	76	Complete
2	Rehabilitate Tunnel Lighting and Control System (0264)	2,166	Underway
3	Replace Electrical Vaults (0265)	789	Underway
4	Study to Rehabilitate or Replace Tunnel Fire Line Gate Valves (2086)	50	Underway
5	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	1,332	Underway
6	Replace Water Line - Frankfurst Ave. to Fairfield Service Building (2034)	660	Underway
7	Study High Voltage Cable Replacement Needs and Options (2107)	100	Underway
8	BHT Decks/Superstructures (Engineering only) (2209)	4,282	Underway
9	Rehabilitate of I-895 between Toll Plaza and the K-Truss Bridge (2037)	2,650	Spring, 2010
10	Replace Dynamic Message Signs & Lane Use Signals with LED Based Technology (0281)	1,436	Spring, 2010
11	Replace Moravia Road Salt Barn Dome Roof with Painted Metal Roof (2139)	72	Spring, 2010
12	Replace Roof and Repair HVAC of Fairfield Service Building (2036)	2,516	Spring, 2010
<u>F.S.KEY BRIDGE</u>			
13	Improve HVAC at Police Headquarters (0475)	1,061	Complete
14	Patch and Seal Bridge (0302)	2,855	Complete
15	Upgrade and Replace Existing Signs (0474)	4,783	Underway
16	Improve Northeast Approach Maintenance Access Road (0479)	550	Underway
17	Emergency Repairs to the Operating Machinery at Curtis Creek Drawbridge (2161)	482	Underway
18	Renovate Engineering Building (2028)	1,097	Underway
19	Renovate Maintenance Garage Building (2024)	2,890	Underway
20	Emergency Repairs Curtis Creek Drawbridge (2187)	5,500	Underway
21	Replace Undersurface tanks with Above Surface (Engineering only) (2202)	81	Underway
22	Upgrade HVAC Systems at Administration Building (2022)	3,231	Underway
23	On-Call Maintenance & Repair of the Curtis Creek Draw Bridge (2174)	5,500	Spring, 2010
24	Replace Roof of Police Headquarters (0478)	732	Spring, 2010
25	Replace Roofs of Administrative & Maintenance Buildings (2020)	869	Spring, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>FORT MCHENRY TUNNEL</u>			
26	Removal of Canton RR Bridge over I-95/Ramp D and Misc. Repairs (1473)	1,290	Complete
27	Central Utility Plant Upgrade (1477)	1,254	Underway
28	Miscellaneous Repairs to Air Ducts and Tile Work Below Tunnel Walkway (1468)	2,622	Underway
29	Replace Electrical Vault (1478)	802	Underway
30	Major Repairs to Tunnel Fire Protection System (1401)	6,145	Underway
31	Study Highway Structures and Lighting (2175)	150	Underway
32	Study of Ramp J from Hanover St. to I-95 Southbound (2169)	35	Underway
33	Study to Extend Ramp Barrier Wall/Install Fence at Exit 57 (O'Donnell Street)/I-95 SB (2093)	52	Underway
34	Replace and Rehabilitate Electrical Switchgear (1476)	4,407	Underway
35	Replace Modular Joint I-95 (Engineering only) (2207)	1,500	Underway
36	Repair Hanover Street Ramp (2157)	3,415	Spring, 2010
37	Replace Dynamic Message Signs and Lane Use Signals with LED Based Technology (1463)	2,970	Spring, 2010
38	Replace East and West Vent Building Roofs (1402)	2,324	Spring, 2010
<u>KENNEDY HIGHWAY</u>			
39	Expand and Improve I-95/Rte. 152 Parking Lots (1206)	1,115	Complete
40	Emergency Tack Welding and Miscellaneous Structural Repairs at the Tydings Bridge (2152)	2,084	Complete
41	Monitor Ground Water Recovery System at Maryland House Sunoco Station (1264)	400	Underway
42	Improve I-95 Perryville Weigh Station Signs (2143)	1,960	Underway
43	CVSU-JFK Scale Upgrades (2164)	135	Underway
44	Drainage Modifications to Hand Boxes (2057)	279	Underway
45	Scour Surge Protection - Tydings Bridges (Engineering Only) (2215)	1,946	Underway
46	Strategic Salt Reserves (Joint project with SHA) (2181)	1,000	Underway
47	Replace 5KV Cable for Rt. 222 Interchange (2155)	505	Spring, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>MULTI-AREA</u>			
48	Planning Studies for Strategic Development (1994)	5,519	Complete
49	Electronic Toll System Replacement and Operation System - Next Generation (1958)	38,550	Complete
50	Miscellaneous Paving Repairs (1938)	3,927	Complete
51	Map Construction Contracts to Analyze the Maintenance of Traffic Conflicts (2077)	49	Complete
52	Replace Uninterruptible Power Supply at Various Locations (1953)	1,234	Complete
53	Miscellaneous Upgrade/Replace Highway Signs, Pavement Markers & RPM (1980)	4,141	Underway
54	Annual Inspection of Authority Facilities - FY05-FY09 (1986)	13,114	Underway
55	Install Closed Circuit TV Systems at FSK, HWN, TJH Facilities (1976)	7,036	Underway
56	Study Toll Facility Cost Allocation (2002)	299	Underway
57	Upgrade Authority Operation Center at FMT and BHT (1954)	9,163	Underway
58	Building Security Improvements - Phase II (1983)	7,386	Underway
59	Maintenance and Repair of Security System (Phase I) (2075)	138	Underway
60	On-Call Miscellaneous Structural Repairs at Various Facilities (1900)	8,988	Underway
61	Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	1,035	Underway
62	Security Related Plans, Evaluations and Upgrades (1467)	400	Underway
63	Upgrade and Replace Metal Traffic Barrier and Attenuators (2011)	2,858	Underway
64	Electronic Toll Collection Replacement and Operating System - 3rd Generation (2147)	12,184	Underway
65	Emergency Light Poles Replacement and Bases at FMT and FSK (2066)	424	Underway
66	Engineering Study for Travel Time System (2110)	250	Underway
67	Install Highway Advisory Radio Transmitters and Signs - JFK and WPL (2008)	892	Underway
68	Law Enforcement IT Systems Plan - Multi-Area (2060)	9,281	Underway
69	Management Review of Offices of Engineering and Construction Divisions (2153)	150	Underway
70	Miscellaneous Real Estate Services (1997)	3,684	Underway
71	Miscellaneous Traffic Studies (2131)	3,633	Underway
72	NPDES Environmental Compliance Inspection and Remediation (2007)	12,258	Underway
73	Planning Studies for Strategic Development - Second Generation (2001)	7,866	Underway
74	Rehabilitation of Static Scale Pit at Perryville Scale House (NB and SB) (2119)	100	Underway
75	Study Annual Electrical Testing Program for Tunnels (2125)	178	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2010 and Prior (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
76	Study Commercial Vehicle Inspection Facilities at the BHT, KB, FMT (2073)	330	Underway
77	Study FMT/BHT Campus Master Plans (2044)	176	Underway
78	System Preservation Program Reserve - Priority 2 Projects (1979)	218,802	Underway
79	University of Maryland- Concept of Operations for Congestion Management (2133)	90	Underway
80	Annual Inspection of Authority Facilities - FY09-FY14 (2084)	46,050	Underway
81	Cleaning and Painting, Bearing Repairs, Joint Modifications & Misc. Repairs at BHT and FSK Bridges (1940)	8,594	Underway
82	Comprehensive Building Inspection Program (2177)	1,000	Underway
83	Furnish and Install Camera and Coding & Decoding Equipment - Codec and Related Equipment (2014)	4,287	Underway
84	Incident Detection System Maintenance Contract (in tunnels) (2127)	153	Underway
85	Miscellaneous Paving Repairs (2142)	5,010	Underway
86	Repair & Replace Raised Pavement Marking (RPM) Housing and Lenses (2085)	118	Underway
87	Right-of-Way and General Fencing at Various Locations (2144)	836	Underway
88	Study for Generators Maintenance and Repair Needs - All facilities (2105)	100	Underway
89	Study Police Special Operations Facility & Garage (2117)	26	Underway
90	Study Roadway Lighting Maintenance Options (2109)	100	Underway
91	Study to Evaluate Toll Booth Condition (2094)	90	Underway
92	Study to Upgrade Fire Alarm System in Tunnels (2104)	200	Underway
93	On-Call Structural Repairs and Miscellaneous Modifications (2124)	5,095	Underway
94	On-Call Structural Repairs and Miscellaneous Modifications (2168)	13,200	Underway
95	Open Road Tolling Authority-wide Feasibility Study (2183)	500	Underway
96	Speed Camera Program (2223)	100	Underway
97	Upgrade and Replace Metal Barriers and Attenuators (1922)	2,525	Underway
98	Design & Construct Security Fencing at Shores of Major Bridges (TJH, FSK HWN & Tydings) (2130)	1,850	Spring, 2010
99	Information Technology Strategic Plan (1942)	4,827	Spring, 2010
100	Maintenance Contract for Uninterruptible Power Supply Needs (2106)	323	Spring, 2010
101	On-Call Miscellaneous Shotcrete Repair (2149)	8,256	Spring, 2010
102	On-Call Structural Repairs and Miscellaneous Modifications (2171)	13,200	Spring, 2010
103	On-Call Structural Repairs and Miscellaneous Modifications (2176)	13,200	Spring, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2010 and Prior (cont'd)</u>		
	<u>MULTI-AREA (cont'd)</u>		
104	Replace Intercom Systems at Toll Collection Booths - Authority wide (2162)	325	Spring, 2010
	<u>NICE BRIDGE</u>		
105	Approach Roadway Rehabilitation, Realignment, Toll Booth Replace and Misc. Bridge Repair (1029)	9,965	Underway
106	Fog Detection and Warning System (2154)	250	Underway
107	Renovate Administration Building (1025)	2,103	Spring, 2010
	<u>POINT BREEZE</u>		
108	Replace Electrical Switchgear - Phase II (2004)	48	Complete
	<u>W. P. LANE BRIDGE</u>		
109	Replace 5KV Cables & Misc. Repairs & Upgrades to the Electrical Systems (0650)	6,800	Underway
110	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	6,375	Underway
111	Study of Eastern Shore Emergency Operations Building (2048)	50	Underway
112	Rehabilitation of Toll Collector Tunnel (2050)	75	Underway
113	Bridge West Bound Railing (Engineering only) (2198)	461	Underway
114	Fatigue Retrofits - Bay Bridge (Engineering only) (2217)	2,573	Underway
115	Repair Under Water Scour and Pier Concrete (Engineering only) (2197)	2,000	Underway
116	Replace Roof on Administration/Maintenance Building (2047)	542	Underway
117	Security Fencing at WB Bridge Anchor Pier - Eastern Shore Fencing (2167)	679	Spring, 2010
	<u>FY 2011</u>		
	<u>BALTIMORE HARBOR TUNNEL</u>		
118	Overlay K-Truss Deck (2210)	5,148	Summer, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

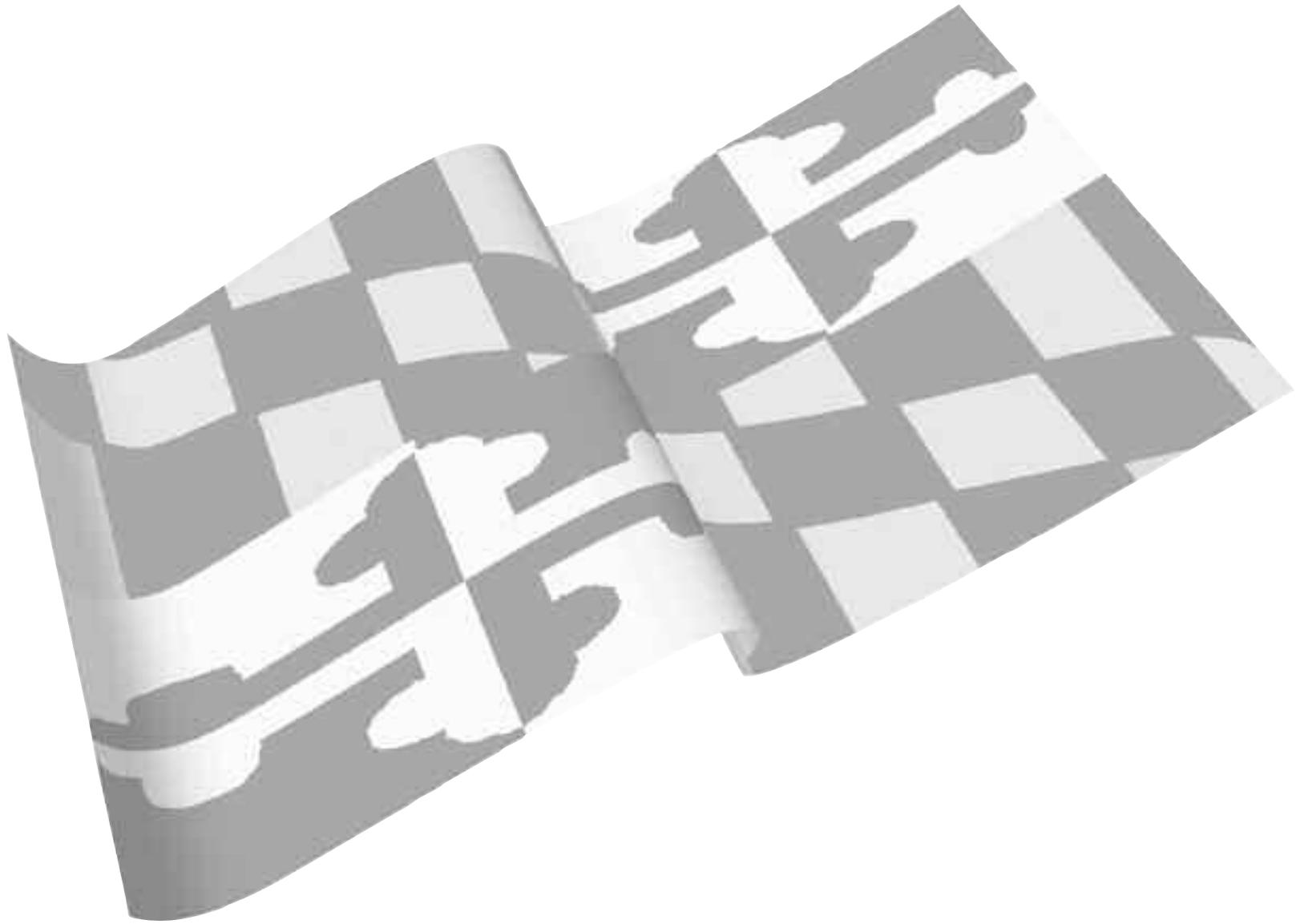
MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2011 (cont'd)</u>			
<u>BALTIMORE HARBOR TUNNEL (cont'd)</u>			
119	Replace Tunnel Fresh Air Duct Drainage (2213)	2,796	Summer, 2010
120	Replace Ceiling Panels (2172)	333	Fall, 2010
121	Replace Overheight Detection System (2151)	650	Fall, 2010
<u>F.S.KEY BRIDGE</u>			
122	Fatigue Retrofits - Curtis Creek (Engineering only) (2214)	1,218	Summer, 2010
123	Replace Light Poles (2150)	388	Summer, 2010
124	Replacement Breaker and Repair Miscellaneous Electricals (2203)	306	Summer, 2010
<u>FORT MCHENRY TUNNEL</u>			
125	Replace Administration Building Generator (2138)	320	Fall, 2010
<u>KENNEDY HIGHWAY</u>			
126	Inspect York Building Products Bridge over I-95 (2179)	75	Summer, 2010
127	Plan Review & Field Monitoring Abingdon Plant Tunnel under I-95 (2180)	200	Summer, 2010
128	Expansion Joint Modification of the Tydings Bridge (SB) and Miscellaneous Structural (2182)	5,500	Fall, 2010
<u>MULTI-AREA</u>			
129	Furnish and Install Radiax Cable within Tunnels (2156)	1,874	Summer, 2010
130	Miscellaneous Paving Repairs (2193)	17,425	Summer, 2010
131	Miscellaneous Roadway Lighting Repairs and Modifications (1913)	3,722	Summer, 2010
132	Mitigate Flood at Fairfield Ventilation and Service Buildings - FMT and BHT (0290)	1,250	Summer, 2010
133	Rehabilitation Evaluation Program (Engineering only) (2196)	6,573	Summer, 2010
134	Replace Navigational Lighting Systems to Francis Scott Key, Nice Memorial Bridge and Bay Bridge (2074)	2,445	Summer, 2010

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 33 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2011 (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
135	Upgrade and Replace Metal Traffic Barriers and Attenuators (2195)	5,723	Summer, 2010
136	Analyze Authority Facilities for Gas and Electric Energy Consumption (2078)	50	Spring, 2011
137	Install Security Systems/Video Surveillance at 5 Major Bridges (1966)	7,671	Spring, 2011
138	Structural On-Call Contract (2189)	54,851	Spring, 2011
<u>POINT BREEZE</u>			
139	Replace Roof of Garage Building (2108)	639	Summer, 2010
<u>W. P. LANE BRIDGE</u>			
140	Replace Existing DMS and Install New DMS - One Signs off US 50 (1914)	561	Summer, 2010
141	Replace Underground Tanks at Administration Building & Police West Garage - Bay Bridge (2051)	938	Summer, 2010
142	Shielding of Suspension Cables - Bay Bridge (2046)	9,260	Spring, 2011



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	Coordinated Highways Action Response Team – 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.