



# MARYLAND

## STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**FY 2008-2012**

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

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

### **Part 1: Policy Documentation**

### **Part 2: Program Documentation**

FY 2007-2012 Maryland  
Consolidated Transportation Program



### **Part 3: Metropolitan Transportation Improvement Programs**



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Transportation Improvement Program Amendments

# Maryland Statewide Transportation Improvement Program: Policy Documentation

## ■ 1.0 Introduction

The Fiscal Year 2008 – 2012 Maryland Statewide Transportation Improvement Program (STIP) is a five-year, fiscally constrained, and prioritized set of transportation projects, compiled from statewide, local, and regional plans. The STIP is guided by the Maryland Transportation Plan (MTP), which establishes a long-term vision for Maryland’s transportation network. The STIP contains Federally funded projects plus regionally significant State and local projects. All projects were identified as “high priority” through Maryland’s planning process and qualify to receive available transportation funding.

This STIP is prepared by the Maryland Department of Transportation (MDOT) in accordance with 23 CFR § 450.216 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). MDOT submitted a “Gap Analysis” to FHWA and FTA during the summer of 2007 to clearly identify steps necessary to ensure the updated MTP and STIP will be SAFETEA-LU compliant. MDOT received written support from FHWA on August 23, 2007, which stated that MDOT is “demonstrating a good faith effort and would be in compliance with SAFETEA-LU regulations as long as it accomplishes activities identified in the Gap Analysis.” The activities highlighted in the Gap Analysis are covered in this STIP policy documentation.

Maryland’s STIP is developed through a collaborative effort between MDOT’s five Modal Administrations, the Maryland Transportation Authority (MdTA), the Washington Metropolitan Area Transit Authority (WMATA), the State’s six Metropolitan Planning Organizations (MPOs), metropolitan and non-metropolitan local officials, and the general public. A key component of the STIP process is the Annual Consultation Process, known as the Fall Tour, which is a process stipulated by State law requiring the Secretary of Transportation to visit with, and present to each of the State’s county jurisdictions and City of Baltimore, the annual draft of Maryland’s six-year capital investment program known as the Consolidated Transportation Program (CTP). The CTP/STIP Fall Tour provides the opportunity for the coordination, cooperation, and consultation between all affected stakeholders, and effectively fulfills the intent of SAFETEA-LU legislation.

Maryland’s 2008 – 2012 STIP contains three parts:

1. Policy Documentation – This section contains an overview of the STIP development process, demonstrates compliance with Federal and State law, and illustrates the vital role of public outreach and participation.
2. Program Documentation – This section contains the [Fiscal Year 2007 – 2012 Maryland Consolidated Transportation Program](#), Maryland’s six-year capital program for transportation projects. The STIP references the CTP information from the years 2008-2012.
3. [Metropolitan Planning Organization Transportation Improvement Programs \(TIPs\)](#) - This section presents each of the six MPOs TIPs without change as required by SAFETEA-LU.

## ■ 2.0 Overview of Transportation Planning Agencies

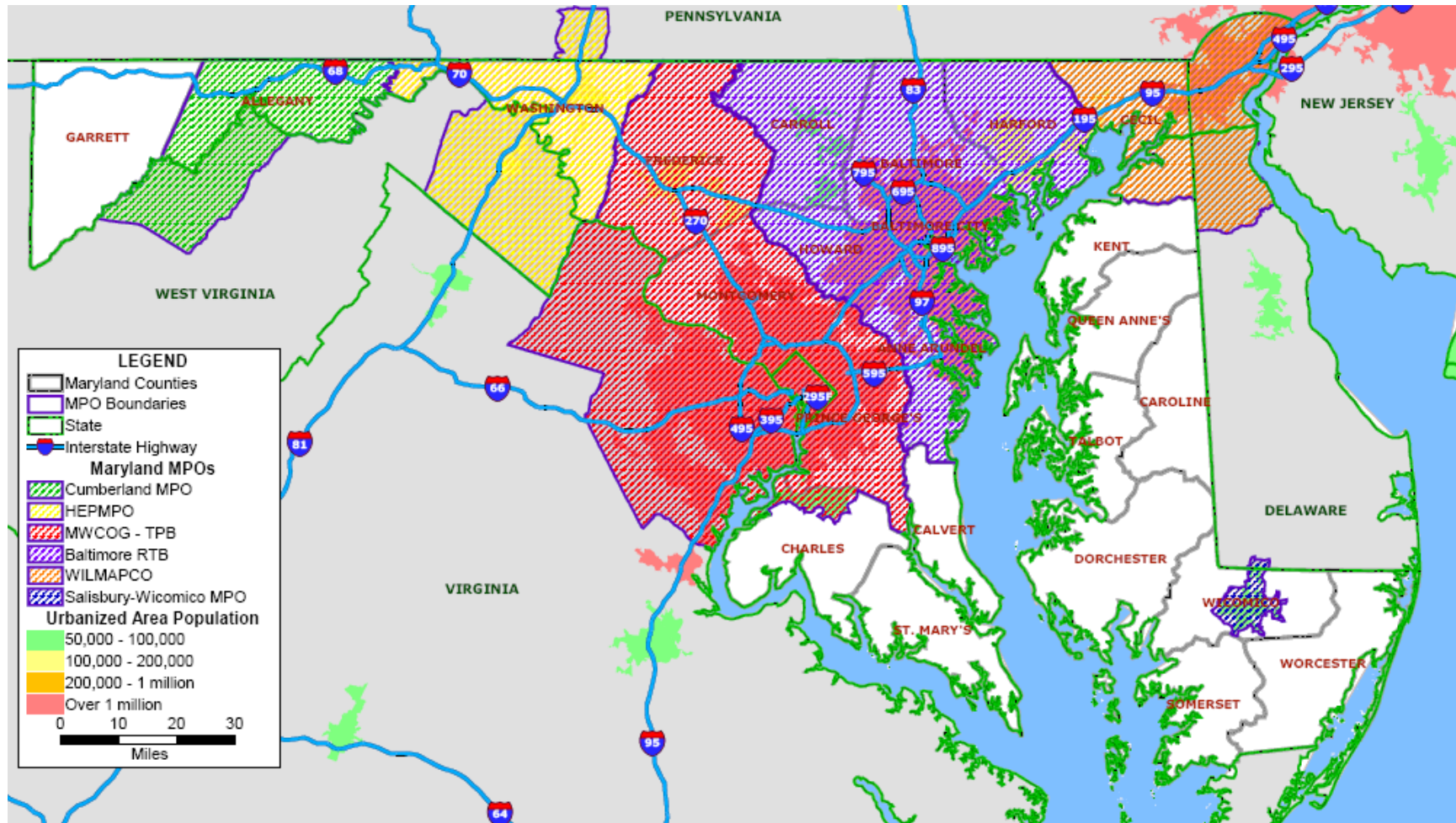
Maryland offers its citizens a range of modal choices, with MDOT retaining responsibility for capital investments as well as operating and planning activities that reach across all modes of transportation. The Transportation Secretary’s Office (TSO) establishes transportation policy and oversees five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

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

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

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

Figure 2.1 Maryland's Metropolitan Boundaries



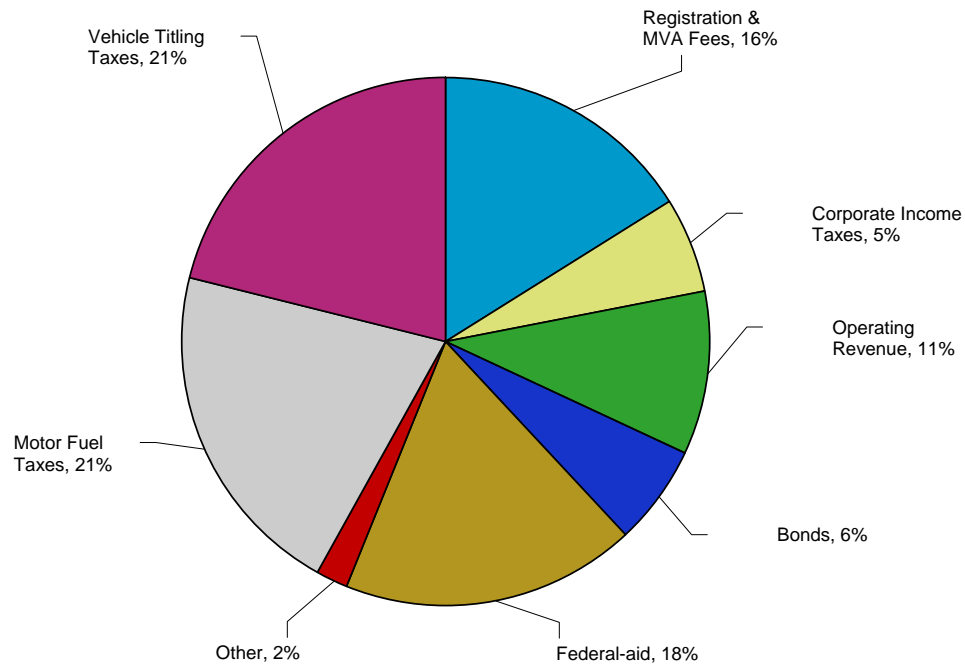
## ■ 3.0 Key Transportation Planning Documents

### State Report on Transportation

Every year, as part of the Statewide multimodal transportation planning process, MDOT prepares and distributes the State Report on Transportation (SRT) to the Maryland General Assembly, local elected officials, and interested citizens. The SRT consists of three components: the [Maryland Transportation Plan](#), the [Consolidated Transportation Program](#), and the [Annual Attainment Report on Transportation System Performance](#).

The [2009 Maryland Transportation Plan \(MTP\): A Blue Print for Maryland's Transportation Future](#) is MDOT's current 20-year vision for transportation and helps to guide Statewide improvements across all means of transportation, including highways, roads, tunnels, bridges, rail, buses, water ports, airports, bike paths, and sidewalks. The MTP provides policy direction through Statewide multimodal goals and objectives. The MTP is the basis for developing strategic transportation plans, programs, policies, and projects across the State. MDOT updates the Statewide transportation plan every five years to address current and future transportation challenges, needs, and conditions. Currently, MDOT is updating its MTP and is conducting extensive public outreach to engage citizens, agencies, and interested organizations to help revise the Statewide transportation system's long-range vision, goals, and objectives.

The MTP guides the development of the second component of the SRT, the [Consolidated Transportation Program \(CTP\)](#), Maryland's six-year constrained capital program. The CTP contains all capital projects funded with the Maryland Transportation Trust Fund (TTF). Figure 3.1 illustrates the TTF funding sources (also found on page 7 of the CTP). Projects from all Modal Administrations and MdTA are listed in the CTP. For major projects, the CTP contains a detailed description and an illustrative Project Information Form (PIF). The primary difference between the CTP and the STIP is that the CTP also includes projects that are not Federally funded.

**Figure 3.1 Transportation Trust Fund Sources, 2007 - 2012**

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

## Highway Needs Inventory

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



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

## **Metropolitan Planning Organization Transportation Plans**

Maryland's six MPOs are charged with developing a 20-year Long-Range Transportation Plan (LRTP) and a short-term (usually 2 to 6 years) program called the Transportation Improvement Program (TIP). LRTPs help MPOs review how their region is changing and growing in order to determine future transportation needs and act as a tool to channel transportation investments where they can be most effective to meet the region's transportation needs. TIPs allow MPOs to review and approve all plans and programs of regional significance that involve Federal funds. TIPs generally reflect local needs, priorities, and available funding in coordination with local transit providers, land use, and other local government officials, citizens and other stakeholders. For example, the TIP must also show year of expenditure and what types of funding will be used and each project must be described in detail, including project cost. The Federal requirement is to update TIPs every four years; however, in Maryland MPOs update their TIPs annually to ensure that the cost and project information is as up-to-date as possible and fiscally constrained.

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

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

## **Statewide Transportation Improvement Program**

In order to receive federal funds, Federal legislation mandates that states adopt a specific process for selecting projects for implementation known as the STIP. The Maryland Statewide Transportation Improvement Program is a five-year, fiscally constrained, and

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<sup>1</sup> [http://www.fhwa.dot.gov/environment/conformity/ref\\_guid/chap2.htm](http://www.fhwa.dot.gov/environment/conformity/ref_guid/chap2.htm)

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

## ■ 4.0 Maryland's STIP Development

### Process Overview

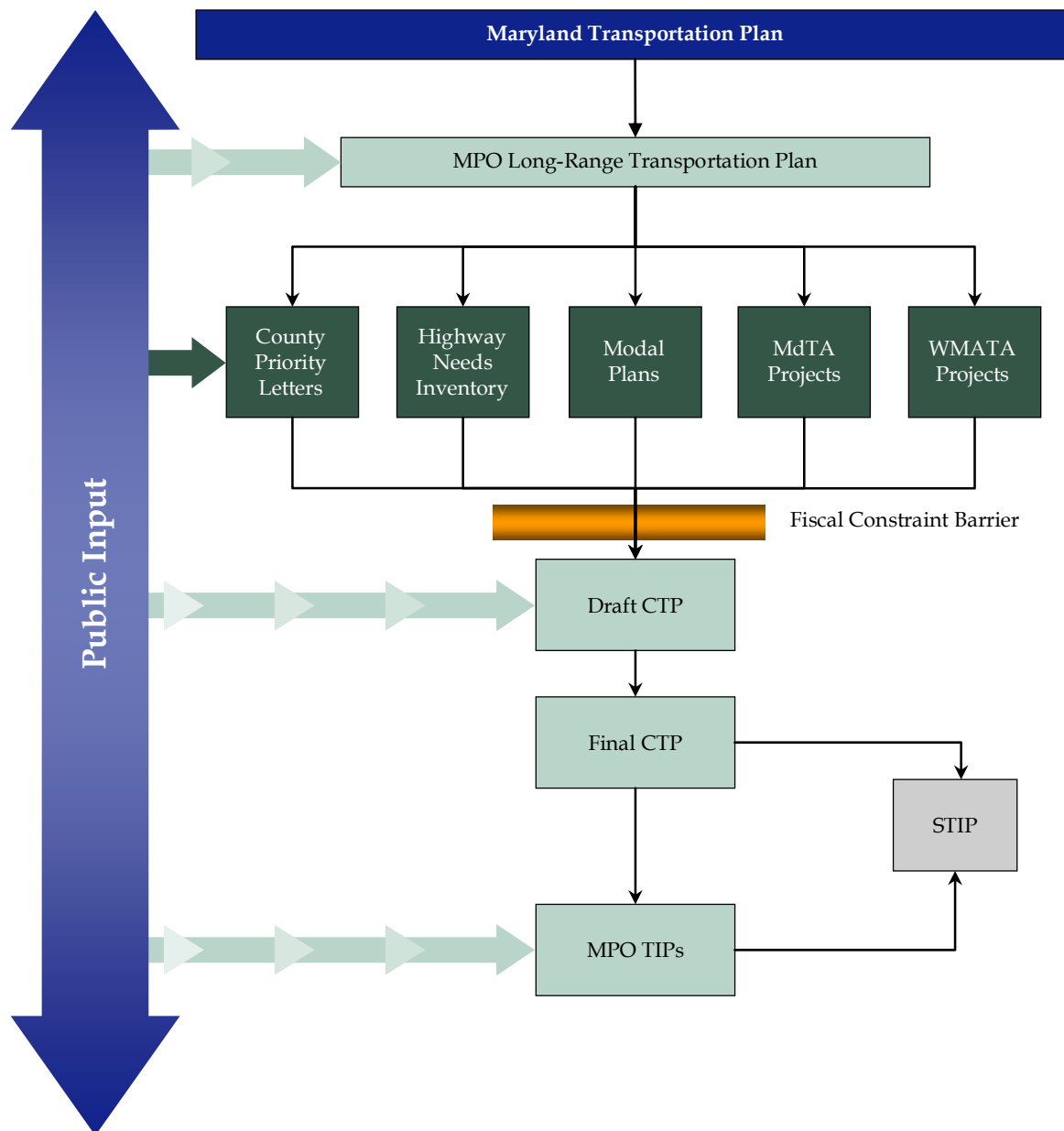
The STIP development process begins with the MTP and MPO LRTPs (see Figure 4.1). These long-range plans are the foundation for transportation planning in Maryland. The STIP components are identified through a cooperative process between MDOT, the Modal Administrations, SHA District Engineers, and county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

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

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

roadway networks. Counties with smaller populations and lower densities tend to focus on highway and arterial improvements, although most counties request some element of transit funding.

**Figure 4.1 STIP Development Process**



Priority letters are typically received in the summer as the draft CTP/STIP is developed. MDOT conducts several meetings with county staff, MPOs, and SHA district engineers to discuss the priorities listed. At the end of the summer, MDOT meets with local officials at

the Maryland Association of Counties (MACo) conference to continue discussions about priority projects.

Once the official draft CTP/STIP is complete, MDOT conducts the Annual Consultation Process, also known as the Fall Tour where the Secretary of Transportation and the Modal Administrators visit each of the State's 23 counties and Baltimore City to present and solicit input on the draft CTP/STIP. Local elected officials, State legislators, and citizens are generally present at these meetings. Table 4.2 lists the 2006 CTP Fall Tour schedule. After the Fall Tour, MDOT reviews any comments and concerns and uses this input, along with updated revenue forecasts, to develop the final CTP.

**Table 4.2 2006 CTP Fall Tour Annual Consultation Meetings**

Date	County	Time	Location
September 25, 2006	Charles	9:30 am	Charles County Government Building, La Plata
September 26, 2006	Calvert	10:00 am	County Courthouse, Prince Frederick
	St. Mary's	3:00 p.m.	Governmental Center Leonardtown
October 5, 2006	Harford	2:00 p.m.	Harford County Council Chambers, Bel Air
October 10, 2006	Worcester	10:30 am	Worcester County Government Center, Snow Hill
	Somerset	2:30 p.m.	County Office Complex, Princess Anne
	Wicomico	7:00 p.m.	Wicomico Youth & Civic Center, Salisbury
October 11, 2006	Prince George's	10:00 am	SHA, District 3 Auditorium, Greenbelt
October 12, 2006	Washington	10:00 am	Washington County Admin. Building, Hagerstown
	Allegany	3:00 p.m.	Allegany County Office Complex Cumberland
October 13, 2006	Garrett	10:00 am	Commissioner's Meeting Room Oakland
October 16, 2006	Anne Arundel	3:00 p.m.	The Arundel Center, Annapolis
October 19, 2006	Howard	7:00 p.m.	George Howard Building, Ellicott City
October 23, 2006	Cecil	2:30 p.m.	County Administration Building, Elkton
October 24, 2006	Kent	9:30 am	County Government Center, Chesterstown
	Queen Anne's	1:30 p.m.	Liberty Building, Centreville
November 2, 2006	Montgomery	7:00 p.m.	Council Office Building, Rockville
November 8, 2006	Frederick	7:00 p.m.	Winchester Hall, Frederick
November 13, 2006	Baltimore Co.	10:30 am	Old Courthouse, Towson
	Baltimore City	3:00 p.m.	War Memorial Building, Baltimore
November 14, 2006	Caroline	10:30 am	Courthouse, Denton
	Talbot	3:30 p.m.	Library Meeting Room, Easton
	Dorchester	7:00 p.m.	County Office Building, Cambridge
November 15, 2006	Carroll	1:30 p.m.	County Office Building, Westminster

MDOT also engages in a range of consultative activities with representatives of local agencies and elected officials from Maryland's non-metropolitan areas. In fact, a number of organizations and groups representing Maryland's rural counties and transportation interests regularly present before the General Assembly and Secretary of Transportation to communicate their needs and lobby for specific projects and funding initiatives, such as the Transportation Association of Maryland (TAM) – a Statewide advocate of public, private, and non-profit transit agencies. Other activities include SHA District Offices, where continuous relationships with local agencies and officials help to identify highway, transit, and other transportation capital needs for inclusion in the STIP and CTP. MDOT also attends Maryland Municipal League meetings as another way to foster transportation planning coordination.

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

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

## **MDOT Planning Factors and Coordination**

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

### ***System Preservation***

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

## *Safety and Security*

Ensuring the safety and security of Maryland residents and others who travel through the State's airports, seaports and on buses, highways and trains is vitally important. MDOT is committed to providing safe travel to all its customers and to protecting the safety of MDOT's workforce and contractors. Safety considerations are integral to all MDOT design and operational activities. In addition, threats to the security of travelers and to transportation assets have received heightened attention and MDOT is committed to taking advantage of new technologies and cost effective counter-measures to reduce transportation system vulnerabilities. Each Modal Administration institutes both safety and security measures, with MDOT continuing to support these actions and strategies across the State transportation system.

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

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

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

## *Environmental Planning Factors*

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

- SHA actively tracks the amount of wetlands and streams that are restored during and following each project where applicable;

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

- each PIF in the CTP contains a section addressing the impact of the project in relation to Maryland’s Smart Growth guidelines; and
- the AR contains a discussion about MDOT’s environmental mitigation strategies and efforts.

Since 2000, MDOT has partnered with the Department of Natural Resources (DNR), the Maryland Department of the Environment (MDE), and the Maryland Department of Planning (MDP) in order to minimize the negative effects of transportation on restoration efforts of the Chesapeake Bay. The goals of the “Chesapeake 2000 - The renewed Bay Agreement” listed on the DNR website include:

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

### ***Coordinated Public Transit - Human Services Transportation Plan***

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

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

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<sup>3</sup> <http://www.kfhgroup.com/Background.htm>

## ■ 5.0 Linking Maryland's STIP to SAFETEA-LU

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

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

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

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

1. Non-Attainment: Represents a locality where air pollution levels exceed National Ambient Air Quality Standards.
  - a. Ozone - Frederick, Montgomery, Prince George's, Charles, Calvert, Anne Arundel, Howard, Carroll, Baltimore, Harford, Cecil, Kent, and Queen Anne's Counties as well as Baltimore City.
  - b. Particulate Matter (PM) 2.5 - Washington, Frederick, Montgomery, Prince George's, Charles, Anne Arundel, Howard, Carroll, Baltimore, and Harford Counties as well as Baltimore City.
2. Maintenance: This is a locality where an approved air quality improvement plan has been implemented with the goal of re-designating it as an attainment area.
  - a. Carbon Monoxide - portions of Montgomery and Prince George's Counties as well as portions of Baltimore City.
3. Early Action Compact (EAC): These localities will take immediate action to begin reducing air pollution one to two years earlier than required by the Clean Air Act.
  - a. Ozone - Washington County submitted its Early Action Compact (EAC) to the EPA on March 25, 2004 and the plan was approved for implementation on April



15, 2004. Washington County met all of the required EAC milestones and submitted an attainment demonstration (based on 2005, 2006 and 2007 air quality data) before the December 31, 2007 deadline. The attainment demonstration was accepted by the EPA. The EPA issued a final rule, published in the Federal Register on March 27, 2008, designating Washington County as attainment of the 8-hour ozone standard, effective April 15, 2008. The EAC plan was successfully implemented due to cooperation between Washington County, MDE and MDOT.

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

*National Capitol Region Transportation Planning Board (TPB):*

<http://www.mwcog.org/clrp/projects/tip/fy0914.asp>

*Baltimore Regional Transportation Board (BRTB):*

<http://www.baltometro.org/content/view/941/568>

*Cumberland MPO:* <http://gov.allconet.org/mpo>

*Hagerstown-Eastern Panhandle MPO (HEPMPO):*

[http://www.hepmpo.net/air\\_quality/index.html](http://www.hepmpo.net/air_quality/index.html)

*Salisbury/Wicomico Area MPO:* No Website

*Wilmington Metropolitan Planning and Coordinating Council (WILMAPCO):*

<http://www.wilmapco.org/tip/index.htm>

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

**(c) Non-Metropolitan Area Coordination:** Development of the STIP is not complete until the needs and priorities of non-metropolitan areas are included. MDOT has developed the "Non-metropolitan Area Consultative Process" in order to comply with Federal transportation planning requirements. This policy provides a process for non-metropolitan areas and non-metropolitan elected officials to be involved in Statewide transportation planning that spans across all modes. Section 4.0 also described the annual CTP/STIP Fall Tour, a key component of Maryland's outreach to non-metropolitan areas

and other coordination efforts with non-metropolitan areas pursued by MDOT. Process details can be found on [MDOT's website](#). In 2006, the Maryland legislature reintroduced and passed legislation (Senate Bill 281) to establish a Commission to study Southern Maryland Transportation Needs. MDOT is currently supporting this study and coordinating with the Tri-County Council that represents the tri-county region of Charles, Calvert, and St. Mary's Counties.

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

**(e) Federal Lands Highway Program (FLHP) TIP:** The STIP includes all FLHP projects that have been approved by FHWA without modification. For Fiscal Year 2008 there are two FLHP projects - one in Montgomery County and one in Anne Arundel County (see Table 5.1).

**Table 5.1 Federal Lands Highway Program Projects**

Award Year	Owner Agency	Description	Fund Source	Total Program Amount
2008	National Park Service, Chesapeake and Ohio Canal National Historical Park	Rehabilitate Route 102, Great Falls Entrance Road from the intersection with Falls Road, through the parking areas and reconstruct/rehabilitate parking areas. (Montgomery County)	Park Roads and Parkways	\$4,500,000
2008	U.S. Fish and Wildlife Service, Patuxent National Wildlife Refuge	ERFO repairs to Bald Eagle Drive, Visitor Center Entrance Road, and Wildlife Loop. (Anne Arundel County)	Emergency Relief for Federally Owned Roads	\$100,000

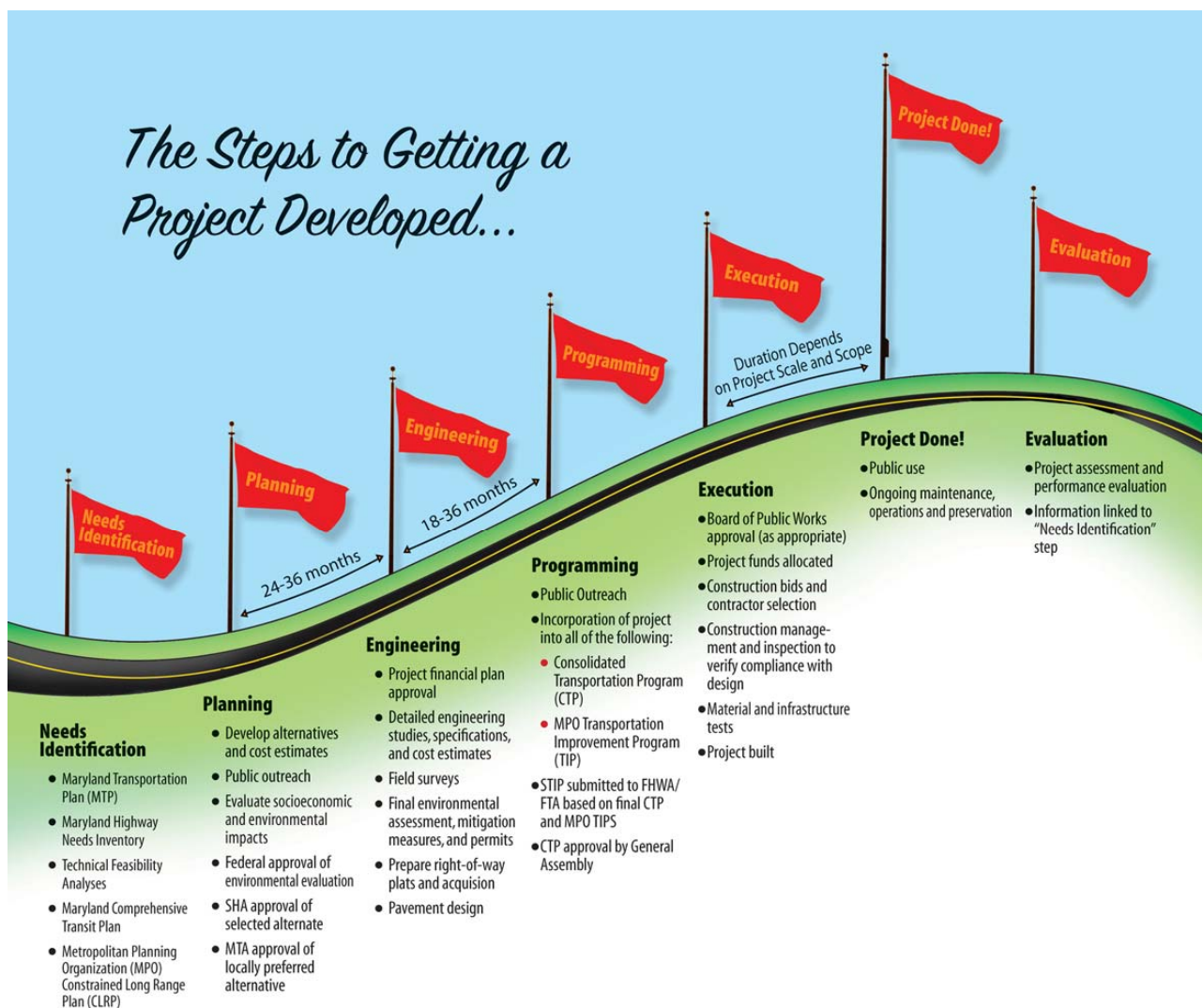
**(f) Public Comment:** The STIP is developed within an inclusive, accessible, and responsive public involvement process. As mentioned under “(b) MPO Coordination and Air Quality Attainment,” each TIP is been subject to its own public comment process and review period. Several public outreach attributes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

For the 2007 – 2012 CTP, MDOT elected to create additional visualization and public outreach materials. First, MDOT created a brochure titled “Executive Summary of the 2007 – 2012 CTP” that discusses recent achievements, strategies to further improve transportation in Maryland, and funding challenges. MDOT also created a CTP Website to provide information about the CTP process and about how planning at MDOT is conducted as well as information about the following “Hot Topics”: Base Realignment and Closure (BRAC), Innovative Finance, Transit Oriented Development (TOD), Freight Transportation, & Intermodal Connections. Also posted on the website was the 2006 Fall Tour schedule and directions for interested parties wishing to attend a CTP Fall Tour. The

website also highlighted transportation plans that needed to be developed as a result of SAFETEA-LU, including a Statewide Highway Safety Plan and a Coordinated Public Transit Human Services Plan.

Finally, a notable challenge facing the transportation field is communicating to the public the time required to conceptualize, plan, and build transportation projects. To address this challenge, the CTP website included a webpage titled “Project Delivery Timeframe” (see Figure 5.1<sup>4</sup>) to better communicate these ideas. The 2007 – 2012 CTP website provided an ideal venue through which the project process could be further clarified both visually and through explanatory text.

**Figure 5.1 Annual CTP Fall Tour Project Delivery Timeframe Webpage**



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

**(h) Regionally Significant Projects:** The 2008 – 2012 STIP includes projects of regional significance. For example, the CTP includes a section on transportation improvements related to the U.S. Department of Defense’s BRAC process.

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

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

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

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

- Planning – once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project and to establish the scope and location of proposed transportation facilities and obtain environmental approvals.
- Engineering – these projects undergo additional environmental studies, preliminary, and final design. These projects, having been more thoroughly evaluated than those in Planning, are candidates for future addition to the Construction Program and are more likely to be built.
- Right-of-Way – this funding is approved at different points during the project to provide the necessary land for the project corridors for future projects.
- Construction – this last stage includes the costs of actually building the designed facility. Construction does not begin until a project receives the necessary environmental permits, the State of Maryland meets air quality requirements, and contracts are bid. Once a project is fully funded for construction, it is moved from the Development and Evaluation section of the CTP to the Construction section of the CTP.

Figure 5.2 Project Information Form (PIF) Illustration

**Maryland Transit Administration -- Line 27**

**PROJECT:** CCTV improvements

**CONSTRUCTION PROGRAM**

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

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

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

**ASSOCIATED IMPROVEMENTS:** None.

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

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

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR			2010...	2011...	2012...	2013...		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	1	1	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	22,800	4,670	3,416	4,100	3,831	0	6,763	0	16,130	
<b>Total</b>	<b>22,801</b>	<b>4,671</b>	<b>3,416</b>	<b>4,100</b>	<b>3,831</b>	<b>0</b>	<b>6,763</b>	<b>0</b>	<b>16,130</b>	
Federal-Aid	13,096	3,097	2,849	2,535	2,708	0	1,907	0	9,099	

**FEDERAL FUNDING OBLIGATIONS BY YEAR**

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

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

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

**(k) Consistency with State Long-Range Transportation Plan and MPO Long-Range Transportation Plans:** The multimodal goals and objectives in the 2004 *Maryland Transportation Plan (MTP): A Blue Print for Maryland's Transportation Future* provided policy guidance for the 2008 - 2012 STIP development. Currently, MDOT is updating its

MTP and is conducting extensive public outreach to engage citizens, agencies, and interested organizations to help revise the Statewide transportation system's long-range vision, goals, and objectives. The MTP in turn provides overall policy direction for Maryland's six MPO LRTPs which in turn provide overall policy direction for development of the TIPs. MDOT has been working with MPOs to update their LRTPs to ensure their conformity with SAFETEA-LU.

**(l) Financial Plan:** In addition to project specific funding information, MDOT includes two financial sections in its CTP. The first section titled "Where the Money Comes From" (page 7 of the CTP) details the various inputs to the Transportation Trust Fund (TTF), which is Maryland's dedicated transportation revenue source. As Figure 3.1 illustrates, the TTF is supported by Federal aid, operating revenues, user fees, vehicle titling taxes, registration fees, motor fuel taxes, and bond proceeds. This source of funding is available to pay for operating, maintenance, and capital costs (including system preservation) associated with highways, transit, aviation, motor vehicle administration, and the Port of Baltimore.

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

The total projected Trust Fund revenues amount to \$18.1 billion for the six-year period covered by the FY 2008 - 2012 STIP/CTP. The TTF supports operation and maintenance of State transportation systems, MDOT administration, debt service, and capital projects. In addition, 30 percent of the Highway User Revenues credited to the TTF are shared with Maryland's counties and Baltimore City to support their transportation needs.

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

MdTA is independently funded through tolls, concessions, investment income, revenue bonds, and miscellaneous sources, thus its funding sources are separate from both the TTF and the State's General Fund.

The CTP's second section titled "Where the Money Goes" (page 7 of the CTP) describes how the TTF supports the operation, maintenance, and preservation of State transportation systems as well as MDOT administration, debt service, and capital projects. As a dedicated funding source, the TTF provides maximum flexibility in financing transportation throughout the State to foster intermodal solutions. Additionally, because

transportation needs are not paid for using the State's General Fund, transportation need not compete with other State programs and expenditures for funding.

The revenue and cost estimates for the CTP/STIP use an inflation rate to reflect "year of expenditure dollars" based on reasonable financial principles and information developed cooperatively by the State, MPOs, and public transportation operators. The CTP describes the economic trends and assumptions that were used to estimate MDOT's revenue and operating cost projections. The CTP also describes the assumptions used to estimate Federal-aid for highways, transit, WMATA and aviation (see CTP pages 10 - 12).

**(m) Fiscal Constraint:** Fiscal constraint is a requirement that dates back to the Intermodal Surface Transportation Efficiency Act of 1991. The purpose of fiscal constraint is to ensure that states have adequate funding available to implement projects identified in the STIP while also providing for the operation and maintenance of the existing transportation system. The 2008 - 2012 STIP is financially constrained by revenues that are reasonably expected to be available through the five-year funding period of the STIP or project completion using year of expenditure dollars. The revenue and expenditure projections use the latest available economic estimates from two national forecasting companies.

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

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

The 2008 - 2012 STIP demonstrates fiscal constraint in the following ways. The CTP specifies funding sources (Federal, special, general, other) to be used for projects broken down by year and project phase (planning, engineering, right-of-way, and construction). Projects (or phases of projects) are listed only if full funding is anticipated to be available for the project (or appropriate project phase) within the time period established for its completion. All project and funding details in the STIP has been scrutinized and approved by the Maryland General Assembly and Governor through the annual budget process.

SHA uses Advance Construction (AC) procedures to manage its capital program. In general, all projects are placed in AC when advertised for construction. Conversion to regular federal funding occurs consistent with the cash flow required during each fiscal year. The cash flows used are the same as those carried in the Department's six-year CTP. Federally funded projects are added to the program only when there is sufficient obligation authority (OA) remaining after providing for projects already underway. For

planning purposes, the OA is calculated at a rate of 87% of authorized appropriations. A detailed analysis of the use of OA is prepared for the draft and final CTP each year.

The STIP also includes fiscal constraint summary tables and explanation worksheets for SHA and for Statewide projects (see Appendix D and Appendix E) and for the Locally Operated Transit Systems (LOTS) Program (see Appendix G).

At the Federal Transit Administration's request, we have developed a spreadsheet which identifies all transit projects that are not found in a Metropolitan TIP. This can be found in Appendix G.

Lastly, the STIP Appendices include a complete reprint of the whole MTA section from the CTP. The Major Projects, Line Items 1-42, are included in Appendix J. The Locally Operated Transit Systems Minor Projects information, Line Item 49, is included in Appendix K.



## **Appendix A**

Statement of Self-Certification

## **Appendix B**

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

## **Appendix C**

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

## **Appendix D**

SHA Financial Constraint Summary Table and Explanation Worksheet

## **Appendix E**

Statewide Financial Constraint Summary Table and Explanation Worksheet

## **Appendix F**

MTA - 2007 CTP Projects Not Reflected Within 2008 TIPs

## **Appendix G**

Federal Funding Sources

## **Appendix H**

Glossary

## **Appendix I**

MTA Major Projects. Please disregard the MTA section of the CTP, Line Items 1 through 42, and replace with this section. For your information: Line Items 43 through 48 in the CTP are correct and are not replaced with an Appendix.

## **Appendix J**

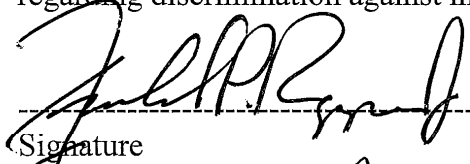
MTA Locally Operated Transit Systems, Line 49. Please disregard the MTA section of the CTP, and replace with this Appendix. For your information: Line Items 43 through 48 in the CTP are correct and are not replaced with an Appendix.

## APPENDIX A

STATEWIDE TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION

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

- I. 23 U.S.C. 134, 135 and 23 CFR 450; and 49 U.S.C. Section 5303 and 5304
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794, and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in the USDOT funded projects;
- V. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid Highway construction contracts;
- VI. The provisions of the Americans With Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR part 27, 37 and 38;
- VII. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93. (Note-only for States with non-attainment and /or maintenance areas outside metropolitan planning area boundaries).
- VIII. The Older Americans Act, as amended (42 U.S.C. part 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C., regarding prohibition of discrimination on the basis of gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
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Signature

FREDERICK P. RAPPE, JR.  
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Printed Name

ACTING DIRECTOR  
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Title

April 30, 2008  
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Date

## APPENDIX B - SHA Federal Fund Obligations

<b>ENVIRONMENTAL PROJECTS (FUNDS 24, 25, 26, 74 AND 88)</b>			
<b>National Highway System</b>			
BALTIMORE			
IS0695	1750 FT NW OF REISTERSTOWN ROAD (MD 140) TO 3950 FT NW OF REISTERSTOWN ROAD	2,071,004.00	CO
<b>Surface Transportation Program</b>			
MONTGOMERY			
MD0117	LONG DRAUGHT BRANCH RESTORATION	2,293,093.00	RW
<b>Scenic Byways</b>			
AREAWIDE	INTERNATIONAL MARKETING CAMPAIGN FOR MARYLAND AND VIRGINIA BYWAYS	100,000.00	PE
	HISTORIC NATIONAL RD - CORRIDOR MANAGEMENT PLAN - YEAR 4	25,000.00	RW
	CHESAPEAKE COUNTRY - CORRIDOR MANAGEMENT PLAN IMPLEMENTATION - YEAR 3	25,000.00	PE
	MARKETING THE EASTERN LEGACY OF THE HISTORIC NATIONAL RD-PHASE 1-MD (PA & WV)	80,000.00	PE
	CHARLES STREET CORRIDOR MANAGEMENT PLAN - YEAR 1	25,000.00	PE
	BLUE CRAB SCENIC BYWAY - MARKETING PLAN DEVELOPMENT - YEAR 1	25,000.00	PE
	CATOCTIN MOUNTAIN SCENIC BYWAY GATEWAY/WAYFINDING PLANNING PROJECT	60,000.00	PE
	HISTORIC NATIONAL RD VIRTUAL BYWAY COMMUNITY WEBSITE	40,000.00	PE
	LOWER PATUXENT SCENIC BYWAY CORRIDOR MANAGEMENT PLAN	50,640.00	PE
	CHARLES STREET SCENIC BYWAY INTERPRETIVE PLAN	80,000.00	PE
	BLUE CRAB SCENIC BYWAY - PLAN FOR GATEWAY SIGNAGE AND LANDSCAPING	37,600.00	PE
	COME CLOSER! CHESAPEAKE COUNTRY - INTERPRETIVE PLAN	74,400.00	PE
	LOWER SUSQUEHANNA BYWAY CORRIDOR MANAGEMENT PLAN	800,000.00	PE
	ROADS TO RAILS - AMERICAS FIRST RR AND THE NATIONAL RD	90,000.00	PE
	INTERNATIONAL MARKETING CAMPAIGN FOR MARYLAND AND VIRGINIA BYWAYS	94,748.00	PE
	CHESAPEAKE COUNTRY NATIONAL SCENIC BYWAY GATEWAYS	60,232.00	PE
<b>Enhancement</b>			
ANNE ARUNDEL	FUNCTIONAL ENHANCEMENT OF SWM FACILITIES (2ND PHASE)	475,000.00	CO
	North cypress branch stream restoration, reforestation wetland enhancement	415,111.00	CO
AREAWIDE	ROADSIDE DEBRIS/SAFETY CAMPAIGN	100,000.00	PE
HARFORD	MA AND PA HERITAGE RAIL EXTENSION - EDGELY GROVE	775,672.00	CO
WASHINGTON			
IS0070	REMOVE CONCRETE SWALES ALONG WB I-70 FROM CRYSTAL FALLS RD TO MD 66	437,450.00	CO
<b>National Recreational Trails</b>			
AREAWIDE			
	RECREATIONAL TRAILS PROGRAM - FY 07 PROJECTS	1,104,639.00	CO

## APPENDIX B – SHA Federal Fund Obligations

<b>SAFETY AND SPOT IMPROVEMENTS (FUNDS 23, 27, 30, 32, 33, 75, 76, 79, 85 AND 87)</b>			
<b>Congestion Mitigation / Air Quality</b>			
AREAWIDE	MOD/INST SIGNAL SYSTEMIZATION AND TRAFFIC CONTROL DEVICES IN DIST. 3,4,7	1,587,938.00	CO
	Mod/Installation Of Signal Systemization And Traffic Control Devices In D-1,2,4,5	1,587,938.00	CO
	TDS/CONSULTANT SIGNAL SYSTEMIZATION STUDIES - FY 08	300,000.00	PE
	TDS/IN-HOUSE SIGNAL SYSTEMIZATION - FY 08	150,000.00	PE
<b>National Highway System</b>			
	Modification/Install Traffic Control Devices At Signalized Intersec In D-6 And 7	690,422.00	CO
	REPL/UPGR/INST LOOPS AND VIDEO CAMERAS IN DISTRICTS 1,2,4 AND 5	424,264.00	CO
	REPL/UPGR/INSTALL LOOPS AND VIDEO CAMERAS IN DISTRICT 3,4,5	424,264.00	CO
	REPLACE/UPGRADE/INSTALL LOOPS AND VIDEO CAMERAS IN DIST 3,6,7	424,264.00	CO
	Rehab/Repair/Replace For Oh Sign Struc, High Mast Light Struc, Signal Structures	2,687,382.00	CO
	MODIFICATION/INSTALLATION OF HIGHWAY SIGNING IN DISTRICTS 1,2,4 AND 5	2,679,146.00	CO
	MODIFICATION/INSTALLATION OF HIGHWAY SIGNING IN DISTRICTS 3,6 AND 7	2,678,746.00	CO
	INSTALL UNINTERRUPTABLE POWER SYSTEM (UPS) AT SIGNALIZATION IN D-3,6,7	381,836.00	CO
	INST UNINTERRUPTABLE POWER SYSTEM (UPS) AT SIGNALIZED INTERSEC IN D-1,2,4,5	399,488.00	CO
	DESIGN, FURNISH, INSTALL ADA AND APS AT SIGNALIZED INTERSECTIONS IN D-1,2	690,791.00	CO
<b>GARRETT</b>			
IS0068	THERMAL BRAKE IMAGING INFRARED CAMERA SYSTEM AT FINZEL WEIGH STATION	169,920.00	CO
<b>HOWARD</b>			
MD0032	I-70 WESTBOUND EXIT RAMP TO SHA DAYTON SHOP	238,960.00	CO
<b>PRINCE GEORGE'S</b>			
US0301	CURTIS ROAD TO LEELAND ROAD	1,049,042.00	CO
MD0005	AT 32ND AVENUE/BONITA STREET	357,480.00	CO
<b>Surface Transportation Program</b>			
<b>ALLEGANY</b>			
MD0036	HIGHWAY-RAIL CROSSING WITH GEORGE'S CREEK RAILWAY, DOT 832551F	89,155.00	CO
AREAWIDE	MOD/INST SIGNAL SYSTEMIZATION AND TRAFFIC CONTROL DEVICES IN DIST. 3,4,7	1,048,480.00	CO
	Mod/Installation Of Signal Systemization And Traffic Control Devices In D-1,2,4,5	1,048,480.00	CO
	Modification/Install Traffic Control Devices At Signalized Intersec In D-6 And 7	2,713,009.00	CO
	REPL/UPGR/INST LOOPS AND VIDEO CAMERAS IN DISTRICTS 1,2,4 AND 5	991,665.00	CO
	REPL/UPGR/INSTALL LOOPS AND VIDEO CAMERAS IN DISTRICT 3,4,5	991,665.00	CO
	REPLACE/UPGRADE/INSTALL LOOPS AND VIDEO CAMERAS IN DIST 3,6,7	991,665.00	CO
	Rehab/Repair/Replace For Oh Sign Struc, High Mast Light Struc, Signal Structures	709,957.00	CO
	SAFETY AND OPERATIONAL IMPROVEMENTS AT VARIOUS LOCATIONS	2,359,964.00	CO

## APPENDIX B - SHA Federal Fund Obligations

<b>STP AREAWIDE Cont.</b>	MODIFICATION/INSTALLATION OF HIGHWAY SIGNING IN DISTRICTS 1,2,4 AND 5	1,026,160.00	CO
	MODIFICATION/INSTALLATION OF HIGHWAY SIGNING IN DISTRICTS 3,6 AND 7	1,026,160.00	CO
	INSTALL UNINTERRUPTABLE POWER SYSTEM (UPS) AT SIGNALIZATION IN D-3,6,7	1,519,164.00	CO
	INST UNINTERRUPTABLE POWER SYSTEM (UPS) AT SIGNALIZED INTERSEC IN D-1,2,4,5	1,506,752.00	CO
	DESIGN, FURNISH, INSTALL ADA AND APS AT SIGNALIZED INTERSECTIONS IN D-1,2	2,766,650.00	CO
	TEDD/IN-HOUSE STAFF SUPPORT	250,000.00	PE
	TDSO CONSULTANT WZTC	750,000.00	PE
	TDSO UNIVERSITY OF MARYLAND ATTAP	405,000.00	PE
	TDSO/IN-HOUSE ROUNDABOUT EVALUATIONS - FY 08	220,000.00	PE
	TDSO/CONSULTANT ROUNDABOUTS EVALUATION - FY 08	390,000.00	PE
	TDSO/IN-HOUSE TRAFFIC STUDY REVIEW - FY 08	1,350,000.00	PE
	TDSO/IN-HOUSE WORK ZONE SAFETY - FY 08	375,000.00	PE
	TDSO/CONSULTANT TRAFFIC STUDY REVIEW-FY 08	600,000.00	PE
	TDSO/CONSULTANT SIGNAL SYSTEMIZATION STUDIES - FY 08	600,000.00	PE
	TDSO/IN-HOUSE SIGNAL SYSTEMIZATION - FY 08	150,000.00	PE
<b>BALTIMORE</b>			
US0040	AT THE INTERSECTION WITH MIDDLE RIVER ROAD	2,742,157.00	CO
<b>CARROLL</b>			
	PATAPSCO ROAD - RAIL CROSSING MD MIDLAND R/R 831682F	372,823.00	CO
<b>FREDERICK</b>			
	FOXVILLE-DEERFIELD ROAD - RAIL CROSSING MD MIDLAND R/R 831781D	93,078.00	CO
<b>MONTGOMERY</b>			
	MODIFICATION/INSTALLATION OF TRAFFIC CONTROL DEVICES AT LISTED SITES	2,367,584.00	CO
<b>PRINCE GEORGE'S</b>			
MD0193	MD 193 AT HANOVER PARKWAY	1,368,305.00	CO
	HIGHWAY-RAIL CROSSING 140905K WITH CSX TRANSPORTATION	721,484.00	CO
WORCESTER	Highway-Rail Crossing With Maryland And Delaware R/R Dot 531881e - Peerless Road	407,438.00	CO
	Highway-Rail Crossing With Maryland And Delaware R/R Dot 531880x - Pitts Road	468,855.00	CO
<b>Interstate Maintenance</b>			
<b>HOWARD</b>			
IS0095	AT MD 100 INTERCHANGE	191,340.00	PE
<b>Minimum Allocation</b>			
<b>ANNE ARUNDEL</b>			
MD0100	AT MD 607	208,000.00	PE

## APPENDIX B - SHA Federal Fund Obligations

<b>RESURFACING AND REHABILITATION (FUND 77)</b>			
<b>Congestion Mitigation/ Air Quality</b>			
AREAWIDE			
US0001	NORTH OF MT VISTA ROAD TO MD 152	1,881,257.00	CO
<b>Interstate Maintenance</b>			
ALLEGANY - IS0068	OLD CUMBERLAND ROAD BR 0114400 TO E OF M.V. SMITH ROAD BR 0113000	4,259,560.00	CO
AREAWIDE	VARIOUS LOCATIONS IN WASHINGTON COUNTY	718,357.00	CO
BALTIMORE			
IS0695	PERRING PARKWAY TO PROVIDENCE ROAD (INNER AND OUTER LOOP)	4,305,558.00	CO
GARRETT			
IS0068	MD 42 BRIDGE 1103900 TO 1.27 MILES WEST OF OLD MORGANTOWN RD BR 1104800	3,881,510.00	CO
HOWARD			
IS0095	SOUTH OF MD 32 TO NORTH OF MD 100	14,647,815.00	CO
MONTGOMERY			
IS0270	MUDDY BRANCH TO NORTH OF MIDDLEBROOK ROAD	238,140.00	PE
IS0270	NORTH OF MD 189 (FALLS ROAD) TO MUDDY BRANCH ROAD	11,368,329.00	CO
ANNE ARUNDEL			
US0050	SOUTH HAVEN RD TO EXIT 23 (MD 450) AND W OF EXIT 24 (MD 70) TO SEVERN RIVER BR	6,609,634.00	CO
AREAWIDE	VARIOUS LOCATIONS IN DORCHESTER COUNTY	303,256.00	CO
	VARIOUS LOCATIONS IN SOMERSET COUNTY	458,929.00	CO
	VARIOUS LOCATIONS IN WICOMICO COUNTY	698,700.00	CO
	VARIOUS LOCATIONS IN WORCESTER COUNTY	483,462.00	CO
	VARIOUS LOCATIONS IN HARFORD COUNTY EAST OF US 1	830,245.00	CO
	WEST OF I-93 - VARIOUS LOCATIONS IN BALTIMORE COUNTY	842,907.00	CO
	VARIOUS LOCATIONS IN FREDERICK COUNTY	1,211,488.00	CO
	VARIOUS LOCATIONS IN HOWARD COUNTY - PROJECT COMPLETE 8/08	1,215,586.00	CO
	VARIOUS LOCATIONS IN CARROLL AND FREDERICK COUNTIES	333,763.00	CO
	MARLBORO MAINTENANCE SHOP AREA IN PRINCE GEORGE'S COUNTY	797,599.00	CO
	Repair And Replace Inlets, Headwalls, And Pipe Calverts In Var Loc Of Mo And Pg	422,016.00	CO
	VARIOUS LOCATIONS IN ALLEGANY COUNTY	723,222.00	CO
	VARIOUS LOCATIONS IN GARRETT COUNTY	758,612.00	CO
	VARIOUS LOCATIONS IN WASHINGTON COUNTY	815,919.00	CO
	VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	117,983.00	CO
US0001	NORTH OF MT VISTA ROAD TO MD 152	2,857,486.00	CO
WICOMICO			
US0013SB	MD 12 TO MT HERMON ROAD	828,851.00	CO

## APPENDIX B - SHA Federal Fund Obligations

<b>Surface Transportation Program</b>			
ALLEGANY			
MD0051	HOWARD STREET TO WEST THIRD STREET (CUMBERLAND)	1,297,288.00	CO
ANNE ARUNDEL			
US0050	SOUTH HAVEN RD TO EXIT 23 (MD 450) AND W OF EXIT 24 (MD 70) TO SEVERN RIVER BR	401,822.00	CO
MD0450	OLD SOLOMONS ISLAND ROAD TO BROWN STREET	1,566,484.00	CO
AREAWIDE	VARIOUS LOCATIONS IN DORCHESTER COUNTY	303,256.00	CO
	VARIOUS LOCATIONS IN SOMERSET COUNTY	458,929.00	CO
	VARIOUS LOCATIONS IN WICOMICO COUNTY	698,700.00	CO
	VARIOUS LOCATIONS IN WORCESTER COUNTY	483,577.00	CO
	WEST OF I-93 - VARIOUS LOCATIONS IN BALTIMORE COUNTY	846,312.00	CO
	VARIOUS LOCATIONS IN FREDERICK COUNTY	1,212,276.00	CO
	VARIOUS LOCATIONS IN HOWARD COUNTY - PROJECT COMPLETE 8/08	1,213,587.00	CO
	VARIOUS LOCATIONS IN CARROLL AND FREDERICK COUNTIES	336,859.00	CO
	MARLBORO MAINTENANCE SHOP AREA IN PRINCE GEORGE'S COUNTY	803,544.00	CO
	Repair And Replace Inlets, Headwalls, And Pipe Calverts In Var Loc Of Mo And Pg	422,107.00	CO
	VARIOUS LOCATIONS IN ALLEGANY COUNTY	738,934.00	CO
	VARIOUS LOCATIONS IN GARRETT COUNTY	758,576.00	CO
	VARIOUS LOCATIONS IN WASHINGTON COUNTY	101,314.00	CO
	VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	60,104.00	CO
	VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	56,236.00	CO
BALTIMORE			
MD0150	MD 587 (WILSON POINT ROAD) TO GRACES QUARTERS ROAD	3,162,440.00	CO
BALTIMORE CITY	NORTH AVE HOWARD TO MT ROYAL	6,051,612.00	CO
MONTGOMERY			
MD0109	MD 28 TO THE LITTLE MONOCACY RIVER	2,458,615.00	CO
MD0097	MD 586 (VEIRS MILL ROAD) TO RANDOLPH ROAD	3,564,058.00	CO
<b>BRIDGE REPLACEMENT AND REHABILITATION (FUND 80)</b>			
<b>Bridge Replacement and Rehabilitation</b>			
ALLEGANY			
IS0068	I-68 EAST AND WEST BOUND FROM MD 736 TO MD 658	3,217,208.00	CO
MD0035	REPLACEMENT OF BRIDGE 1068 ON MD 35 OVER WILLS CREEK	1,234,555.00	CO
ANNE ARUNDEL			
	OVER MD 295	235,200.00	PE



## APPENDIX B - SHA Federal Fund Obligations

<b>BRR AREAWIDE</b>	Providing Maintenance Of Traffic And Access Equipment For Bridge Inspection	2,167,422.00	CO
MD0214	MD 214 OVER PATUXENT RIVER	1,863,711.00	CO
<b>BALTIMORE</b>			
IS0083	BRIDGE 0305101, 0305102, 0309200, 0316400, 0316700	1,412,776.00	CO
	15 BRIDGES - I-95, I-695, US 1, MD 26, MD 30 MD 125, MD 128, I-795	1,379,597.00	CO
MD0695	7 EXISTING BR ON BALTIMORE BELTWAY AND SOUTHEAST BLVD	1,813,548.00	CO
<b>CALVERT</b>			
MD0261	BRIDGE 0401100 ON MD 261 OVER FISHING CREEK	235,200.00	PE
<b>CAROLINE</b>			
MD0313	BRIDGE 5003 ON MD 313 OVER LONG MARSH DITCH	2,488,631.00	CO
<b>CARROLL</b>			
MD0832	OVER BIG PIPE CREEK	912,113.00	CO
<b>CECIL</b>			
US0001	BRIDGE 0700300 OVER OCTORARO CREEK	400,000.00	CO
US0001	BRIDGE 0700300 OVER OCTORARO CREEK	115,651.00	CO
<b>CHARLES</b>			
MD0234	OVER ALLENS FRESH RUN	1,460,533.00	CO
<b>DORCHESTER</b>			
MD0335	OVER WALLACE CREEK - BRIDGE 09011	164,965.00	RW
MD0335	OVER WALLACE CREEK - BRIDGE 09011	400,000.00	CO
<b>FREDERICK</b>			
MD0028	BRIDGE 10014 OVER TUSCARORA CREEK	2,560,566.00	CO
<b>HARFORD</b>			
MD0023	BRIDGE 12064 OVER MORSE ROAD	1,507,157.00	CO
MD0024	BRIDGE 12071 ON MD 24 OVER AMTRAK AND SIBERT ROAD	521,989.00	CO
<b>MONTGOMERY</b>			
IS0495	BRIDGE 1510000 OVER POTOMAC RIVER	4,922,416.00	CO
MD0355	BRIDGE 1511900 ON MD 355 OVER I-495 OUTER LOOP	1,835,307.00	CO
<b>WASHINGTON</b>			
IS0070	I-70 OVER BLACK ROCK ROAD	5,909,307.00	CO
US0522	OVER POTOMAC RIVER AND CSX RR	2,346,079.00	CO
MD0067	BRIDGE 21137 OVER ABANDONED RAILROAD AND ISRAEL CREEK	117,600.00	PE
<b>WORCESTER</b>			
US0013	US 13 NBR OVER POCOMOKE RIVER	94,080.00	PE

## APPENDIX B - SHA Federal Fund Obligations

<b>Interstate Maintenance</b>			
<b>GARRETT</b>			
IS0068	EAST AND WEST BOUND-LOWER NEW GERMANY ROAD TO WATER STREET	2,759,859.00	CO
<b>Surface Transportation Program</b>			
AREAWIDE	STATEWIDE BRIDGE PARAPET SAFETY UPGRADES	264,600.00	PE
<b>BALTIMORE</b>			
US0040	over Gunpowder Falls Bridge no. 303503 & 303403 Rehabilitation	40,000.00	PE
<b>FREDERICK</b>			
MD0077	STRUCTURE REPLACEMENT FOR 10081X0 ON MD 77 OVER BRANCH OF OWENS CREEK	627,076.00	CO
<b>WASHINGTON</b>			
MD0063	REPLACE 24 FT LONG DOUBLE 6' X 2" BOX CULVERT ON MD 63 OVER DOWNEY BRANCH	21,680.00	PE
<b>Local</b>	Mt. Vista Road over Sweathouse Branch (Bridge Replacement)	657,342.00	CO
	Third Street over CSXT in Oakland, Garrett County, MD (Bridge Replacement)	1,828,008.00	CO
	Rye Street over Braddock Run (Bridge Replacement)	604,452.00	CO
	Big Woods Road over Bennett Creek (Bridge Replacement)	1,331,811.00	CO
	Dunk Freeland Road over Little Deer Creek (Bridge Replacement)	466,554.00	CO
	River Bridge over Tidy Island Creek (Bridge Replacement)	507,760.00	CO
	Big Falls Road over Gunpowder Falls (Bridge Replacement)	1,530,952.00	CO
	Bartlett Run Road over Butcher Run (Bridge Replacement)	1,022,199.00	CO
	Thomas Run Road over Thomas Run (Bridge Replacement)	827,997.00	CO
	Calvary Road over Jenkins Creek (Bridge Replacement)	1,100,338.00	CO
	Silver Run Valley Road over Big Siver Run - (PE) For local bridge	130,318.00	PE
	Greenmount Church Road Bridge over Murphy Run - (PE) For local bridge	164,998.00	PE
	Bestpitch Ferry Road Bridge over The Transquaking River - (PE) For local bridge	389,954.00	PE
	Thornton Mill Road Bridge over Branch of Western Run - (PE) For local bridge	193,547.00	PE
	Eagle Mill Road Bridge over Little Falls - (PE) For local bridge	219,327.00	PE
	Wetipquin Road over Wetipquin Creek (Bridge Replacement)	1,579,918.00	CO
	Harris Mill Road Bridge over Ebaughs Creek - (PE) For local bridge	211,045.00	PE
	Watervale Road over Winters Run - (PE) For local bridge	216,040.00	PE
	Statewide: Bridge Inspection - FY 08 (PE)	2,352,000.00	PE
	US 40 over Gunpowder Falls Bridge no. 303503 & 303403 Rehabilitation	360,000.00	PE
	Painters Mill Road Bridge over Gwynns Falls PE for Local Bridge	121,518.00	PE
	Marlyn Avenue over Deep Creek	1,680,918.00	CO
	Nicholson Lane over CSXT Bridge Replacement	2,032,555.00	CO
	Management of bridge inspection program in PG county PE	222,640.00	PE

## APPENDIX B - SHA Federal Fund Obligations

<b>URBAN RECONSTRUCTION/REVITALIZATION/APD LOCAL ACCESS (FUNDS 83 AND 84)</b>			
<b>Surface Transportation Program</b>			
ALLEGANY			
US0040AL	MD 658 (CAMPGROUND ROAD) TO BRADDOCK STREET IN LAVALE	5,794,552.00	CO
<b>Appalachia Development (APD)</b>			
	Rolling Mills Access Road - Phases 2 and 3 (CO)	820,679.00	CO
	Rolling Mills Access Roads - Phase 2 and 3 (CO) NHS	341,000.00	CO
<b>CONGESTION MANAGEMENT (FUNDS 81 AND 86)</b>			
<b>Congestion Mitigation / Air Quality</b>			
AREAWIDE	STATEWIDE - CHART NETWORK OPERATIONS AND MAINTENANCE	7,360,208.00	CO
CECIL			
MD0222	AT BLYTHE DALE ROAD	75,264.00	PE
FREDERICK			
US0015	AT MT ZION ROAD	304,435.00	CO
MD0080	I-70 PARK AND RIDE EXPANSION (NORTH LOT)	178,720.00	PE
	CHART VEHICLES FOR FY 2007	159,360.00	CO
<b>Intelligent Transportation System</b>			
AREAWIDE	MARYLAND OPERATIONS SUMMIT - 2007	12,600.00	PE
	ITS - Common Field Reporting System for Transportation	1,663,884.00	CO
	ITS - Baltimore Traffic Management Center Intergration	883,481.00	CO
	ITS - PG County TRIP Center - Phase II	1,066,747.00	CO
	ITS - Montgomery County PSCC Intergration-Info. Exchange	430,791.00	CO
<b>National Highway System</b>			
AREAWIDE	STATEWIDE - CHART NETWORK OPERATIONS AND MAINTENANCE	6,525,000.00	CO
	STATEWIDE - CHART NETWORK OPERATIONS AND MAINTENANCE	64,792.00	CO
<b>Surface Transportation Program</b>			
AREAWIDE	OPEN ENDED CONTRACT FOR ITS PROGRAM	329,280.00	PE
HOWARD			
MD0032	RIDESHARING FACILITY EXPANSION AT MD 32 AND I-70	461,926.00	CO

## APPENDIX B - SHA Federal Fund Obligations

<b>PLANNING (FUND 46)</b>			
<b>Demonstration</b>	SPR General Research Program for FY 2007	4,120.00	PP
<b>SPR</b>	Local Technical Assistance Program (LTAP) - SPR Research FY 2007	50,000.00	PP
	Local Technical Assistance Program (LTAP) - SPR Research FY 2007	136,000.00	PP
	SPR General Research Program for FY 2007	2,237,296.00	PP
	SPR General Research Program for FY 2007	41,932.00	PP
	SPR General Research Program for FY 2007	7,989,763.00	PP
	Pooled Fund Study Subsurface Drainage and landslide & slope stabilization	10,000.00	PP
	Pooled Fund Study - Optimal timing preventive maintenance for addressing Environmental Aging in HMA pavement(MnRoad)	15,000.00	PP
	Pooled Fund Study - Fish Passage in large culverts with low flows	15,000.00	PE
<b>MAJOR PROJECTS (FUND 70,71,72 AND 73)</b>			
<b>DPWW</b>			
PRINCE GEORGE'S			
IS0095	MM-6 - ANACOSTIA EAST WETLAND MITIGATION	2,847,221.00	CO
<b>High Priority</b>			
ANNE ARUNDEL			
MD0295	RI - I-695 TO I-195	648,790.00	CO
MD0295	RI - I-695 TO I-195	2,489,639.00	CO
MD0295	RI - I-695 TO I-195	240,000.00	CO
HOWARD			
MD0032	RI-NORTH OF TRIADELPHIA ROAD TO 3000 FT NORTH OF BURNTWOODS ROAD	520,127.00	CO
MD0032	RI-NORTH OF TRIADELPHIA ROAD TO 3000 FT NORTH OF BURNTWOODS ROAD	1,435,809.00	CO
MONTGOMERY			
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	273,751.00	CO
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	755,689.00	CO
MD0124	MIDCOUNTY HIGHWAY TO AIRPARK ROAD - PHASE 2	273,751.00	RW
MD0124	MIDCOUNTY HIGHWAY TO AIRPARK ROAD - PHASE 2	667,689.00	RW

## APPENDIX B - SHA Federal Fund Obligations

<b>HPP</b>			
<b>PRINCE GEORGE'S</b>			
IS0095	E OF CSX RAILROAD BRIDGE 16136 TO W OF MD 201 (KENILWORTH AVE) INTERCHANGE	828,906.00	PE
IS0095	E OF CSX RAILROAD BRIDGE 16136 TO W OF MD 201 (KENILWORTH AVE) INTERCHANGE	827,645.00	PE
MD0005	AT BRANDYWINE ROAD (MD 373/MD 381)	2,053,134.00	PE
MD0005	AT BRANDYWINE ROAD (MD 373/MD 381)	4,279,201.00	PE
IS0095	MM-6 - ANACOSTIA EAST WETLAND MITIGATION	963,200.00	CO
IS0095	MM-6 - ANACOSTIA EAST WETLAND MITIGATION	316,800.00	CO
<b>ST. MARY'S</b>			
MD0237	RI - MD 235 TO PEGG ROAD	2,053,134.00	CO
MD0237	RI - MD 235 TO PEGG ROAD	7,878,604.00	CO
<b>WORCESTER</b>			
US0113	HAYES LANDING ROAD TO NORTH OF MASSEY BRANCH - PHASE II	1,980,000.00	CO
<b>Interstate Maintenance</b>			
<b>FREDERICK</b>			
IS0070	WEST OF I-270 TO MT PHILLIP ROAD (PHASE 4)	300,000.00	PE
<b>PRINCE GEORGE'S</b>			
IS0095	E OF CSX RAILROAD BRIDGE 16136 TO W OF MD 201 (KENILWORTH AVE) INTERCHANGE	2,938,775.00	PE
<b>National Highway System</b>			
<b>ANNE ARUNDEL</b>			
MD0295	RI - I-695 TO I-195	5,754,706.00	CO
CALVERT		10,578,141.00	CO
MD0002	MD 2/4 AND MD 231 FROM SOUTH OF COMMERCE LANE TO OLD FIELD LANE		
HOWARD		17,939,247.00	CO
MD0032	RI-NORTH OF TRIADELPHIA ROAD TO 3000 FT NORTH OF BURNTWOODS ROAD		
PRINCE GEORGE'S		775,623.00	CO
IS0095	MM-6 - ANACOSTIA EAST WETLAND MITIGATION		
QUEEN ANNE'S		192,946.00	RW
US0050	PHASE 4 - MD 213 INTERCHANGE AND SERVICE ROAD TO SCOTTSTOWN ROAD		
<b>Interstate Maintenance</b>			
<b>WORCESTER</b>			
US0113	HAYES LANDING ROAD TO NORTH OF MASSEY BRANCH - PHASE II	6,607,779.00	CO

## APPENDIX B – SHA Federal Fund Obligations

<b>Surface Transportation Program</b>			
<b>MONTGOMERY</b>			
MD0124	RI - SOUTH OF AIRPARK ROAD TO ROSEWOOD MANOR LANE	29,918,137.00	CO
MD0355	RI - OLD GEORGETOWN ROAD TO MAPLE/CHAPMAN AVENUE (PHASE 1)	19,944,863.00	CO
<b>PRINCE GEORGE'S</b>			
IS0095	MM-6 - ANACOSTIA EAST WETLAND MITIGATION	2,500,000.00	CO
<b>ST. MARY'S</b>			
MD0237	RI - MD 235 TO PEGG ROAD	15,684,564.00	CO
<b>WORCESTER</b>			
US0113	HAYES LANDING ROAD TO NORTH OF MASSEY BRANCH - PHASE II	1,475,892.00	CO
<b>High Priority</b>			
MD 200	ICC from east of MD 97 to west of US 29	2,100,961.00	RW
MD 200	ICC from east of MD 97 to west of US 29	551,537.00	RW
MD 200	ICC from east of MD 97 to west of US 29	3,151,441.00	RW
MD 200	ICC from east of MD 97 to west of US 29	827,305.00	RW
<b>National Highway System</b>			
MD 200	ICC from east of MD 97 to west of US 29	7,422,400.00	RW
US0113	HAYES LANDING ROAD TO NORTH OF MASSEY BRANCH - PHASE II	1,967,856.00	CO
<b>BALTIMORE CITY</b>			
	Caton Avenue from Frederick to Benson Avenue	1,074,326.00	CO
	Park Heights Avenue from Druid Hill Drive to Garrison Blvd	2,935,802.00	CO
	Erdman Avenue from Sinclair Lane to Macon Street	1,542,024.00	CO
	Central Avenue from Lancaster Street to north of Madison St. PE for reconstruction	1,598,111.00	PE
	BALTIMORE CITY PROJECT	205,313.00	CO
	BALTIMORE CITY PROJECT	787,861.00	CO
	BALTIMORE CITY PROJECT	136,876.00	CO
	BALTIMORE CITY PROJECT	525,240.00	CO
	BALTIMORE CITY PROJECT	940,500.00	CO
	BALTIMORE CITY PROJECT	3,612,070.00	CO
	BALTIMORE CITY PROJECT	2,595,692.00	CO
<b>OTHER</b>			
<b>Congestion Mitigation / Air Quality</b>			
	Training of SHA employees for FY 2007	127,440.00	PE
<b>On The Job Training</b>	National Summer Transportation Institute FY 2007 with UMES	37,681.00	PE
	National Summer Transportation Institute FY 2007 with Morgan State University	46,042.00	PE

## APPENDIX C - 2007 MTA Federal Fund Obligations

Mode	Project Title	Project #	MPO	4309	5307	5307-TE	B5309	B5309BI	B5309CB	B5309OE	B5309SS	CMAQ	L5307	L5309	L5309MP	L5310	L5311	LR5309NS	M5307	M5307TE	M5309FG	R5309FG	
MARC	Edgewood Improvements	1059	Balt	276						380													
Metro	Misc Improvements Fund	0179	Balt		311																		1209
Bus	Systemwide Improvements	0193	Balt		508																		
ITP	Bus Upgrade Rev/Data	0287	Balt		1589																		
AGY	Roof Rehab	0300	Balt		1535																		
LTR	Substation Installation	0341	Balt		1600																		
Metro	SCADA	0457	Balt		700																		5831
Metro	Electrical Substation	0474	Balt		926																		
Bus	Maintenance Improvements	0554	Balt		378																		
Bus	AC Compressor	0849	Balt		200																		
Metro	Rail Installation	0868	Balt		100																		
LTR	Operational Track Upgrades	1013	Balt		183																		
Bus	Facilities Rehab	1076	Balt		776																		
AGY	CCTV Improvements	1090	Balt		2265																		
AGY	PA/LED Signs Replacement	0430	Balt			491													181				
MOL	Mobility Buses	0541	Balt				1955																
AGY	Greyhound Station	1235	Balt					1003															
AGY	New Market P&R	1036	Statewide						756														
AGY	Prince Frederick P&R	1037	Statewide						2044														
MARC	Silver Spring Transit Ctr	0254	Wash							6732													
LOTS	State of MD Ridesharing	0045	Statewide									1240											
MARC	Halethorpe Station	0435	Balt									15											
Bus	New Replacement	0464	Balt									746											
Bus	New Replacement	0518	Balt									16891											
Bus	New Replacement	1172	Balt									9149											
LOTS	Small Urban Transit	0217	Statewide										1320										
LOTS	Rural/Small Urban Systems	0211	Statewide											2100									
LOTS	Rural/Small Urban Systems	0826	Statewide												1375								
LOTS	Elderly/HDCP Non-Profit	0210	Statewide													1986							
LOTS	Rural Area Transit	0218	Statewide														1500						
LTR	Double Track	0492	Balt																483				
MARC	IIB Overhaul	0181	Statewide																	2422		3616	
MARC	Operating Agreement w/AMTRAK	0183	Statewide																	1242			
MARC	Preservation Fund	0634	Statewide																	740		4098	
AGY	Purple Line	1042	Wash																	4770			
MARC	Aberdeen Station	1182	Balt																	800			
MARC	Diesel LoCo Procurement	1245	Statewide																	1266		4955	
MARC	Point of Rocks Parking	0586	Statewide																		114		
MARC	IIA Vehicles Replacement	1161	Statewide																			1634	
Metro	Bridge & Elevated Structures	0239	Balt																				782
Metro	Tunnel Deterioration	0529	Balt																				2254
Metro	Owings Mills Turnouts	1154	Balt																				800
<b>Funding Totals</b>					<b>276</b>	<b>11071</b>	<b>491</b>	<b>1955</b>	<b>1003</b>	<b>2800</b>	<b>380</b>	<b>6732</b>	<b>28041</b>	<b>1320</b>	<b>2100</b>	<b>1375</b>	<b>1986</b>	<b>1500</b>	<b>483</b>	<b>11421</b>	<b>114</b>	<b>14303</b>	<b>10876</b>

**APPENDIX D**  
**SHA Fiscal Constraint Table and Summary Explanation**

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

Dollars in Millions

	2008	2009	2010	2011	2008-2011 TOTAL	Source/Comments
<b>State Highway Administration (SHA)</b>						
<b>SHA RESOURCES AVAILABLE</b>						
BALANCE CARRIED FORWARD	\$ -	\$ 281.2	\$ 325.6	\$ 438.6		
<b>FEDERAL REVENUE</b>						
Federal Fund Balance as of 9/30/07	\$ 329.1					Federal FMIS balance as of 9/30/07
Federal Core Apportionment Programs w/o HPP	\$ 549.2	\$ 555.2	\$ 555.2	\$ 555.2	\$ 2,214.9	SAFETEA-LU Apportionment Tables, FY10-11 at FY09 level
Federal High Priority Project Funding	\$ 56.1	\$ 56.1	\$ 56.1	\$ 56.1	\$ 224.6	SAFETEA-LU Apportionment Tables, FY10-11 at FY09 level
Special Federal Appropriations and Allocations	\$ 11.3	-	-	-	\$ 11.3	Earmarks in FY08 Appropriations Bill
Total Federal Revenue Available	\$ 945.7	\$ 611.4	\$ 611.4	\$ 611.4	\$ 2,779.8	
<b>STATE REVENUE</b>						
Allocation from MDOT for SHA Capital Projects	\$ 537.5	\$ 469.4	\$ 425.4	\$ 360.2	\$ 1,792.5	SHA allocation from 3rd Quarter CWS Approval
Total State Revenue Available	\$ 537.5	\$ 469.4	\$ 425.4	\$ 360.2	\$ 1,792.5	
<b>TOTAL FEDERAL AND STATE REVENUE AVAILABLE</b>	<b>\$ 1,483.2</b>	<b>\$ 1,362.0</b>	<b>\$ 1,362.4</b>	<b>\$ 1,410.2</b>	<b>\$ 5,617.8</b>	
<b>SHA RESOURCE USES</b>						
<b>MAJOR PROJECTS (includes D&amp;E)</b>						
Primary	\$ 181.6	\$ 159.3	\$ 119.0	\$ 39.4	\$ 499.3	FY07-12 3rd Quarter CTP Financial Table
Secondary	\$ 88.4	\$ 66.9	\$ 53.5	\$ 45.9	\$ 254.7	FY07-12 3rd Quarter CTP Financial Table
Interstate	\$ 66.1	\$ 78.3	\$ 28.6	\$ 1.8	\$ 174.8	FY07-12 3rd Quarter CTP Financial Table
Woodrow Wilson	\$ 133.3	\$ 36.4	\$ 27.3	-	\$ 197.0	FY07-12 3rd Quarter CTP Financial Table
Change Orders	\$ 13.2	\$ 15.3	\$ 10.4	\$ 6.2	\$ 45.1	FY07-12 3rd Quarter CTP Financial Table
Reimbursables	\$ 11.0	\$ 11.0	\$ 11.0	\$ 11.0	\$ 44.0	FY07-12 3rd Quarter CTP Financial Table
Total Major Projects	\$ 493.6	\$ 367.2	\$ 249.8	\$ 104.3	\$ 1,214.9	
<b>SAFETY, CONGESTION RELIEF and COMMUNITY ENHANCEMENT</b>						
Environmental Preservation	\$ 7.7	\$ 4.9	\$ 5.0	\$ 5.0	\$ 22.6	FY07-12 3rd Quarter CTP Allocation
Rest Areas	\$ 3.4	\$ 8.0	\$ 1.3	\$ 0.3	\$ 13.0	FY07-12 3rd Quarter CTP Allocation
Crash Prevention	\$ 4.6	\$ 4.3	\$ 4.5	\$ 5.0	\$ 18.4	FY07-12 3rd Quarter CTP Allocation
Median Guardrail & End Treatment	\$ 4.0	-	-	-	\$ 4.0	FY07-12 3rd Quarter CTP Allocation
ADA Retrofit	\$ 4.0	-	-	-	\$ 4.0	FY07-12 3rd Quarter CTP Allocation
Drainage	\$ 16.1	\$ 15.6	\$ 15.6	\$ 15.6	\$ 62.9	FY07-12 3rd Quarter CTP Allocation
Emergency	\$ 2.3	\$ 1.0	\$ 1.0	\$ 1.0	\$ 5.3	FY07-12 3rd Quarter CTP Allocation
Safety & Spot Improvements	\$ 45.2	\$ 48.0	\$ 52.5	\$ 55.1	\$ 200.8	FY07-12 3rd Quarter CTP Allocation
Resurfacing & Rehabilitation	\$ 159.4	\$ 158.3	\$ 169.2	\$ 177.5	\$ 664.4	FY07-12 3rd Quarter CTP Allocation
Sidewalks	\$ 2.0	\$ 2.0	\$ 2.1	\$ 2.2	\$ 8.3	FY07-12 3rd Quarter CTP Allocation
Bridge Replace & Rehab.	\$ 80.7	\$ 63.2	\$ 63.3	\$ 63.7	\$ 270.9	FY07-12 3rd Quarter CTP Allocation
Park-n-Ride	\$ 3.2	\$ 3.2	\$ 2.7	\$ 2.8	\$ 11.9	FY07-12 3rd Quarter CTP Allocation
Urban Reconstruction	\$ 0.3	\$ 0.9	\$ 7.8	\$ 8.3	\$ 8.9	FY07-12 3rd Quarter CTP Allocation
Traffic Management	\$ 38.1	\$ 36.5	\$ 37.8	\$ 38.0	\$ 150.4	FY07-12 3rd Quarter CTP Allocation
CHART (ITS Program)	\$ 9.6	\$ 9.7	\$ 6.1	\$ 5.6	\$ 31.0	FY07-12 3rd Quarter CTP Allocation
Intersection Capacity	\$ 21.6	\$ 22.7	\$ 14.5	\$ 15.3	\$ 74.1	FY07-12 3rd Quarter CTP Allocation
Bicycle Retrofit	\$ 1.0	\$ 1.4	\$ 1.5	\$ 1.6	\$ 5.5	FY07-12 3rd Quarter CTP Allocation
Retrofit Sound Barriers	\$ 6.0	\$ 10.2	\$ 3.6	\$ 1.9	\$ 21.7	FY07-12 3rd Quarter CTP Allocation
Community Safety & Enhancement	\$ 41.8	\$ 20.5	\$ 24.5	\$ 24.6	\$ 111.4	FY07-12 3rd Quarter CTP Allocation
Total S, CR and CE	\$ 451.0	\$ 410.4	\$ 413.0	\$ 423.5	\$ 1,689.5	



**APPENDIX D**  
**SHA Fiscal Constraint Table and Summary Explanation**

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

Dollars in Millions

	2008	2009	2010	2011	2008-2011 TOTAL	Source/Comments
<b>State Highway Administration (SHA)</b>						
<b>OTHER SYSTEM PRESERVATION</b>						
Statewide Planning and Research (SPR)	\$ 24.4	\$ 26.6	\$ 27.2	\$ 28.8	\$ 107.0	FY07-12 3rd Quarter CTP Financial Table
Facilities, Equipment & Environmental Compliance	\$ 39.9	\$ 15.2	\$ 14.8	\$ 15.0	\$ 84.9	FY07-12 3rd Quarter CTP Financial Table
Truck Weight Facilities and Equipment	\$ 5.0	\$ 5.5	\$ 4.5	\$ 4.4	\$ 19.4	FY07-12 3rd Quarter CTP Financial Table
State Aid in Lieu to MdTA (I-95)	\$ 6.0	\$ 6.0	\$ 6.0	\$ 6.0	\$ 24.0	FY07-12 3rd Quarter CTP Financial Table
Access Controls	\$ 1.4	\$ 1.4	\$ 1.4	\$ 1.4	\$ 5.6	FY07-12 3rd Quarter CTP Financial Table
Transportation Enhancements Program	\$ 8.3	\$ 8.3	\$ 8.4	\$ 8.9	\$ 33.9	FY07-12 3rd Quarter CTP Financial Table
State Aid in Lieu to Locals	\$ 4.5	\$ 4.5	\$ 4.5	\$ 4.5	\$ 18.0	FY07-12 3rd Quarter CTP Financial Table
Major IT Projects	\$ 11.0	\$ 10.1	\$ 9.1	\$ 6.2	\$ 36.4	FY07-12 3rd Quarter CTP Financial Table
Total Other System Preservation	\$ 100.5	\$ 77.6	\$ 75.9	\$ 75.2	\$ 329.2	
<b>Subtotal of SHA Uses</b>	\$ 1,045.1	\$ 855.2	\$ 738.7	\$ 603.0	\$ 3,242.0	
<b>DEBT SERVICE</b>						
GARVEE Debt Service	\$ 39.7	\$ 81.0	\$ 80.9	\$ 80.8	\$ 282.5	SHA Federal Aid Analysis
Total Debt Service	\$ 39.7	\$ 81.0	\$ 80.9	\$ 80.8	\$ 282.5	
<b>OTHER</b>						
ADHS Local Access	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 3.2	ARC Policy, reservation for "Local Access" projects
Local Bridge Program	\$ 12.5	\$ 12.5	\$ 12.5	\$ 12.5	\$ 50.0	SHA reserved amount for local jurisdiction bridges
Baltimore City Federal Aid	\$ 33.0	\$ 31.9	\$ 31.9	\$ 34.9	\$ 131.6	OA reserved for Baltimore City, SHA Federal Aid Analysis
Baltimore City HPP	\$ 7.4	\$ 7.4	\$ 7.4	\$ 7.4	\$ 29.4	SHA Federal Aid Analysis; FY10-11 at FY09 level
Local Non-Baltimore City HPP	\$ 11.1	\$ 11.1	\$ 11.1	\$ 11.1	\$ 44.4	SHA Federal Aid Analysis; FY10-11 at FY09 level
Safe Routes to Schools	\$ 2.2	\$ 1.6	\$ 1.6	\$ 1.6	\$ 7.0	SHA Federal Aid Analysis
Rec Trails	\$ 1.1	\$ 1.1	\$ 1.2	\$ 1.2	\$ 4.5	SHA Federal Aid Analysis
CMAQ to MDOT/Modals	\$ 48.1	\$ 33.8	\$ 37.7	\$ 39.5	\$ 160.3	FY08-13 2nd Quarter CWS Approval, Attachment A
Total Other	\$ 117.2	\$ 100.2	\$ 104.1	\$ 108.9	\$ 430.4	
<b>TOTAL RESOURCE USES</b>	\$ 1,202.0	\$ 1,036.4	\$ 923.7	\$ 792.8	\$ 3,954.9	
<b>SHA - AMOUNT OVER/UNDER AVAILABLE RESOURCES</b>	\$ 281.2	\$ 325.6	\$ 438.6	\$ 617.4		

**APPENDIX D**  
**SHA Fiscal Constraint Table and Summary Explanation**

## Explanation of Fiscal Constraint Worksheet – SHA

### SHA Resources Available

- **Balance Carried Forward** - This line is the balance carried forward from the preceding year (from last line on page 2 of the fiscal constraint worksheet).
- **Federal Fund Balance as of 9/30/07** - This is the sum of federal formula funds carried forward in federal FMIS as of 9/30/07, i.e. it is the sum of unobligated federal formula funds carried forward into FY 2008.
- **Federal Core Apportioned Programs w/o HPP** - The federal apportionment amounts are taken directly from USDOT’s SAFETEA-LU summary of apportionment tables dated August 5, 2005. The amount shown is the Grand Total for Maryland less High Priority Project (HPP) apportionments. The apportioned amounts for FY 2010 and FY 2011 (after the expiration of SAFETEA-LU) are held constant at the FY 2009 apportionment level.
- **Federal High Priority Project Funding** - The annual HPP apportionment amounts are taken directly from USDOT’s SAFETEA-LU summary of apportionments tables dated August 5, 2005. The HPP amounts for FY 2010 and FY 2011 (after the expiration of SAFETEA-LU) are held constant at the FY 2009 level.
- **Special Federal Appropriations and Allocations** - This line is for Congressional earmarks and federal discretionary allocations received in addition to apportioned federal funds. The FY 2008 Appropriations Act signed by the President includes \$11.3 million in earmarks for the following SHA projects.
  - I-695 Northeast - \$0.735 million
  - I-270 at MD 85 - \$0.49 million
  - MD 4 at Suitland Parkway - \$2.45 million
  - APG Highway Access - \$0.245 million
  - BRAC Improvements in Harford County - \$1.97 million
  - MD 175 Improvements - \$0.49 million
  - US 15 at Monocacy Blvd - \$0.245 million
  - Western MD Welcome Center - \$0.245 million
  - BRAC MD 355 - \$1.97 million
  - US 301 Improvements - \$0.98 million
  - MD 237, Pegg Road to to MD 235 - \$0.98 million
  - MD 246, MD 235 to Saratoga Drive - \$0.49 million

SHA has elected to not include an estimated amount for earmarks and special allocations beyond FY 2009 based on historical trends.

- **Allocation from MDOT for SHA Capital Projects** - This line represents the approved allocation from MDOT for the non-federal share of SHA capital program project expenditures. This amount titled “Special Funds” is on the SHA divider page in CTP.

## APPENDIX D

**SHA Fiscal Constraint Table and Summary Explanation****SHA Resource Uses**

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

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

**APPENDIX E**  
**Statewide Financial Constraint Summary Table and Explanation Worksheet**

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

Dollars in Millions

	Prior	2008	2009	2010	2011	2008 - 2011 TOTAL
<b>RESOURCES AVAILABLE</b>						
<b>STATE REVENUE</b>						
State Motor Fuel Taxes		\$ 764	\$ 780	\$ 793	\$ 807	\$ 3,144
Registration and MVA Fees		\$ 367	\$ 380	\$ 379	\$ 392	\$ 1,518
Vehicle Titling Taxes		\$ 714	\$ 767	\$ 833	\$ 886	\$ 3,200
Corporate Income Taxes		\$ 163	\$ 186	\$ 191	\$ 195	\$ 735
Rental Car Sales Tax		\$ 29	\$ 30	\$ 32	\$ 33	\$ 124
General Sales Tax		\$ -	\$ 296	\$ 311	\$ 325	\$ 932
Miscellaneous Motor Vehicle Fees		\$ 190	\$ 209	\$ 216	\$ 218	\$ 833
<b>Total Taxes and Fees</b>		<b>\$ 2,227</b>	<b>\$ 2,648</b>	<b>\$ 2,755</b>	<b>\$ 2,856</b>	<b>\$ 10,486</b>
<b>DEDUCTIONS</b>						
To Other Agencies		\$ 60	\$ 49	\$ 51	\$ 52	\$ 212
MDOT Program and Fees (a)		\$ 159	\$ 569	\$ 606	\$ 638	\$ 1,972
MVA Cost Recovery (b)		\$ 173	\$ 201	\$ 208	\$ 210	\$ 792
<b>Net Transportation Revenues</b>		<b>\$ 1,835</b>	<b>\$ 1,829</b>	<b>\$ 1,890</b>	<b>\$ 1,956</b>	<b>\$ 7,510</b>
30% to Local Govts and General Fund		\$ 551	\$ 549	\$ 567	\$ 587	\$ 2,254
70% to the Department (MDOT) (c)		\$ 1,284	\$ 1,280	\$ 1,323	\$ 1,369	\$ 5,256
<b>Subtotal to the Department (a+b+c)</b>		<b>\$ 1,616</b>	<b>\$ 2,050</b>	<b>\$ 2,137</b>	<b>\$ 2,217</b>	<b>\$ 8,020</b>
<b>OPERATING REVENUES</b>						
Maryland Port Administration		\$ 98	\$ 100	\$ 106	\$ 108	\$ 412
Maryland Transit Administration		\$ 122	\$ 124	\$ 123	\$ 126	\$ 495
Maryland Aviation Administration		\$ 168	\$ 182	\$ 199	\$ 209	\$ 758
<b>Total Operating Revenues</b>		<b>\$ 388</b>	<b>\$ 406</b>	<b>\$ 428</b>	<b>\$ 443</b>	<b>\$ 1,665</b>
<b>MISCELLANEOUS</b>						
Investment Income		\$ 5	\$ 5	\$ 5	\$ 5	\$ 20
Federal Operating Assistance		\$ 80	\$ 80	\$ 80	\$ 80	\$ 320
Miscellaneous Revenue		\$ 20	\$ 29	\$ 20	\$ 20	\$ 89
Reimbursements		\$ 11	\$ 11	\$ 11	\$ 11	\$ 44
Reserve for Changes in Revenue Sources		\$ -	\$ (25)	\$ (26)	\$ (27)	\$ (78)
<b>Total Miscellaneous</b>		<b>\$ 116</b>	<b>\$ 100</b>	<b>\$ 90</b>	<b>\$ 89</b>	<b>\$ 395</b>
<b>TOTAL REVENUES</b>		<b>\$ 2,120</b>	<b>\$ 2,556</b>	<b>\$ 2,655</b>	<b>\$ 2,749</b>	<b>\$ 10,080</b>
<b>RECEIPTS</b>						
MdTA Transfer		\$ (17)	\$ (10)	\$ (23)	\$ -	\$ (50)
Bond Sales		\$ 285	\$ 370	\$ 415	\$ 405	\$ 1,475
Funds from Rollover - Fund Balance	\$ 90	\$ 90	\$ -	\$ -	\$ -	\$ 90
<b>TOTAL REVENUES AND RECEIPTS</b>	<b>\$ 90</b>	<b>\$ 2,478</b>	<b>\$ 2,916</b>	<b>\$ 3,047</b>	<b>\$ 3,154</b>	<b>\$ 11,595</b>

**APPENDIX E**  
**Statewide Financial Constraint Summary Table and Explanation Worksheet**

**FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS  
VERSUS PROGRAMMED FUNDING FOR PROJECTS (Cont.)**

Dollars in Millions

	Prior	2008	2009	2010	2011	2008 - 2011 TOTAL
<b>EXPENDITURES</b>						
Debt Service Payments		\$ 121	\$ 142	\$ 162	\$ 186	\$ 611
Operating and Maintenance Expenditures		\$ 1,461	\$ 1,590	\$ 1,653	\$ 1,707	\$ 6,411
<b>Fund Balance/Rollover from FY 06</b>	\$ 90	\$ -	\$ -	\$ -	\$ -	\$ -
<b>State Dollars Available for Capital Projects</b>	\$ 90	\$ 896	\$ 1,184	\$ 1,232	\$ 1,261	\$ 4,573
<b>Total Expenditures</b>	\$ 90	\$ 2,478	\$ 2,916	\$ 3,047	\$ 3,154	\$ 11,595
Non-Surface Transportation State Dollars		\$ 247	\$ 249	\$ 210	\$ 193	\$ 899
Maryland Transit Administration State Dollars		\$ 80	\$ 206	\$ 278	\$ 335	\$ 899
WMATA State Dollars		\$ 68	\$ 64	\$ 63	\$ 114	\$ 309
State Highway Administration State Dollar		\$ 500	\$ 666	\$ 683	\$ 620	\$ 2,469
<b>Total State Dollars for Capital Projects</b>		\$ 895	\$ 1,185	\$ 1,234	\$ 1,262	\$ 4,576
State Revenues Minus Expenditures		\$ 1	\$ (1)	\$ (2)	\$ (1)	\$ (3)
<b>FTA FEDERAL DOLLARS</b>	Prior Obligations	FY 08	FY 09	FY 10	FY 11	Total
5307	\$ 436	\$ 31	\$ 31	\$ 31	\$ 31	\$ 558
5309NS	\$ 194	\$ -	\$ -	\$ -	\$ -	\$ 194
5309	\$ 475	\$ 38	\$ 37	\$ 30	\$ 32	\$ 612
5310	\$ 14	\$ 2	\$ 2	\$ 2	\$ 2	\$ 22
5339	\$ 3	\$ -	\$ -	\$ -	\$ -	\$ 3
CMAQ	\$ 269	\$ 27	\$ 17	\$ 23	\$ 23	\$ 359
5311	\$ 14	\$ 2	\$ 2	\$ 2	\$ 2	\$ 20
5316	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 7
5317	\$ 1	\$ 1	\$ 1	\$ 1	\$ 1	\$ 6
Preventative Maintenance	\$ 35	\$ 35	\$ 35	\$ 35	\$ 35	\$ 175
<b>Total FTA Federal Dollars Available</b>	\$ 1,442	\$ 137	\$ 126	\$ 125	\$ 127	\$ 1,957

## APPENDIX E

## Statewide Financial Constraint Summary Table and Explanation Worksheet

## Explanation of Fiscal Constraint Worksheet – MDOT

### MDOT Resources Available

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

### MDOT Expenditures

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

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

### Federal Transit Dollars

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

## APPENDIX E

## Statewide Financial Constraint Summary Table and Explanation Worksheet

Federal Highway Dollars

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

SHA Resource Uses

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

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

## APPENDIX F

## MTA - 2007 CTP Projects Not Reflected Within 2008 TIPs

CTP Major Project Title (PIF Pages)	Associated Project Numbers	CTP Page Number	MPO
MARC Frederick Extension	0200	MTA-1	Wash
MARC Maintenance, Layover & Storage	0206, 0208	MTA-2	Balt
MARC Procure Riverside Facility	1177	MTA-6	Balt
MARC New Edgewood Station Improve	1059	MTA-7	Balt
Freight Bridge Rehab	0213	MTA-12	Statewide
Freight Line Grade Crossing Rehab	0212	MTA-13	Statewide
Light Rail Cab Code	0863	MTA-15	Balt
Light Rail Safety Upgrades	1014	MTA-16	Balt
Owings Mills Joint Development	0057	MTA-17	Balt
AGY Elevator Rehabilitation	0458	MTA-19	Balt
Metro Operations Facilities	0459, 0520	MTA-20	Balt
Metro Railcar Mid-Life Overhaul	0491	MTA-21	Balt
Mobility Vehicle Procurement	0541, 1146, 1171	MTA-24	Balt
Replacement of Fare Collection	0287, 0884, 1062	MTA-25	Balt
Radio Communications Trunking	0717	MTA-26	Balt
Community Safety & Enhancement	0709	MTA-27	Balt
Central MD Maintenance Facility	1061	MTA-34	Balt
Cold Spring LTR Station P&R	0707	MTA-35	Balt
So. Md Mass Transportation Analysis	0201, 1039	MTA-36	Statewide
I-270 Corridor Cities Transitway (CCT)	1108	MTA-39	Wash
Maglev System Study	0483	MTA-40	Wash
MARC Odenton Parking Garage D&E	1156	MTA-41	Balt

CTP Minor Project Title	Associated Projects Numbers	CTP Page #	Item #	MPO
Fare Collection Equipment	1034	MTA-43	1	Balt
Homeland Security	1105	MTA-43	2	Balt
Bush Division Sprinkler System	0844	MTA-43	3	Balt
Maximo	1168	MTA-43	4	Balt
Third Trunked Radio Site	0812	MTA-43	5	Balt
Transit Station Development Incentive	0559	MTA-43	6	Balt
System Preservation Process	1195	MTA-43	7	Balt
Assessment of Transit Needs MD BRAC	1190	MTA-43	8	Statewide
Owner-Controlled Insurance	0832	MTA-43	9	Statewide
Telephone Communications	0493, 1163	MTA-43	10	Balt
Environmental Compliance	1149	MTA-43	11	Balt
Scheduling System	0513	MTA-43	12	Balt
Document Control Imaging	0184	MTA-43	13	Balt
Security Analysis & Improvements	1090	MTA-43	15	Balt
Strategic & Other Transit Studies	0221, 1047	MTA-43	16	Balt
Fare Collection Maint Shop	1094	MTA-43	17	Balt



## APPENDIX F

## MTA - 2007 CTP Projects Not Reflected Within 2008 TIPs

CTP Minor Project Title	Associated Projects Numbers	CTP Page #	Item #	MPO
CAD/AVL for Bus & Light Rail	0813	MTA-43	19	Balt
New IT Equipment	1103	MTA-43	20	Balt
ADA Compliance	0266	MTA-43	21	Balt
Homeland Security Canine Team	1198	MTA-43	22	Balt
Misc Parking Studies	0177, 0519, 1080,1160	MTA-43	23	Statewide
Center Plaza Rehabilitation	1106	MTA-43	24	Balt
Adopt A Shelter	0470	MTA-43	26	Balt
Police Dispatching Communication	1163	MTA-43	27	Balt
Lexington Market Transit Improvements	1060	MTA-43	28	Balt
Mondawmin Transit Center	0447	MTA-43	30	Balt
Safety and Infrastructure	1070	MTA-44	31	Statewide
Charlotte Hall P&R	1041	MTA-44	32	N/A
Automatic Entrance & Exit	1111	MTA-44	33	Balt
Homeland Security Grant 3	1151	MTA-44	34	Balt
Station Direction/Wayfinding	0843	MTA-44	35	Balt
LaPLata P&R	1040	MTA-44	36	N/A
Value Capture Analysis	1176	MTA-44	37	Balt
Assessment of Transit Needs MD BRAC	1190	MTA-44	38	Balt
Safety and Infrastructure	1070	MTA-44	39	Balt
Third Trunked Radio Site	0812	MTA-44	40	Balt
Owner-Controlled Insurance	0832	MTA-44	41	Balt
Strategic & Other Transit Studies	0221	MTA-44	42	Statewide
Transit Facilities Improvements	0300, 0447, 0843	MTA-44	43	Statewide
ADA Compliance	0266	MTA-44	44	Statewide
Vango Transfer Facility	1184	MTA-44	45	Balt
New Market P&R	1036	MTA-44	46	N/A
Waldorf P&R	1038	MTA-44	47	Wash
Roof Rehab	0300	MTA-44	48	Balt
Dunkirk P&R	1035	MTA-44	49	N/A
Prince Frederick P&R	1037	MTA-44	50	N/A
Safety and Infrastructure	1070	MTA-44	51	Balt
Misc Parking Studies	0177	MTA-44	52	Statewide
Bridge & Tunnel Inspection	0608, 0752	MTA-44	53	Balt
PA/LED Signs	0430	MTA-44	54	Balt
Environmental Compliance	1149	MTA-44	55	Balt
Misc Planning Studies	0510	MTA-44	56	Statewide
New IT Equipment	1103	MTA-44	57	Balt
Security Analysis & Improvements	1090	MTA-45	58	Balt
CAD/AVL for Bus & Light Rail	0813	MTA-45	59	Balt
Bus S-1 Guards	1118	MTA-46	1	Balt
Kirk and Eastern HVAC	0567	MTA-46	2	Balt
Bus Master Plan	1072	MTA-46	3	Balt
Articulated Bus Purchase	1157	MTA-46	4	Balt

## APPENDIX F

## MTA - 2007 CTP Projects Not Reflected Within 2008 TIPs

CTP Minor Project Title	Associated Projects Numbers	CTP Page #	Item #	MPO
Bus Wheelchair Restraint	1057	MTA-46	6	Balt
Bus Automatic Vehicle Monitoring	1071	MTA-46	8	Balt
Enhanced Bus Service	1174	MTA-46	12	Balt
Bus Fuel/Fluids Management	1120	MTA-46	13	Balt
NABI Articulated Bus Transmissions	1158	MTA-46	14	Balt
Bus NABI Bus Wheelchair Lift	1155	MTA-46	15	Balt
Voice Communications System	1165	MTA-46	16	Balt
Bus Operators Seat Replacement	1122	MTA-46	17	Balt
Comprehensive Bus Stop Sign	1074, 1077	MTA-46	18	Balt
Systemwide Improvements & Rehab	0193, 0547, 0783	MTA-46	19	Balt
NW Yard Repaving	1179	MTA-46	20	Balt
Bus Maint Support Improvement	0554	MTA-46	21	Balt
Bus Maint Facility Exhaust	1073	MTA-46	22	Balt
Bus Facilities Rehabilitation	0705, 1076	MTA-46	23	Balt
Bus Non-Revenue Vehicles	1079	MTA-46	24	Balt
Mobility Disaster Recovery	1193	MTA-46	25	Balt
New Main Shop	1196	MTA-46	26	Balt
Replace/Add Trapeze Servers	1194	MTA-46	27	Balt
Freight/LTR Rail Abandonment	1100	MTA-47	1	Balt
Freight Capital Improvement	0590	MTA-47	2	Statewide
Freight Line Stabilization	0876	MTA-47	3	Statewide
Freight Capital Improvement Program	0590	MTA-47	4	Statewide
Dorchester Airport Expansion	1191	MTA-47	5	N/A
Freight/LTR Rail Abandonment	1100	MTA-47	6	Statewide
Signal Priority	1142	MTA-48	2	Balt
Communications Upgrade	0581, 0790, 1015	MTA-48	3	Balt
Drainage Improvements	0856	MTA-48	4	Balt
Howard Street Safety Improvements	0489	MTA-48	6	Balt
Parking Garage at N. Linthicum	1086	MTA-48	9	Balt
Light Rail Parking Expansion	0871	MTA-48	10	Balt
Grade Crossing Repair	1169	MTA-48	11	Balt
Yard Switches	0451, 1140	MTA-48	12	Balt
Electrical Equipment	1185, 1187	MTA-48	13	Balt
Facilities & Station Rehab	0005, 0248	MTA-48	14	Balt
Rail Purchase & Installation	0660, 0797, 1013	MTA-48	15	Balt
Substation Installation	0341	MTA-48	16	Balt
Communications Upgrade	0790	MTA-48	17	Balt
Grade Separations	1082, 1083, 1084	MTA-48	18	Balt
Roof Rehab	1066	MTA-49	1	Balt
Homeland Security Measures	1104	MTA-49	2	Wash
ADA Equipment	0684	MTA-49	4	Wash
Laurel Station Platform	1098	MTA-49	8	Wash
MARC Electric Locomotive Parts	0348	MTA-49	13	Statewide

## APPENDIX F

## MTA - 2007 CTP Projects Not Reflected Within 2008 TIPs

CTP Minor Project Title	Associated Projects Numbers	CTP Page #	Item #	MPO
Misc Facility Improvements	0199, 1170	MTA-49	15	Wash
MARC System Preservation	0634	MTA-49	16	Statewide
Procurement of Riverside Location	1177	MTA-49	17	Balt
MARC Electric Locomotive Parts	0348	MTA-49	18	Statewide
MARC Parking Lot Improvements	1006	MTA-49	19	Statewide
Passenger Warning System	0420	MTA-49	20	Wash
MARC IIB Railcar O.H.	0181	MTA-49	21	Wash
Cable Assessment	0839	MTA-50	1	Balt
Wayside & Station Telephones	1093	MTA-50	2	Balt
Rail Shop Equipment	0838	MTA-50	5	Balt
Direct Fixation Rail Fastener	0455	MTA-50	8	Balt
Twin Block Tie	0368	MTA-50	10	Balt
Replacement of Street Gratings	1178	MTA-50	11	Balt
Misc System Preservation	0179, 0529, 1186	MTA-50	12	Balt
Cable Assessment	0839	MTA-50	13	Balt
Bridge & Elevated Structures	0239	MTA-50	14	Balt
On-going Railcar O.H.	0091, 0840	MTA-50	15	Balt
Electrical Substation	0474	MTA-50	16	Balt
Rail Inspection	0194, 0868	MTA-50	17	Balt

## APPENDIX G

### Federal Funding Sources

#### **Federal-aid Highway Funding (FY08)**

1. Appalachia Development (ADHS) - The Appalachia Development Highway System Program continues funding for the construction of the Appalachian corridor highways in 13 states to promote economic development and to establish a State-Federal framework to meet the needs of the region.
2. Bridge (BR) - The Highway Bridge Program provides funding to enable states to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.
3. Congestion Mitigation and Air Quality (CMAQ) - The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.
4. Federal Lands Highway Program (FLHP) - The FLHP provides funding for transportation on federally managed lands such as national park roads and parkways, Public Lands Highways (discretionary and Forest Highways), and Refuge Roads programs.
5. High Priority Projects (HPP) - The US Congress has identified and allocated a specific amount of money for specific projects considered to be a high priority. These dollars are in addition to formula and other allocated dollars.
6. Interstate Maintenance (IM) - The IM program provides funding for resurfacing, restoring, rehabilitating, and reconstruction (4R) most routes on the Interstate System.
7. National Highway System (NHS) - The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances NHS funds may also be used to fund transit improvements in NHS corridors.
8. Surface Transportation Program (STP) - The STP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

#### **Federal-aid Transit Funding (FY08)**

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

## APPENDIX G

### Federal Funding Sources

2. Transit Urbanized Area Formula Program, Section 5307 - Formula funding program that provides grants for Urbanized Areas (UZA) for public transportation capital investments (and operating expenses in areas under 200,000 population) from the Mass Transit Account of the Highway Trust Fund.
3. Bus Facility and Bus Programs, Sections 5309 and 5318 - Provides funding for the acquisition of buses for fleet/service expansion and bus related facilities such as maintenance facilities, bus rebuilds, and passenger shelters. These funds are allocated to specific projects at the discretion of Congress.
4. Capital Investment Grants "New Starts," Section 5309 - This Section 5309 program provides funding primarily for Major Fixed Guideway Capital Investment projects (New Starts) and Capital Investment Grants of \$75 million or less (Small Starts).
5. Formula Program for Elderly Persons and Persons with Disabilities, Section 5310 - provides funding through a formula program to increase mobility for the elderly and persons with disabilities.
6. Transit Funds for Areas Other Than Urbanized Areas, Section 5311 - Provides capital and operating assistance for rural and small urban public transportation systems.
7. Job Access and Reverse Commute (JARC), Section 5316 - Provides funding for local programs that offer job access and reverse commute services to provide transportation for low income individuals who may live in the city core and work in suburban locations.
8. New Freedom Program, Section 5317 - To encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Section 5317 provides a new formula grant program for associated capital and operating costs.
9. Congestion Mitigation and Air Quality (CMAQ) - The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.
10. Preventive Maintenance - Provides funding for preventive maintenance based on grant programs that have a capital component.

## APPENDIX H - Glossary

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

## **APPENDIX I**

MTA Major Projects. Please disregard the MTA section of the CTP, Line Items 1 through 42, and replace with this section. For your information: Line Items 43 through 48 in the CTP are correct and are not replaced with an Appendix.



**STATUS:** Revenue service began December 2001. Enhancement tasks are underway for the Brunswick and Frederick lines.

**PROJECT:** MARC Frederick Extension

**DESCRIPTION:** Newly constructed 13.5 mile service from Point of Rocks to City of Frederick, including downtown Frederick and suburban stations. This service extension connects to the Brunswick Line providing access to Washington, D.C.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

Point of Rocks MARC Station Parking Expansion – Line 10

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

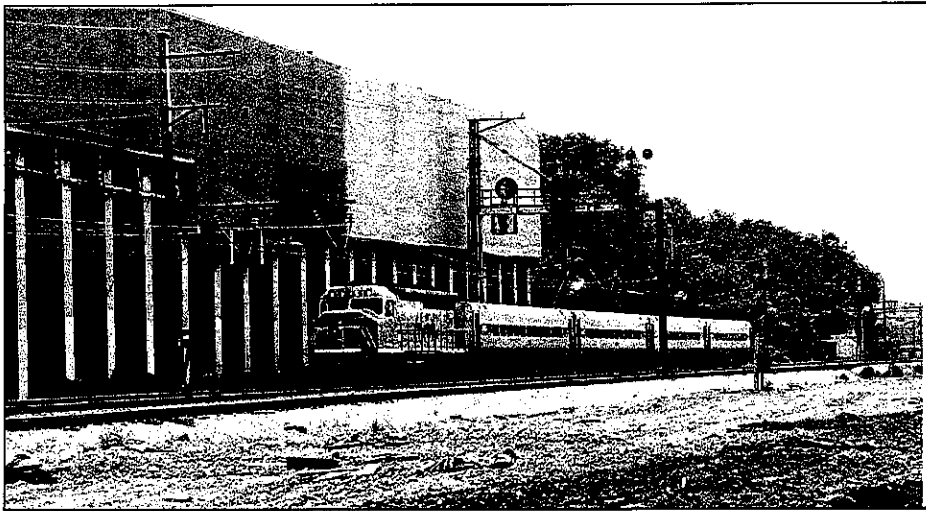
<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,491	3,201	290	0	0	0	0	0	290	0
Right-of-way	6,216	6,088	128	0	0	0	0	0	128	0
Construction	45,683	40,607	1,962	2,114	1,000	0	0	0	5,076	0
Total	56,066	50,572	2,380	2,114	1,000	0	0	0	5,494	0
Federal-Aid	44,815	40,172	2,043	1,800	800	0	0	0	4,643	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1993	5309NS	944
CO	1996	5309NS	9,880
CO	1997	5309NS	14,859
CO	1998	5309NS	19,132

**USAGE:** Approximately 380 patrons per day use the MARC Frederick Extension.

**OPERATING COST IMPACT:** Approximately \$2.5 million per year.





**STATUS:** Engineering underway for Washington Mid-Day Storage Yard.

**PROJECT:** MARC Maintenance, Layover & Storage Facilities

**DESCRIPTION:** Current funding supports planning, environmental documentation, design and property acquisition of major maintenance, shop, layover and storage yard facilities. Funding includes construction for the Washington Mid-Day Storage Yard.

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

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Additional \$12.2 million added for construction of the Washington Mid-Day Storage Yard.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	3,181	3,023	80	78	0	0	0	0	158	0
Engineering	5,227	2,369	300	1,105	1,453	0	0	0	2,858	0
Right-of-way	18,299	9,465	2,673	4,046	115	1,000	1,000	0	8,834	0
Construction	35,427	35	0	0	7,170	5,000	11,000	12,222	35,392	0
<b>Total</b>	<b>62,134</b>	<b>14,892</b>	<b>3,053</b>	<b>5,229</b>	<b>8,738</b>	<b>6,000</b>	<b>12,000</b>	<b>12,222</b>	<b>47,242</b>	<b>0</b>
Federal-Aid	45,357	7,208	2,797	4,183	6,990	4,800	9,601	9,778	38,149	0

0206, 0208

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1993	M-5309FG	530
CO	1994	5307	796
CO	1994	M-5307	668
CO	1996	M-5309FG	2,481
CO	1997	M-5309FG	4,314
CO	1998	M-5309FG	10,608
CO	1999	M-5309FG	7,173
CO	2000	M-5309FG	1,713
CO	2001	5309NS	9,906
CO	2008	M-5309FG	907
CO	2009	M-5309FG	2,782
CO	2010	M-5309FG	916
CO	2011	M-5309FG	1,379
CO	2012	M-5309FG	1,184



**STATUS:** Improvements on-going.

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

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

None.

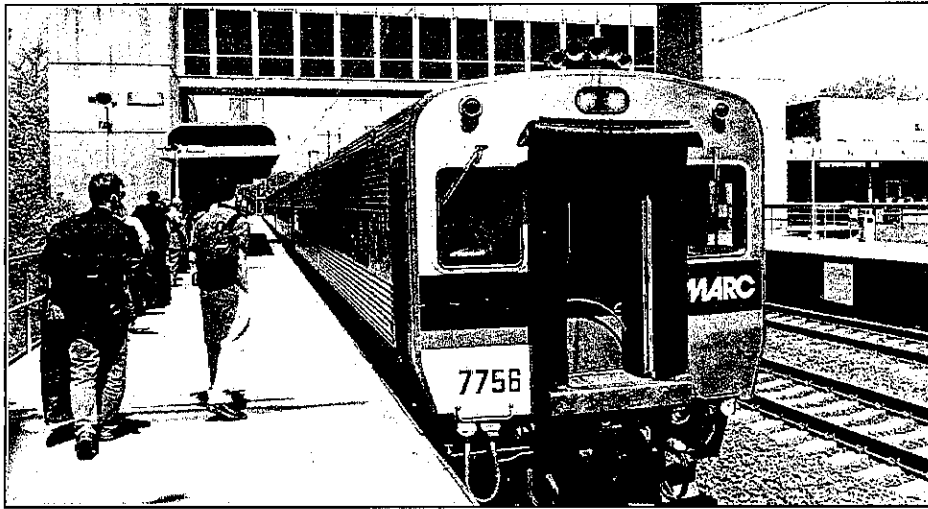
**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost increased \$10.4 million to reimburse AMTRAK for previous work and to cover negotiated agreement.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,838	1,631	207	0	0	0	0	0	207	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	102,548	35,854	22,137	14,557	11,000	12,000	7,000	0	66,694	0
<b>Total</b>	<b>104,386</b>	<b>37,485</b>	<b>22,344</b>	<b>14,557</b>	<b>11,000</b>	<b>12,000</b>	<b>7,000</b>	<b>0</b>	<b>66,901</b>	<b>0</b>
Federal-Aid	81,268	28,611	15,901	11,645	8,800	9,600	6,711	0	52,657	0

0183, 0687

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1997	M-5307	3,700
CO	1999	M-5309FG	5,010
CO	2000	M-5309FG	6,378
CO	2001	M-5309FG	11,049
CO	2002	M-5309FG	14,137
CO	2003	M-5307	1,221
CO	2003	M-5309FG	7,623
CO	2004	M-5309FG	2,866
CO	2005	M-5309FG	7,103
CO	2006	M-5307	2,000
CO	2006	M-5309FG	4,268
CO	2007	M-5307	1,000
CO	2008	M-5309FG	1,667
CO	2008	M-5307	1,000
CO	2009	M-5307	745

CO	2010	M-5307	6,000
CO	2011	M-5307	5,501



**STATUS:** Engineering is underway.

**PROJECT:** MARC II Vehicle Mid-Life Overhaul

**DESCRIPTION:** Twenty-year mid-life overhaul of the 26 MARC II cars constructed by Nippon Sharyo that became part of the MARC fleet between 1985 and 1987. Overhaul will consist of complete carbody interior and exterior overhaul. Regulatory requirements triggered by Capital Overhaul will also be included.

**JUSTIFICATION:** The mid-life overhaul will extend the life of mechanical systems for another 19 years and extend the carbody life for 29 years.

**SMART GROWTH STATUS:**

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

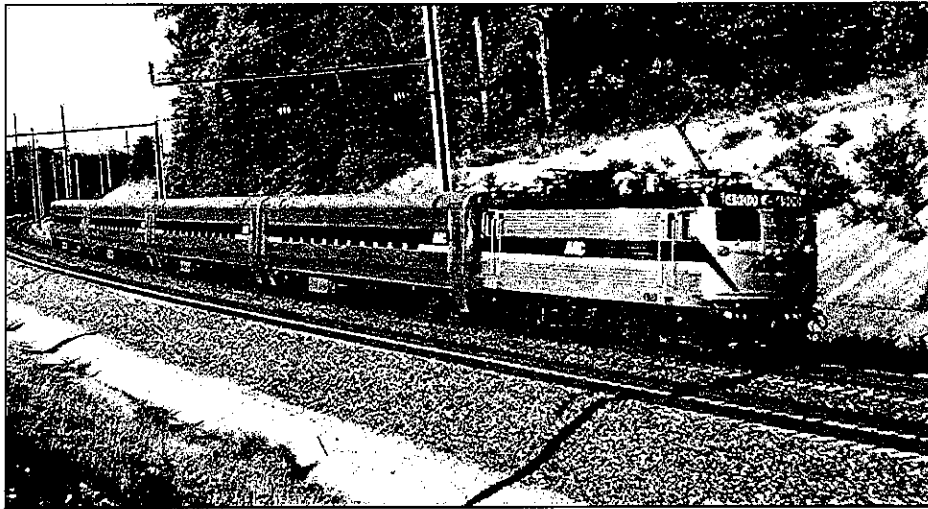
**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	244	102	42	100	0	0	0	0	142	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,000	0	0	3,000	4,000	5,000	10,000	3,000	25,000	0
<b>Total</b>	<b>25,244</b>	<b>102</b>	<b>42</b>	<b>3,100</b>	<b>4,000</b>	<b>5,000</b>	<b>10,000</b>	<b>3,000</b>	<b>25,142</b>	<b>0</b>
Federal-Aid	20,429	63	34	2,480	3,200	4,000	8,252	2,400	20,366	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	M-5309FG	250
CO	2004	M-5309FG	310
CO	2007	M-5309FG	2,400
CO	2008	M-5309FG	1,000
CO	2009	M-5309FG	2,000
CO	2010	M-5309FG	8,333
CO	2011	M-5309FG	4,336
CO	2012	M-5309FG	1,800



**STATUS:** Engineering complete. Procurement underway for GP40 diesel locomotives. Construction underway for AEM7 electric locomotives.

**PROJECT:** MARC Mid-Life Overhaul of GP40 and AEM7 Locomotives

**DESCRIPTION:** Conduct a mid-life overhaul of 19 GP40 Diesel and 4 AEM7 Electric MARC locomotives.

**JUSTIFICATION:** Locomotives are half-way through their useful life and need to be overhauled to maintain proper 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:**

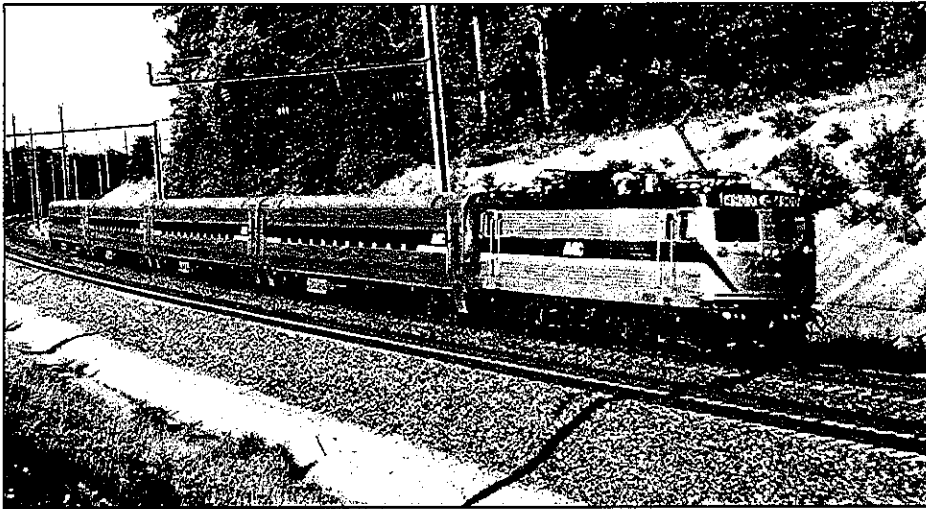
None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	398	198	100	100	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,950	2,077	2,073	8,500	17,000	17,000	11,300	3,000	58,873	0
<b>Total</b>	<b>61,348</b>	<b>2,275</b>	<b>2,173</b>	<b>8,600</b>	<b>17,000</b>	<b>17,000</b>	<b>11,300</b>	<b>3,000</b>	<b>59,073</b>	<b>0</b>
Federal-Aid	49,078	1,734	1,759	6,880	13,800	13,600	9,040	2,465	47,344	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	M-5307	1,769
CO	2004	M-5309FG	1,095
CO	2005	M-5307	432
CO	2005	M-5309FG	2,016
CO	2006	M-5307	4,452
CO	2006	M-5309FG	5,966
CO	2007	M-5307	1,797
CO	2007	M-5309FG	4,767
CO	2008	M-5307	8,882
CO	2008	M-5309FG	2,000
CO	2009	M-5307	8,758
CO	2009	M-5309FG	4,096
CO	2010	M-5309FG	1,084
CO	2010	M-5307	772
CO	2011	M-5309FG	1,192

1095, 1162



**STATUS:** Right-of-way acquisition to begin in FY 2007.

**PROJECT:** MARC Procure Riverside Facility from CSX

**DESCRIPTION:** Procurement of the CSX Riverside Maintenance Facility from CSX for development into a MARC maintenance facility. Cost includes right-of-way acquisition and construction of a maintenance facility (BRAC Related).

**JUSTIFICATION:** The acquisition of the CSX Riverside Maintenance Facility is planned to coincide with takeover by a new operations and maintenance contractor, replacing both CSX and Amtrak.

**SMART GROWTH STATUS:**

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

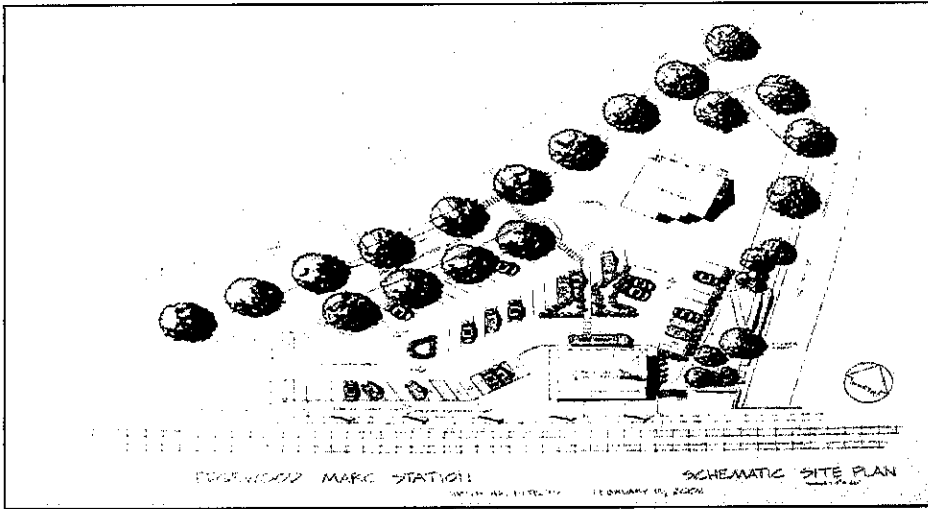
**ASSOCIATED IMPROVEMENTS:**

None

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	10,000	0	1,841	2,720	2,720	2,719	0	0	10,000	0
Construction	15,000	0	0	0	0	4,000	7,000	4,000	15,000	0
Total	25,000	0	1,841	2,720	2,720	6,719	7,000	4,000	25,000	0
Federal-Aid	20,000	0	1,473	2,176	2,176	5,375	5,600	3,200	20,000	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2007	M-5309FG	4,000
RW	2008	M-5309FG	3,200
CO	2009	M-5307	3,727
CO	2010	M-5307	5,873
CO	2011	M-5307	800
CO	2012	M-5307	1,073



**STATUS:** Engineering and construction of existing parking facility expansion is complete. Planning is underway for station building.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Added to the Construction Program.

**PROJECT:** MARC New Edgewood Station and Improvements

**DESCRIPTION:** Proposed replacement of the existing station trailer with a building to accommodate future platform ticketing, a passenger waiting area, ADA improvements and other customer services.

**JUSTIFICATION:** Station parking expansion and building improvements are to accommodate increased ridership and improve customer 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:**

Parking Expansion has been completed.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	500	0	500	0	0	0	0	0	500	0	
Engineering	325	125	0	50	150	0	0	0	200	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	3,852	1,952	0	1,100	800	0	0	0	1,900	0	
<b>Total</b>	<b>4,677</b>	<b>2,077</b>	<b>500</b>	<b>1,150</b>	<b>950</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,600</b>	<b>0</b>	
Federal-Aid	433	433	0	0	0	0	0	0	0	0	

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2000	M-5309FG	433

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



**PROJECT:** Silver Spring Transit Center

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

Bi-County Transitway Study -- Line 36

**STATUS:** Preliminary engineering and environmental work for the Transit Center is underway. The SSTC is being managed by Montgomery County with final design and construction to be completed in conjunction with a joint developer through WMATA.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Project increase of \$41.278 million reflects project cost estimate revisions and increased federal funding. Silver Spring Station (Phase I) has been completed.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU YEAR 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....			
Planning	853	853	0	0	0	0	0	0	0	0	
Engineering	11,972	4,943	7,029	0	0	0	0	0	7,029	0	
Right-of-way	605	605	0	0	0	0	0	0	0	0	
Construction	69,096	6,192	4,686	44,189	14,029	0	0	0	62,904	0	
<b>Total</b>	<b>82,526</b>	<b>12,593</b>	<b>11,715</b>	<b>44,189</b>	<b>14,029</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69,933</b>	<b>0</b>	
Federal-Aid	59,727	9,947	9,372	35,351	5,057	0	0	0	49,780	0	

Project total reflects \$7.709 million in local contribution from Montgomery County. Montgomery County to reimburse MDOT \$6 million through the WMATA Transportation Infrastructure Investment Fund (TIIF).

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FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5309-OTH	1,500
CO	1900	B-5309	1,294
CO	1993	M-5309FG	400
CO	1994	5307	829
CO	1996	M-5309FG	4,360
CO	1997	M-5309FG	1,226
CO	1999	5309-SRB	2,000
CO	2000	5309NS	736
CO	2002	5309NS	11,880
CO	2003	5309NS	11,557
CO	2006	B-5309SS	10,595
CO	2007	B-5309SS	4,450
CO	2008	B-5309SS	4,450
CO	2009	B-5309SS	4,450





**STATUS:** Construction of surface parking (Phase I) is complete. Engineering for Phase II is underway. Construction delayed until budget year due to railroad's review and approval of Phase II.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost increased \$1.432 million due to refinement of engineer's estimate.

**PROJECT:** Halethorpe MARC Station Improvements

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

**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.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	1,851	675	376	800	0	0	0	0	1,176	0
Right-of-way	1,318	1,318	0	0	0	0	0	0	0	0
Construction	12,892	3,381	13	72	2,951	3,973	2,502	0	9,511	0
<b>Total</b>	<b>16,363</b>	<b>5,676</b>	<b>389</b>	<b>872</b>	<b>2,951</b>	<b>3,973</b>	<b>2,502</b>	<b>0</b>	<b>10,687</b>	<b>0</b>
Federal-Aid	12,036	3,456	342	698	2,361	3,178	2,001	0	8,580	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1994	M-5307	632
CO	1998	M-5307	230
CO	1999	M-5307	244
CO	2000	M-5307	588
CO	2000	M-5309FG	1,900
CO	2001	M-5309FG	2,175
CO	2005	M-5307	2,230
CO	2006	CMAQ-SHA	3,656
CO	2007	CMAQ-SHA	381

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**USAGE:** An average of 1,078 patrons per day use the Halethorpe MARC Station.



**STATUS:** Engineering completed. Construction of surface parking expansion is in close out phase.

**PROJECT:** Odenton MARC Station Parking Expansion

**DESCRIPTION:** Expansion of Odenton Station parking facilities. Project includes site selection, preparation of environmental documents, preliminary design and development of short-term parking solutions. Funding will also include land acquisition, engineering and construction of a 700 to 750-space surface parking lot with pedestrian access under MD 175 to the station platform, as well as a feasibility study of structured parking (either garage or parking deck) for 2,500 spaces on MTA-owned property.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	659	659	0	0	0	0	0	0	0	0
Engineering	531	531	0	0	0	0	0	0	0	0
Right-of-way	1,890	1,890	0	0	0	0	0	0	0	0
Construction	5,031	2,252	2,779	0	0	0	0	0	2,779	0
<b>Total</b>	<b>8,111</b>	<b>5,332</b>	<b>2,779</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,779</b>	<b>0</b>
Federal-Aid	6,729	4,229	2,500	0	0	0	0	0	2,500	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1999	M-5309FG	819
CO	2001	M-5309FG	480
CO	2004	M-5309FG	1,979
CO	2005	M-5307	1,955
CO	2006	CMAQ-SHA	368
CO	2006	M-5309	368
CO	2007	CMAQ-SHA	380
CO	2007	M-5309	380

**USAGE:** An average of 2,063 patrons per day use the Odenton MARC Station.



**STATUS:** Engineering and property acquisition underway. Construction to begin during current year.

**PROJECT:** Point of Rocks MARC Station Parking Expansion

**DESCRIPTION:** Construct approximately 230 additional parking spaces at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.

**JUSTIFICATION:** Parking demand regularly exceeds the existing 276-space lot. Currently, patrons are parking in the adjacent community.

**SMART GROWTH STATUS:**

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

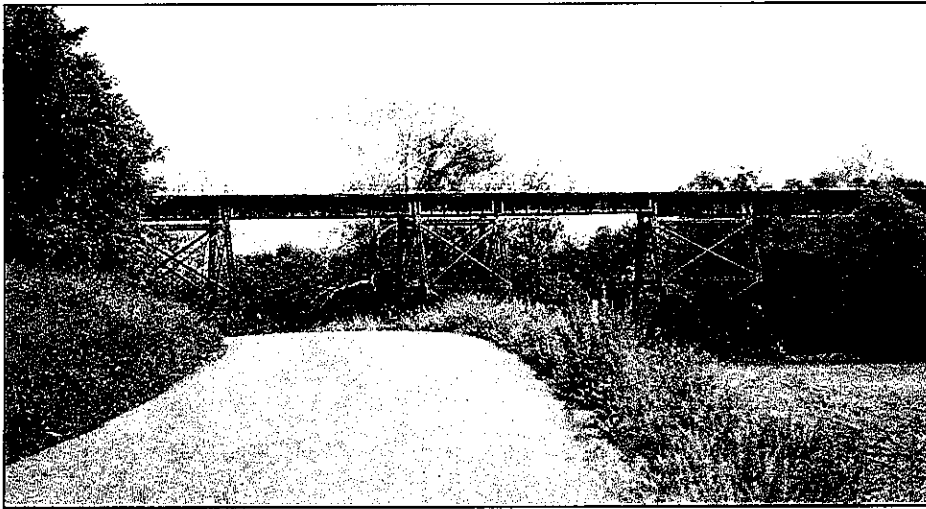
**ASSOCIATED IMPROVEMENTS:**

MARC Frederick Extension -- Line 1

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	721	721	0	0	0	0	0	0	0	0
Engineering	674	674	0	0	0	0	0	0	0	0
Right-of-way	788	788	0	0	0	0	0	0	0	0
Construction	5,986	82	1,422	3,482	1,000	0	0	0	5,904	0
<b>Total</b>	<b>8,169</b>	<b>2,265</b>	<b>1,422</b>	<b>3,482</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,904</b>	<b>0</b>
Federal-Aid	6,112	1,439	1,227	2,647	799	0	0	0	4,673	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1998	M-5307	240
CO	1999	M-5309FG	749
CO	2000	M-5307-TE	89
CO	2002	M-5309FG	2,115
CO	2003	M-5307-TE	101
CO	2003	M-5307	508
CO	2004	M-5307-TE	104
CO	2004	M-5307	102
CO	2005	M-5307-TE	110
CO	2006	M-5307-TE	110
CO	2006	M-5307	1,774
CO	2007	M-5307-TE	110



**STATUS:** Inspection, design and repairs are underway.

**PROJECT:** Freight Bridge Rehabilitation

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

**JUSTIFICATION:** A structural inspection of freight bridges throughout the State indicates a need for rehabilitation to maintain safe and efficient operations. These freight operations are essential to the economic welfare of the areas they serve.

**SMART GROWTH STATUS:**

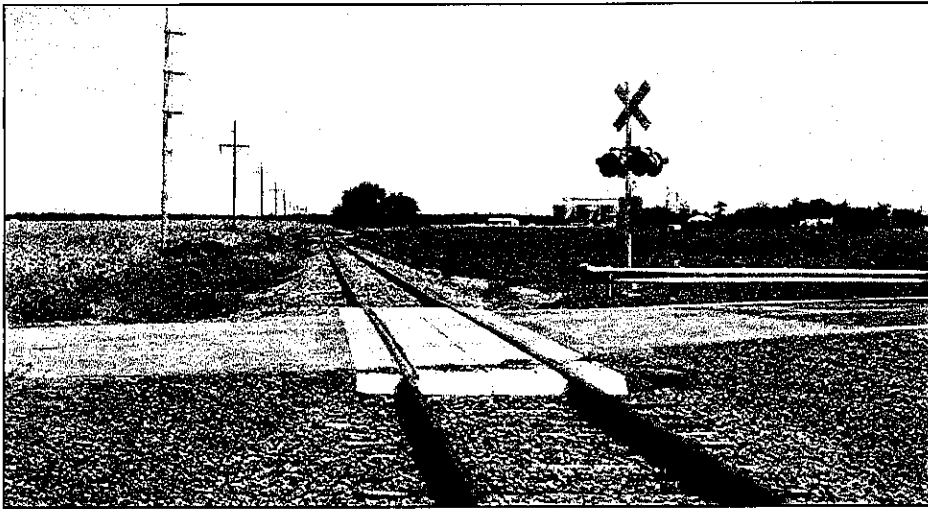
- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Project Outside PFA; Subject to Exception
- Grandfathered
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,410	1,248	74	326	188	187	187	200	1,162	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,910	5,286	71	1,366	563	562	562	500	3,624	0
<b>Total</b>	<b>11,320</b>	<b>6,534</b>	<b>145</b>	<b>1,692</b>	<b>751</b>	<b>749</b>	<b>749</b>	<b>700</b>	<b>4,786</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Based on priority, six grade crossings will be rehabilitated in the current and budget years.

**PROJECT:** Freight Line Grade Crossing Rehabilitation

**DESCRIPTION:** Rehabilitate grade crossings on freight lines throughout the State. Funding is provided for the rehabilitation of the grade crossings on a priority basis. Priority crossings which require rehabilitation are under review.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	141	66	75	0	0	0	0	0	75	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,878	1,297	360	1,133	283	283	282	240	2,581	0
<b>Total</b>	<b>4,019</b>	<b>1,363</b>	<b>435</b>	<b>1,133</b>	<b>283</b>	<b>283</b>	<b>282</b>	<b>240</b>	<b>2,656</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Construction of the Light Rail second track from Timonium to Cromwell is complete. Construction of the second track from North Avenue to Hunt Valley is complete and opened February 2006.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

**PROJECT:** Light Rail Double Track

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- Light Rail Cab Code Signal Systems -- Line 14
- Light Rail Safety Upgrades -- Line 15

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	7,819	7,819	0	0	0	0	0	0	0	0
Engineering	14,958	14,958	0	0	0	0	0	0	0	0
Right-of-way	695	695	0	0	0	0	0	0	0	0
Construction	130,847	130,834	13	0	0	0	0	0	13	0
Total	154,319	154,306	13	0	0	0	0	0	13	0
Federal-Aid	122,437	120,715	1,722	0	0	0	0	0	1,722	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1998	5307	400
CO	1999	LR-5309NS	993
CO	1999	5307	2,520
CO	2000	LR-5309NS	4,660
CO	2001	LR-5309NS	2,972
CO	2002	LR-5309NS	12,870
CO	2003	LR-5309NS	17,704
CO	2004	LR-5309NS	39,367
CO	2005	LR-5309NS	28,778
CO	2006	LR-5309NS	12,173



**STATUS:** Construction is complete.

**PROJECT:** Light Rail Cab Code Signal Systems

**DESCRIPTION:** Design, furnish and install a cab code signal system with automatic train protection (ATP) for Light Rail wayside and vehicle equipment. This project provides safer and more efficient train separation and stopping.

**JUSTIFICATION:** Overall system safety is dependent upon the signal system. Having a single system for the entire line will provide a more uniform and safer system.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

Light Rail Double Track -- Line 13  
 Light Rail Safety Upgrades -- Line 15

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** \$1.189 million increase due to revised Construction estimates and costs associated with project closeout.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	425	425	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,425	14,419	6	0	0	0	0	0	6	0
<b>Total</b>	<b>14,850</b>	<b>14,844</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>
Federal-Aid	714	714	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5307	621
CO	2001	5307	93



**STATUS:** Construction is complete and is in close out phase.

**PROJECT:** Light Rail Safety Upgrades

**DESCRIPTION:** The project will provide various upgrades for safety, communications and track operations including safety walks, railings and guardrails on bridges; electrical substation enhancements; display information on status of overhead wires and fiber optic network.

**JUSTIFICATION:** The project will improve Light Rail safety, communications, operations and system reliability of the Light Rail line.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

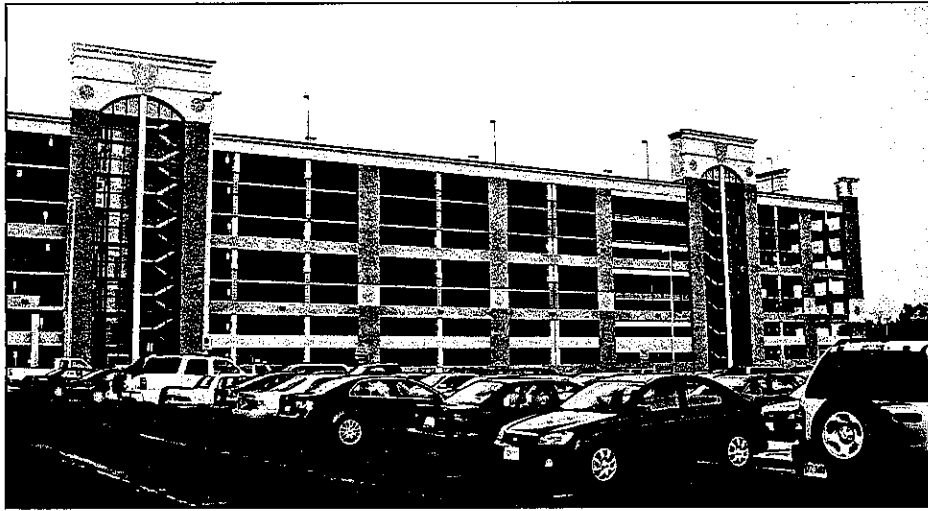
Light Rail Double Track-- Line 13  
 Light Rail Cab Code Signal Systems -- Line 14

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	120	480	0	0	0	0	0	480	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,024	4,779	245	0	0	0	0	0	245	0
<b>Total</b>	<b>5,624</b>	<b>4,899</b>	<b>725</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>725</b>	<b>0</b>
Federal-Aid	368	368	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	5307	368





**STATUS:** The Master Development Agreement has been executed, final design and working drawings for the garages and infrastructure are underway and a ground lease has been amended. Construction on the first garage began December 26, 2005 and is almost complete. Construction of second garage will start during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Project budget increased \$13.1 million due to Baltimore County contribution.

**PROJECT:** Owings Mills Joint Development

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

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

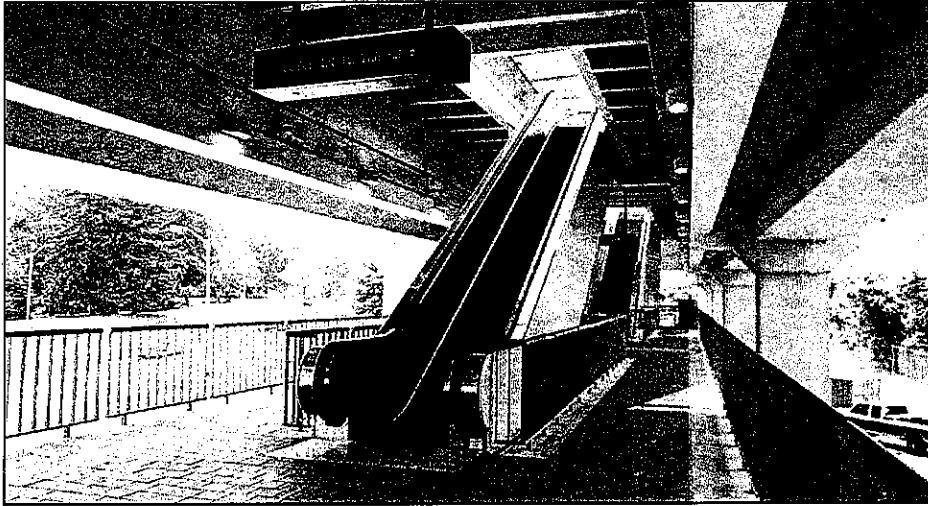
**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	273	271	2	0	0	0	0	0	2	0
Engineering	439	439	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,814	4,229	12,805	7,780	3,000	1,000	0	0	24,585	0
<b>Total</b>	<b>29,526</b>	<b>4,939</b>	<b>12,807</b>	<b>7,780</b>	<b>3,000</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>24,587</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** All 81 escalators have been upgraded. Remote monitoring system is under procurement.

**PROJECT:** Metro Escalator Rehabilitation

**DESCRIPTION:** Escalators (81) in the Metro system will be rehabilitated and upgraded. Station entrance canopies will be modified or new canopies will be installed. Additional enhancements include snowmelt equipment and a remote monitoring system.

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

**SMART GROWTH STATUS:**

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

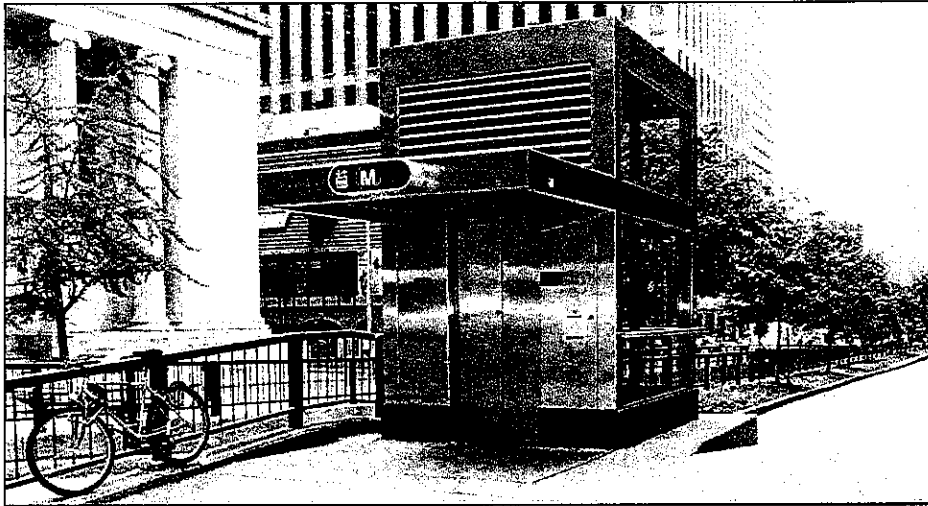
**ASSOCIATED IMPROVEMENTS:**

Agencywide Elevator Rehabilitation -- Line 18

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost increased \$7 million due to the addition of remote monitoring capability.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,235	1,235	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,021	53,634	919	2,468	0	0	0	0	3,387	0
<b>Total</b>	<b>58,256</b>	<b>54,869</b>	<b>919</b>	<b>2,468</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,387</b>	<b>0</b>
Federal-Aid	37,463	34,745	482	2,236	0	0	0	0	2,718	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5307	2,012
CO	1998	5307	2,610
CO	1998	R-5309FG	178
CO	1999	R-5309FG	3,216
CO	2000	R-5309FG	5,459
CO	2002	R-5309FG	3,805
CO	2003	5307	2,289
CO	2003	R-5309FG	3,250
CO	2004	5307	5,303
CO	2004	M-5307	2,180
CO	2004	R-5309FG	3,798
CO	2005	R-5309FG	445
CO	2006	R-5309FG	2,800
CO	2007	R-5309FG	118



**STATUS:** Project complete.

**PROJECT:** Agencywide Elevator Rehabilitation

**DESCRIPTION:** Upgrade 33 elevators throughout MTA's facilities to meet current operating, safety and ADA standards. This rehabilitation will bring the units into compliance with various safety codes, improve the appearance of the equipment, stop water infiltration and restore or upgrade machinery and controls.

**JUSTIFICATION:** Elevator deterioration has impacted reliability and patron service. The elevators exhibit signs of wear and tear, corrosion and water damage. In addition, certain items must be brought up to ADA compliance and other safety code requirements.

**SMART GROWTH STATUS:**

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

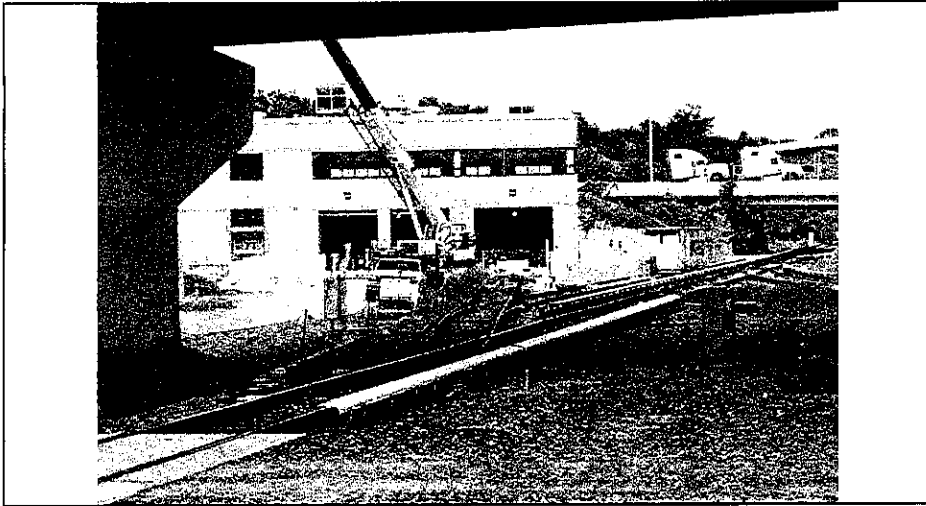
**ASSOCIATED IMPROVEMENTS:**

Metro Escalator Rehabilitation – Line 17

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	428	420	8	0	0	0	0	0	8	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,718	12,710	8	0	0	0	0	0	8	0
<b>Total</b>	<b>13,146</b>	<b>13,130</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>
Federal-Aid	3,844	3,837	7	0	0	0	0	0	7	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5307	587
CO	1999	5307	306
CO	2001	R-5309FG	2,401
CO	2004	R-5309FG	550



**STATUS:** Project complete and is in close out phase.

**PROJECT:** Metro Operations Facilities

**DESCRIPTION:** Construction of a new Maintenance-of-Way (MOW) facility at the Old Court Metro Station. Project includes a two-story building with spur track and equipment for high-rail vehicle maintenance and two single-story buildings for storage of seasonal vehicles and equipment. The Wabash Rail Yard is to be rehabilitated through replacement of existing timber railroad ties with concrete ties and the installation of third-rail heaters within the yard.

**JUSTIFICATION:** The Metro Facilities Maintenance Department was operating from a number of open air sites and substandard facilities. Centralizing the location improves productivity, efficiency and safety. The Wabash Rail Yard is over 20 years old and aging timber railroad ties created unsafe conditions for operating trains in the Yard area. The absence of third-rail heating devices made operations in heavy snow and ice conditions difficult. Major rehabilitation was required for the entire yard.

**SMART GROWTH STATUS:**

- Project 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 2006 - 11 CTP:** Project increased \$2.81 million due to utility and other costs associated with construction of the Maintenance of Way facility.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	240	240	0	0	0	0	0	0	0	0
Engineering	4,642	4,638	4	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	31,208	30,975	233	0	0	0	0	0	233	0
<b>Total</b>	<b>36,090</b>	<b>35,853</b>	<b>237</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>237</b>	<b>0</b>
Federal-Aid	2,366	2,315	51	0	0	0	0	0	51	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1999	5307	60
CO	2000	5307	1,041
CO	2001	5307-TE	133
CO	2001	R-5309FG	940
CO	2003	5307-TE	192



**STATUS:** All 100 Metro railcars have been overhauled and are in operation. Project is in close out phase.

**PROJECT:** Metro Railcar Mid-Life Overhaul

**DESCRIPTION:** Structural and systems overhaul of 100 Metro railcars. Project provides for the upgrading and installation of new vehicle systems (propulsion logic, passenger seating, flooring, audible and visual announcement system and new video surveillance system). Remaining electrical, pneumatic and mechanical systems (door, brake, heating and air conditioning, wheel trucks, communications and electrical systems) are overhauled in-kind.

**JUSTIFICATION:** The Metro railcars are over 20 years old. Rehabilitation of major railcar systems and components was required to enable the railcars to reach their useful life of 30 years. Numerous components were seriously deteriorated and some of the technology was 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

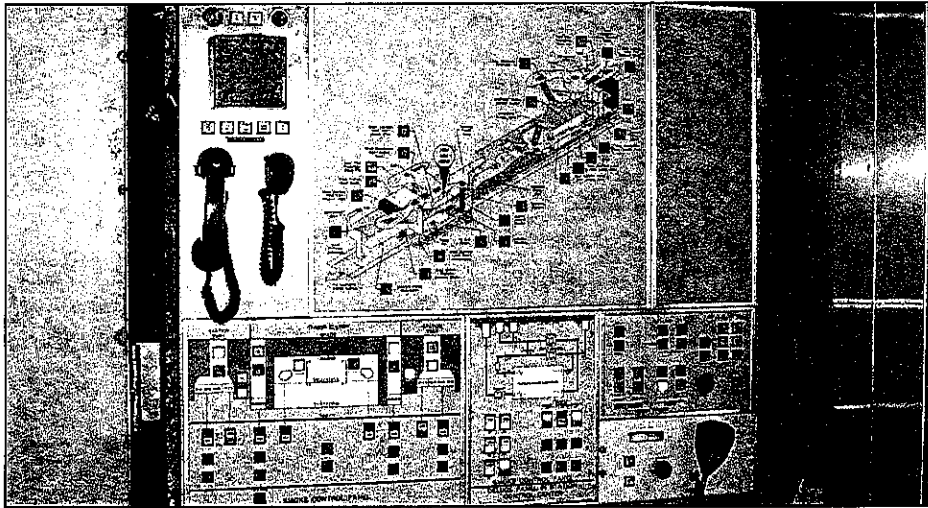
**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
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	95,814	88,984	4,830	2,000	0	0	0	0	6,830	0
<b>Total</b>	<b>95,918</b>	<b>89,088</b>	<b>4,830</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,830</b>	<b>0</b>
Federal-Aid	48,671	43,207	3,864	1,600	0	0	0	0	5,464	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1993	5307	1,998
CO	1997	R-5309FG	2,139
CO	1998	5307	3,025
CO	1999	5307	5,011
CO	2000	5307	8,377
CO	2001	5307	9,265
CO	2002	5307	416
CO	2002	R-5309FG	2,582
CO	2003	R-5309FG	3,834
CO	2004	5307	448
CO	2004	R-5309FG	2,419
CO	2005	R-5309FG	6,259
CO	2006	R-5309FG	2,898



**STATUS:** Project is in procurement phase.

**PROJECT:** Metro Fire and Security Management Systems

**DESCRIPTION:** Replacement of the Fire Management and Supervisory Control and Data Acquisition (SCADA) equipment. This effort involves fire and security equipment, traction power monitoring and control equipment necessary for safe Metro system operation. Also, the project will replace obsolete electrical wiring, conduits and sensors for the Metro fire and security protection systems with state-of-the-art technologies. Lighting in the Metro tunnels and the fire protection standpipes are also being replaced.

**JUSTIFICATION:** The present systems are deteriorating, are obsolete and are not easily expandable to accommodate new Homeland Security initiatives.

**SMART GROWTH STATUS:**

- Project 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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	201	201	0	0	0	0	0	0	0	0
Engineering	6,507	3,622	1,815	0	370	0	700	0	2,885	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	62,320	12,360	2,404	18,088	18,407	5,161	4,754	1,146	49,960	0
<b>Total</b>	<b>69,028</b>	<b>16,183</b>	<b>4,219</b>	<b>18,088</b>	<b>18,777</b>	<b>5,161</b>	<b>5,454</b>	<b>1,146</b>	<b>52,845</b>	<b>0</b>
Federal-Aid	46,938	4,348	3,500	14,475	15,022	4,314	4,363	916	42,590	0

0457, 0521

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5307	478
CO	1999	5307	109
CO	2000	5307	286
CO	2001	5307	158
CO	2003	R-5309FG	825
CO	2004	R-5309FG	600
CO	2005	R-5309FG	742
CO	2006	R-5309FG	1,325
CO	2007	R-5309FG	5,831
CO	2007	5307	700
CO	2008	R-5309FG	9,416
CO	2008	5307	7,564
CO	2009	R-5309FG	8,727
CO	2009	5307	680
CO	2010	R-5309FG	6,676





**STATUS:** Procurement of ninety-four 40' buses, three 30' buses and ten hybrid electric buses is complete. Annual ongoing bus replacements are underway.

**PROJECT:** Bus Procurement

**DESCRIPTION:** Annual purchase of 40-foot buses to replace those that have been in service for 12 or more years. Additional purchases will include 40-foot hybrid-electric buses.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

Replacement of Fare Collection Equipment -- Line 24

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost increase mainly due to the addition of FY 2012.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	309,441	126,659	4,397	20,450	17,935	40,000	60,000	40,000	182,782	0
<b>Total</b>	<b>309,666</b>	<b>126,884</b>	<b>4,397</b>	<b>20,450</b>	<b>17,935</b>	<b>40,000</b>	<b>60,000</b>	<b>40,000</b>	<b>182,782</b>	<b>0</b>
Federal-Aid	205,045	58,281	4,056	16,360	14,348	32,000	48,000	32,000	146,764	0

0509, 0714, 0299, 0464, 0465, 0518, 1172, 1173, 1199

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	B-5309	3,595
CO	1900	5307	2,323
CO	1900	INTERS	1,437
CO	1995	5307	575
CO	2000	B-5309	3,550
CO	2001	CMAQ	10,825
CO	2001	B-5309	2,478
CO	2002	CMAQ	5,029
CO	2002	B-5309	2,286
CO	2003	B-5309	2,621
CO	2003	CMAQ	13,471
CO	2004	B-5309	2,419
CO	2004	5307	1,208
CO	2004	CMAQ	5,273
CO	2005	B-5309	1,523



CO	2005	CMAQ	3,133
CO	2006	CMAQ	428
CO	2007	CMAQ-SHA	26,040
CO	2008	B-5309	1,370
CO	2008	CMAQ-SHA	21,701
CO	2008	CMAQ	3,900
CO	2009	B-5309	1,370
CO	2009	CMAQ	3,900
CO	2009	CMAQ-SHA	12,300
CO	2010	B-5309	1,370
CO	2010	CMAQ	8,900
CO	2010	CMAQ-SHA	11,200
CO	2011	CMAQ	8,900
CO	2011	CMAQ-SHA	13,000
CO	2011	B-5309	1,370
CO	2012	CMAQ-SHA	13,000
CO	2012	5307	3,780
CO	2012	B-5309	1,870
CO	2012	CMAQ	8,900



**STATUS:** Mobility vehicle procurement is ongoing.

**PROJECT:** Mobility Vehicle Procurement

**DESCRIPTION:** Procurement of paratransit services vehicles.

**JUSTIFICATION:** Mobility vehicles are required for MTA's paratransit service. An increase to the normal acquisition numbers is required to replace aging vehicles.

**SMART GROWTH STATUS:**

- Project 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 2006 - 11 CTP:** Cost increased \$7.75 million for additional vehicles required to meet anticipated service demands.

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 2006			FOR PLANNING PURPOSES ONLY	2009	2010	2011		
Planning	1,000	0	400	400	200	0	0	0	1,000	0
Engineering	2,800	0	0	1,000	1,800	0	0	0	2,800	0
Right-of-way	5,200	0	0	800	1,600	2,800	0	0	5,200	0
Construction	52,360	12,848	3,328	3,337	8,170	9,170	11,671	3,836	39,512	0
<b>Total</b>	<b>61,360</b>	<b>12,848</b>	<b>3,728</b>	<b>5,537</b>	<b>11,770</b>	<b>11,970</b>	<b>11,671</b>	<b>3,836</b>	<b>48,512</b>	<b>0</b>
Federal-Aid	1,008	1,008	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1996	5307	643
CO	1998	5307	242
CO	2000	5307	123



**STATUS:** Installation of Bus fareboxes and Light Rail ticket vending machines is complete. Metro equipment installation is underway.

**PROJECT:** Replacement of Fare Collection Equipment

**DESCRIPTION:** Replace existing fare collection equipment on core Baltimore Metro, Light Rail, MARC, Commuter Bus and Locally Operated Transit Systems with automatic fare collection equipment or with electronic fare collection option. Includes establishment of a financial clearinghouse to process transactions among participating agencies and users. Fareboxes will record ridership and revenue collection information. This information will improve revenue collection and the audit trail from point of deposit to the revenue collection room.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

Bus Procurement -- Line 22

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost increased \$7.2 million due to full implementation of the project including parts, support and equipment.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	408	386	22	0	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	89,281	66,850	17,600	3,831	1,000	0	0	0	22,431	0
<b>Total</b>	<b>89,689</b>	<b>67,236</b>	<b>17,622</b>	<b>3,831</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,453</b>	<b>0</b>
Federal-Aid	17,896	14,342	3,554	0	0	0	0	0	3,554	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	INTERS	2,254
CO	1993	5307	1,031
CO	2002	M-5307	467
CO	2003	5307	9,600
CO	2003	M-5307	1,928
CO	2004	M-5307	845
CO	2006	M-5307	182
CO	2007	5307	1,589



**STATUS:** Construction is underway.

**PROJECT:** Radio Communication Trunking

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2007	2008	....2009....	....2010....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	583	583	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,170	8,463	2,407	300	0	0	0	0	2,707	0
<b>Total</b>	<b>11,753</b>	<b>9,046</b>	<b>2,407</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,707</b>	<b>0</b>
Federal-Aid	4,262	3,901	361	0	0	0	0	0	361	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1900	5307	614
CO	1900	B-5309	272
CO	1996	5307	1,744
CO	2000	5307	1,316
CO	2004	5307	316



**STATUS:** Revitalization activities are underway.

**PROJECT:** Community Safety and Enhancement Projects.

**DESCRIPTION:** Funding to meet existing transportation project commitments in designated revitalization areas. Enhancement of existing infrastructure will promote economic revitalization and neighborhood conservation. Projects include pedestrian connections, landscaping, lighting, bike racks and shelters.

**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 to 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:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	90	88	2	0	0	0	0	0	2	0
Right-of-way	40	0	40	0	0	0	0	0	40	0
Construction	12,803	12,565	178	60	0	0	0	0	238	0
<b>Total</b>	<b>12,933</b>	<b>12,653</b>	<b>220</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>280</b>	<b>0</b>
Federal-Aid	354	130	184	40	0	0	0	0	224	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	5307-TE	118
CO	2002	5307-TE	236



**STATUS:** This is an annual funding program.

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

**DESCRIPTION:** The MTA provides 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 promoting the use of carpools and vanpools.

**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 2007 and Prior -- Line 48

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	20,757	11,383	1,827	1,606	1,486	1,485	1,485	1,485	9,374	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	122,071	49,722	21,093	12,684	11,523	9,107	9,559	8,383	72,349	0
<b>Total</b>	<b>142,828</b>	<b>61,105</b>	<b>22,920</b>	<b>14,290</b>	<b>13,009</b>	<b>10,592</b>	<b>11,044</b>	<b>9,868</b>	<b>81,723</b>	<b>0</b>
Federal-Aid	112,894	46,904	14,053	12,240	11,431	9,544	9,947	8,775	65,990	0

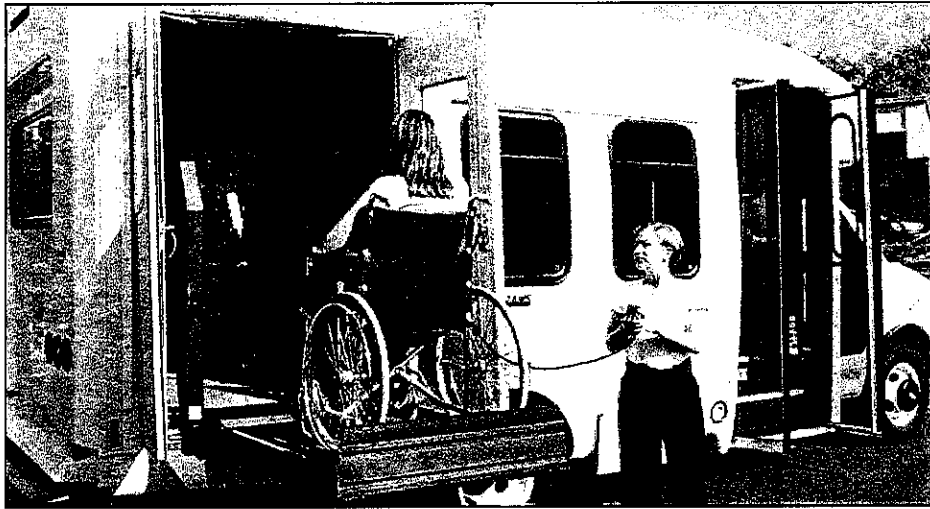
0211, 0217, 0045, 0218, 0826, 0828, 0877, 0878, 0885, 1025

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1996	L-5311	600
CO	1998	L-5309	2,171
CO	1998	L-5311	890
CO	1999	CMAQ	994
CO	1999	L-5309	3,111
CO	1999	L-5307	956
CO	1999	L-5311	677
CO	2000	L-5309MPG	3,792
CO	2000	CMAQ	836
CO	2000	L-5311	940
CO	2000	L-5307	899
CO	2000	L-5309	3,685
CO	2001	L-5309	3,330
CO	2001	L-5309MPG	2,126
CO	2001	CMAQ	1,110

CO	2001	5307	64
CO	2001	L-5311	1,145
CO	2001	L-5307	995
CO	2002	L-5311	1,480
CO	2002	L-5309	3,300
CO	2002	L-5307	1,266
CO	2002	L-5309MPG	2,128
CO	2002	CMAQ	800
CO	2003	L-5309MPG	1,830
CO	2003	L-5309	3,221
CO	2003	CMAQ	872
CO	2003	L-5207	300
CO	2003	L-5311	1,074
CO	2003	L-5307	1,271
CO	2004	L-5307	1,350
CO	2004	L-5311	1,068
CO	2004	CMAQ	1,216
CO	2004	L-5309MPG	1,856
CO	2004	L-5309	2,905
CO	2005	CMAQ	1,240
CO	2005	L-5307	1,462
CO	2005	L-5309	1,595
CO	2005	L-5309MPG	2,295
CO	2005	L-5311	1,675
CO	2006	L-5309	2,255
CO	2006	CMAQ	1,240
CO	2006	L-5311	1,689
CO	2006	L-5309MPG	1,375
CO	2006	L-5307	1,976
CO	2007	L-5307	1,446
CO	2007	L-5311	1,508
CO	2007	CMAQ	1,240
CO	2007	L-5309	2,255
CO	2007	L-5309MPG	1,375
CO	2008	L-5311	779
CO	2008	L-5307	1,342
CO	2008	L-5309	2,255
CO	2008	L-5309MPG	1,375
CO	2008	CMAQ	1,240
CO	2009	CMAQ	1,240
CO	2009	L-5307	967
CO	2009	L-5311	1,069
CO	2009	L-5309MPG	1,375
CO	2009	L-5309	2,135

CO	2010	L-5307	1,773
CO	2010	L-5309	2,055
CO	2010	L-5309MPG	1,375
CO	2010	L-5311	676
CO	2010	CMAQ	1,240
CO	2011	CMAQ	1,240
CO	2011	L-5309MPG	1,375
CO	2011	L-5307	1,775
CO	2011	L-5311	500
CO	2011	L-5309	2,055
CO	2012	L-5311	1,503
CO	2012	L-5309MPG	1,375
CO	2012	CMAQ	1,240
CO	2012	L-5309	2,051





**STATUS:** This is an annual funding program. A detailed list of FY 2007 Non-Profit Agencies receiving vehicles is provided in Line 48.

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

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

Locally Operated Transit Systems FY 2007 and Prior – Line 48

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,612	10,782	2,868	1,754	1,634	2,398	2,178	3,998	14,830	0
<b>Total</b>	<b>25,612</b>	<b>10,782</b>	<b>2,868</b>	<b>1,754</b>	<b>1,634</b>	<b>2,398</b>	<b>2,178</b>	<b>3,998</b>	<b>14,830</b>	<b>0</b>
Federal-Aid	20,836	8,972	2,295	1,403	1,307	1,918	1,742	3,199	11,864	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1998	L-5310	1,032
CO	1999	L-5310	1,125
CO	2000	L-5310	1,100
CO	2001	L-5310	1,295
CO	2002	L-5310	1,200
CO	2003	L-5310	1,259
CO	2004	L-5310	1,500
CO	2005	L-5310	1,600
CO	2006	L-5310	1,900
CO	2007	L-5310	1,900
CO	2008	L-5310	1,600
CO	2009	L-5310	1,664
CO	2010	L-5310	1,300
CO	2011	L-5310	1,300
CO	2012	L-5310	1,061

0210



**STATUS:** The FY 2007 grants for the County's capital bus program, related AVL equipment and sound annunciators are currently under review.

**PROJECT:** Montgomery County Local Bus Program

**DESCRIPTION:** Funding for annual bus replacement. The current program funds approximately 10 buses for replacement of existing Ride On vehicles. Additional funding is for sound system annunciators that communicate next stop information, as well as related AVL system upgrades in FY 2007.

**JUSTIFICATION:** These investments will make Ride On a more convenient and user-friendly system, while improving passenger access to a Metrorail system that is realizing record ridership.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Cost increased \$2.2 million mainly due to the addition of FY 2012.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	47,844	23,169	9,746	3,969	2,740	2,740	2,740	2,740	24,675	0
<b>Total</b>	<b>47,844</b>	<b>23,169</b>	<b>9,746</b>	<b>3,969</b>	<b>2,740</b>	<b>2,740</b>	<b>2,740</b>	<b>2,740</b>	<b>24,675</b>	<b>0</b>
Federal-Aid	4,796	0	3,819	977	0	0	0	0	4,796	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	M-5307	932
CO	2004	M-5307	932
CO	2005	M-5307	932
CO	2006	M-5307	2,000



**STATUS:** The FY 2007 grant for the County's capital bus program is currently under development.

**PROJECT:** Prince George's County Local Bus Program

**DESCRIPTION:** Annual funding for 3 - 5 buses per year to replace existing vehicles in the County's "The Bus" fleet. Funding assists the County in its overall bus replacement fleet strategy.

**JUSTIFICATION:** Buses will replace older, unreliable units in the existing "The Bus" fleet throughout 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:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL										
	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,199	3,467	632	620	620	620	620	620	3,732	0	
<b>Total</b>	<b>7,199</b>	<b>3,467</b>	<b>632</b>	<b>620</b>	<b>620</b>	<b>620</b>	<b>620</b>	<b>620</b>	<b>3,732</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**STATUS:** Alternatives Analysis underway. Preparation of Draft Environmental Impact Statement underway.

**PROJECT:** Baltimore Corridor Transit - Red Line

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

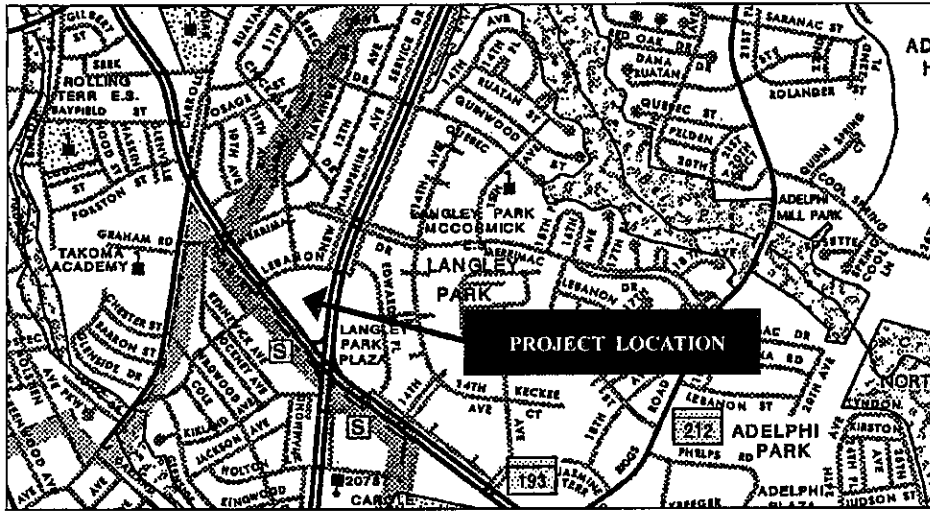
Baltimore Corridor Transit Study - Green Line - Line 37

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	29,302	16,071	6,000	7,231	0	0	0	0	13,231	0
Engineering	83,400	0	0	7,400	25,000	25,000	26,000	0	83,400	0
Right-of-way	77,500	0	0	12,900	20,000	23,000	21,600	0	77,500	0
Construction	49,414	0	0	0	0	0	49,414	0	49,414	0
Total	239,616	16,071	6,000	27,531	45,000	48,000	97,014	0	223,545	0
Federal-Aid	107,895	3,155	3,400	1,500	0	3,000	96,840	0	104,740	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	1900	5307	470
PP	2001	5307	1,200
PE	2006	R5309NS	1,960
PP	2006	R-5339AA	1,485
PE	2007	R5309NS	1,440
PP	2007	R-5339AA	1,500
PE	2010	R5309NS	3,000
PE	2011	R5309NS	96,840

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



**PROJECT:** Takoma/Langley Park Transit Center

**DESCRIPTION:** The project is a joint effort between MTA and SHA. It will include pedestrian safety, roadway and intersection improvements, new sidewalks and crosswalks and the provision of shelter for patrons awaiting buses. Site of the Transit Center will be the northwest corner of the University Boulevard and New Hampshire Avenue intersection in Langley Park. This area, known as the Crossroads, is the busiest non-Metrorail hub in the region with 11 bus routes and 61 buses passing through the area in peak hours.

**JUSTIFICATION:** The project is located at a future station site of the proposed Bi-County Transitway. The Crossroads area has been the site of many pedestrian accidents. A major goal of the project is to improve pedestrian 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

**STATUS:** Project planning is currently underway. Construction of the intersection and roadway improvements by SHA is underway.

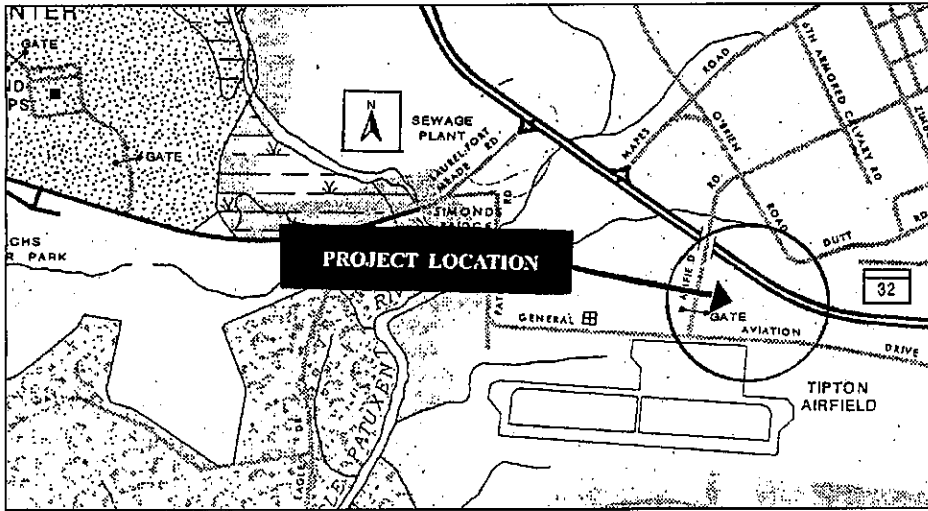
**ASSOCIATED IMPROVEMENTS:**

Bi-County Transitway Study -- Line 36  
SHA -

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....			
Planning	903	304	599	0	0	0	0	0	599	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	3,720	0	3,720	0	0	0	0	0	3,720	0	
Construction	7,687	0	4,500	1,187	2,000	0	0	0	7,687	0	
<b>Total</b>	<b>12,310</b>	<b>304</b>	<b>8,819</b>	<b>1,187</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,006</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

The estimated cost of \$12.31 million is being funded by Montgomery County (\$2.5 million), Prince Georges County (\$2.5 million), and WMATA (\$7.31 million).



**PROJECT:** Central Maryland Maintenance Facility

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

**JUSTIFICATION:** The project will reduce operating costs associated with the maintenance support function.

**SMART GROWTH STATUS:**

- Project 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.

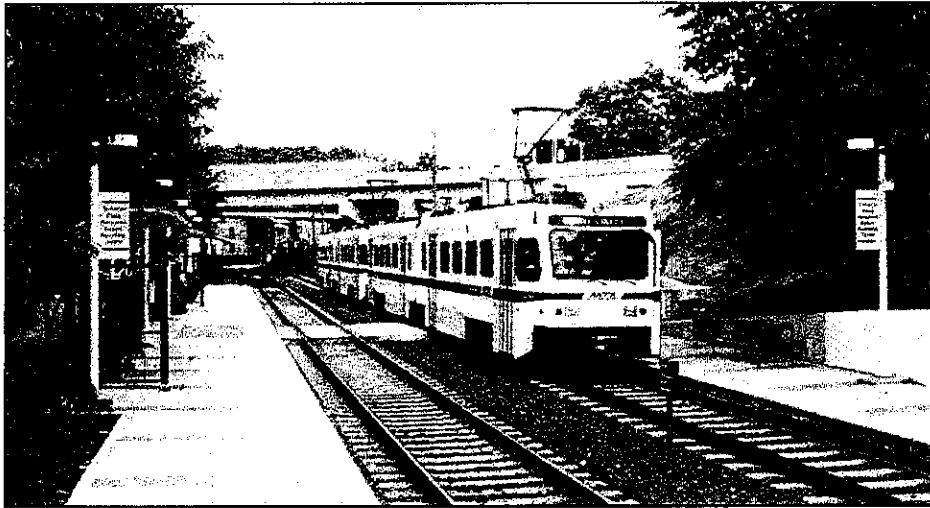
**STATUS:** Howard County has lead responsibility for this project. Project planning is underway.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Added to the Development and Evaluation 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)	TOTAL EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	2,100	274	503	1,323	0	0	0	0	1,826	0
Engineering	3,030	30	0	1,000	2,000	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,130</b>	<b>304</b>	<b>503</b>	<b>2,323</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,826</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	2005	B-5309	486
PP	2006	B-5309	1,199
PP	2007	B-5309	1,223
PP	2008	B-5309	1,287

Costs shown include a \$4.8 million FTA earmark to Howard County, along with matching funds from Howard and Anne Arundel Counties. MDOT is contributing \$800k towards the planning and design.



**STATUS:** Project has been abandoned due to right of way issues, funding has been transferred to other critical needs.

**PROJECT:** Cold Spring Light Rail Station Park and Ride

**DESCRIPTION:** Construct a new 300-space park and ride surface lot at the existing Cold Spring Light Rail Station. The station currently has no parking.

**JUSTIFICATION:** New parking will increase ridership by providing convenient access to the system.

**SMART GROWTH STATUS:**

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

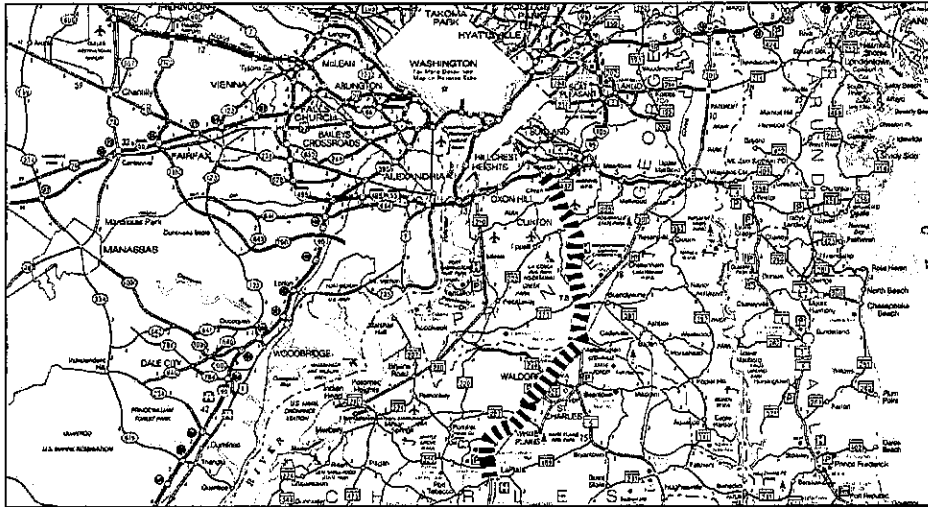
**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Project discontinued.

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 YEAR 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	403	403	0	0	0	0	0	0	0	0
Engineering	443	442	1	0	0	0	0	0	1	0
Right-of-way	36	36	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>882</b>	<b>881</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
Federal-Aid	455	455	0	0	0	0	0	0	0	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1996	5307	404
CO	1997	5307	51



**STATUS:** MTA advisory services underway.

**PROJECT:** Southern Maryland Mass Transportation Analysis

**DESCRIPTION:** Alternatives planning for mass transit improvements including preparation of a Corridor Transit Service Staging Plan for the MD 5/US 301 corridor from the Branch Avenue Metro station to the White Plains area. This work implements the Southern Maryland Mass Transportation Alternatives Study and the US 301 Corridor Task Force Final Report.

**JUSTIFICATION:** Planned service expansion to address increasing development 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:**

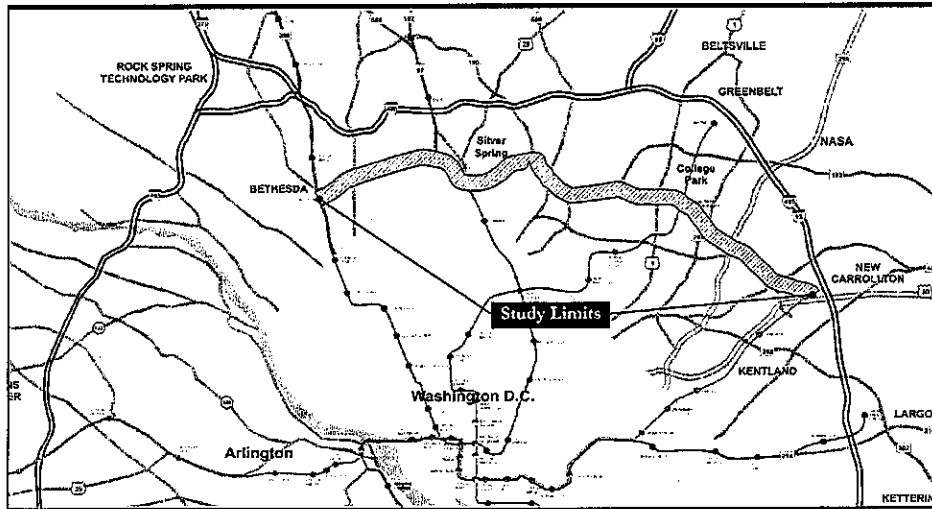
- SHA - I-95/I-495 Branch Avenue Metro Station Access Study
- SHA - MD 5, from US 301 Interchange at T.B. to north of I-95/I-495
- SHA - MD 5/MD 373/Brandywine Road Relocated Interchange

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	968	932	36	0	0	0	0	0	36	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	968	932	36	0	0	0	0	0	36	0
Federal-Aid	730	696	34	0	0	0	0	0	34	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1998	M-5307	274
CO	1999	R5-5309NS	422
CO	2005	B-5309CB	34





**PROJECT:** Bi-County Transitway Study

**DESCRIPTION:** Study of a 14-mile transitway between New Carrollton and Bethesda Metrorail Stations. This includes Alternatives Analysis, Draft Environmental Impact Statement and Preliminary Engineering/Final Environmental Impact Statement.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

Silver Spring Transit Center and MARC Station Relocation -- Line 7  
Takoma/Langley Park Transit Center -- Line 32

**STATUS:** The Alternatives Analysis and DEIS phase is ongoing for the entire 14-mile corridor. Public meetings on the alternatives retained for detailed study were all held in June 2006.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	30,845	14,931	8,887	7,027	0	0	0	0	15,914	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
<b>Total</b>	<b>30,845</b>	<b>14,931</b>	<b>8,887</b>	<b>7,027</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,914</b>	<b>0</b>
Federal-Aid	20,752	7,811	7,319	5,622	0	0	0	0	12,941	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2000	CMAQ	1,536
CO	2000	M-5307	1,242
CO	2001	M-5307	1,620
CO	2002	M-5307	1,309
CO	2003	M-5307	1,626
CO	2004	M-5307	3,887
CO	2005	M-5307	834
CO	2007	M-5307	4,770
CO	2008	M-5307	3,928

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



**PROJECT:** Baltimore Corridor Transit Study - Green Line

**DESCRIPTION:** The Green Line Transit Corridor Study will address potential alignment and modal alternatives to provide service extension from the Johns Hopkins University Medical Campus to the vicinity of Morgan State University/Good Samaritan Hospital in Northeast Baltimore City. The study entails public involvement, environmental screening, right-of-way assessment, ridership forecasts, capital and annual operating cost evaluation, assess social/cultural impacts and project transit economic development benefits and impacts.

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

**ASSOCIATED IMPROVEMENTS:**

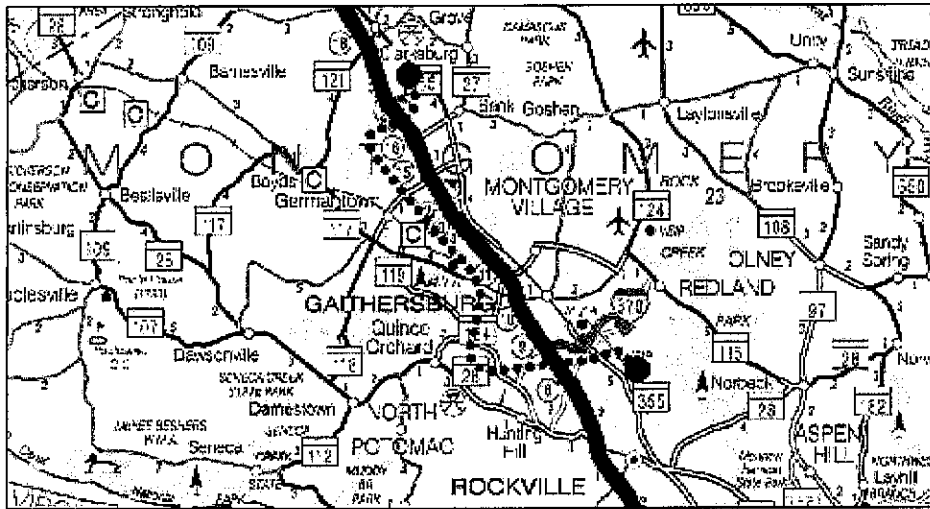
Baltimore Corridor Transit Study - Red Line - Line 31

**STATUS:** Consultant selection process recently completed. Alternatives analysis underway.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	12,945	654	2,000	4,291	3,500	2,500	0	0	12,291	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
<b>Total</b>	<b>12,945</b>	<b>654</b>	<b>2,000</b>	<b>4,291</b>	<b>3,500</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>12,291</b>	<b>0</b>
Federal-Aid	6,357	0	1,564	2,793	0	2,000	0	0	6,357	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	5307	1,564
CO	2008	5307	2,793
CO	2010	R5309NS	2,000



**STATUS:** Work has begun on a new environmental assessment document as required by FTA and FHWA. Transit ridership estimates are currently being computed to consider project revisions such as express toll lanes on I-270 and the phasing of the Corridor Cities Transitway.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** None.

**PROJECT:** I-270 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
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

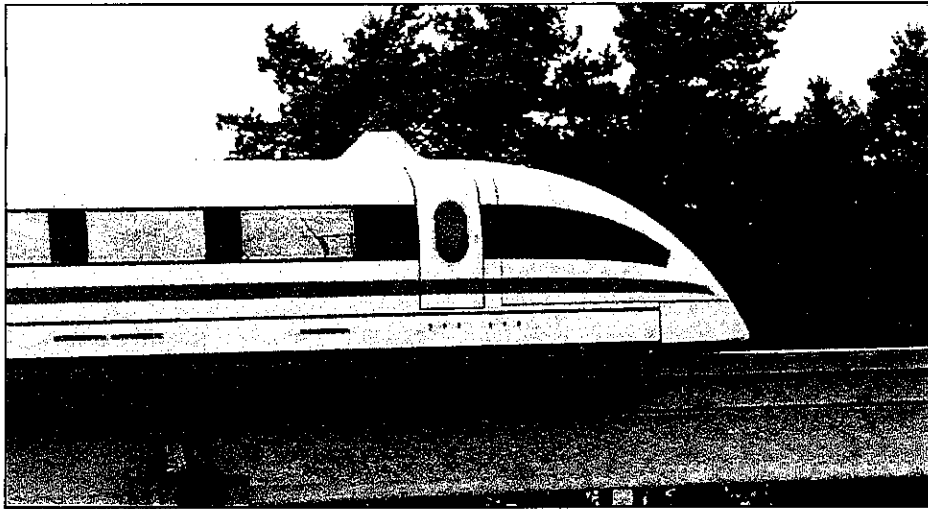
**ASSOCIATED IMPROVEMENTS:**

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	7,333	1,833	2,000	3,500	0	0	0	0	5,500	0
Engineering	3,667	0	0	0	3,667	0	0	0	3,667	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
<b>Total</b>	<b>11,000</b>	<b>1,833</b>	<b>2,000</b>	<b>3,500</b>	<b>3,667</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,167</b>	<b>0</b>
Federal-Aid	766	0	766	0	0	0	0	0	766	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	5307	766

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



**PROJECT:** Maglev System Study

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

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

**STATUS:** Draft Environmental Impact Statement (DEIS) is complete. Work has begun to initiate the Final Environmental Impact Statement (FEIS).

**SMART GROWTH STATUS:**

- Project 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 2006 - 11 CTP:** Consultant is also archiving project materials. Expect completion of activities by Spring 2007.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	17,095	15,994	1,101	0	0	0	0	0	1,101	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
<b>Total</b>	<b>17,095</b>	<b>15,994</b>	<b>1,101</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,101</b>	<b>0</b>
Federal-Aid	13,162	12,099	1,063	0	0	0	0	0	1,063	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	1999	FRA	1,300
CO	2000	FRA	1,960
CO	2001	FRA	7,130
CO	2002	FRA	1,175
CO	2003	FRA	497
CO	2005	FRA	1,100

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



**STATUS:** Feasibility study completed, Transit Oriented Development proposal submitted to MDOT for review.

**PROJECT:** MARC Odenton Station Parking Garage D & E

**DESCRIPTION:** Planning and environmental documentation for a proposed 2500 - 3500 space parking garage at MARC Odenton Station.

**JUSTIFICATION:** Daily boardings currently average 2,063. Upon completion of an 700-space surface lot, the station will have a parking capacity of 1,985 spaces. A continued increase in ridership is anticipated due to local growth.

**SMART GROWTH STATUS:**

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

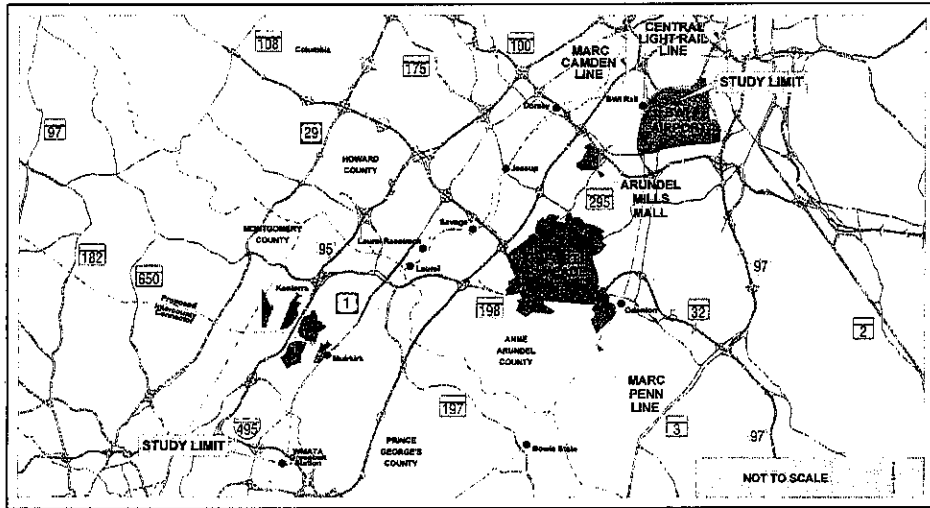
**ASSOCIATED IMPROVEMENTS:**

**SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	600	14	484	102	0	0	0	0	586	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
<b>Total</b>	<b>600</b>	<b>14</b>	<b>484</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>586</b>	<b>0</b>
Federal-Aid	341	0	300	41	0	0	0	0	341	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2005	M-5307	341

**USAGE:** An average of 2,063 patrons per day use the Odenton MARC Station.



**STATUS:** Workshops and the alignment feasibility study underway.

**PROJECT:** WMATA Green Line Extension

**DESCRIPTION:** Develop a feasibility study and environmental inventory review for a possible 20-mile extension of the Metrorail Green Line from its current terminus at Greenbelt to Laurel and continuing north to BWI Thurgood Marshall Airport. The corridor extends along a portion of the MARC Camden Line. (BRAC Related)

**JUSTIFICATION:** General Assembly has requested a preliminary study to analyze an extension of the WMATA Green Line from Greenbelt to BWI 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:**

None.

**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Added to the Development and Evaluation Program

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....			
Planning	2,000	0	808	1,192	0	0	0	0	2,000	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>2,000</b>	<b>0</b>	<b>808</b>	<b>1,192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

## APPENDIX J

MTA Locally Operated Transit Systems, Line 49. Please disregard the MTA section of the CTP, and replace with this Appendix. For your information: Line Items 43 through 48 in the CTP are correct and are not replaced with an Appendix.

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 49**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	CURRENT FISCAL YEAR TOTAL (\$000)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2007 AND PRIOR</u>			
<u>ALLEGANY COUNTY</u>			
1	Bus Parts	20	Underway
2	Preventive Maintenance	110	Underway
3	Vehicles to Non-Profit Organizations--Allegany Co., HRDC, In and Friends Aware, Inc.	91	Underway
<u>CITY OF ANNAPOLIS</u>			
4	Equipment - Facility Rehap - Security	50	Underway
5	Miscellaneous Equipment	6	Underway
6	Preventive Maintenance	110	Underway
7	Road side support vehicle	25	Underway
8	Vehicles - Replacement of 3 trolleys	993	Underway
<u>BALTIMORE COUNTY</u>			
9	Dispatching Software	80	Underway
10	Vehicles to Non-Profit Organizations - National Multiple Sclerosis, Associated Catholic Charities	104	Underway
<u>CALVERT COUNTY</u>			
11	Facility improvements (canopy)	417	Underway
12	Passenger amenities	1	Underway
13	Vehicles - Replacement of Vehicle 16-2	59	Underway
14	Wheel chair securement devices	1	Underway
<u>CAROLINE COUNTY</u>			
15	(Also, see Mid-Shore Regional Council)		
16	Office furniture	30	Underway
17	Vehicles - 1 16/2 Replacement vehicle	59	Underway



**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	CURRENT FISCAL YEAR TOTAL (\$000)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2007 AND PRIOR (cont'd)</u>			
<u>CARROLL COUNTY</u>			
18	Facility renovations	10	Underway
19	Preventive Maintenance	50	Underway
20	Vehicles - 2 - 12/2 replacement vehicle	102	Underway
21	Vehicles to Non-Profit Organizations - Senior Overland Services Inc.	50	Underway
<u>CECIL COUNTY</u>			
22	Communication equipment	2	Underway
23	Vehicles - Replacement bus 16-2	57	Underway
24	Vehicles to Non-Profit Organizations - Chesapeake Care Resources, Union Hospital Adult Day Care	100	Underway
<u>CHARLES COUNTY</u>			
25	Ridesharing (See St. Mary's County)		
26	Passenger stop amenities	8	Underway
27	Radio equipment	1	Underway
28	Vehicles - Small Bus	323	Underway
29	Vehicles to Non-Profit Organizations - Spring Dell Center	100	Underway
<u>DORCHESTER COUNTY</u>			
30	Equipment - Shop Equipment	13	Underway
31	Vehicles - 1 16/2 replacement	56	Underway
32	Vehicles to Non-Profit Organizations - Delmarva Community Services, Dorchester Comm. on Aging	148	Underway
<u>FREDERICK COUNTY</u>			
33	Equipment - Radios, Fareboxes	5	Underway
34	Preventive Maintenance	280	Underway
35	Vehicles	109	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	CURRENT FISCAL YEAR TOTAL (\$000)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2007 AND PRIOR (cont'd)</u>			
<u>GARRETT COUNTY</u>			
36	Dispatch software	45	Underway
37	Shop equipment	72	Underway
38	Vehicles	95	Underway
39	Vehicles to Non-Profit Organizations - Appalachian Parent Assoc.	46	Underway
<u>HARFORD COUNTY</u>			
40	Preventive Maintenance	100	Underway
41	Road side support vehicle	15	Underway
42	Sewer hookup for facility	216	Underway
43	Vehicles - 2 replacement buses 29' - 27-2	279	Underway
44	Vehicles to Non-Profit Organizations - ARC of Northern Chesapeake, Family & Children Services	79	Underway
<u>HOWARD COUNTY</u>			
45	Preventive Maintenance	130	Underway
46	Vehicles to Non-Profit Organization - HUMANIM	54	Underway
<u>KENT COUNTY</u>			
47	(See Caroline County for Projects)		
<u>MONTGOMERY COUNTY</u>			
48	Preventive Maintenance	1,165	Underway
49	Vehicles	350	Underway
50	Vehicles to Non-Profit Organizations - CHI Center	49	Underway
<u>PRINCE GEORGE'S COUNTY</u>			
51	Vehicles	275	Underway
52	Vehicles for Corridor Transportation Corporation	750	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	CURRENT FISCAL YEAR TOTAL (\$000)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2007 AND PRIOR (cont'd)</u>			
<u>QUEEN ANNE'S COUNTY</u>			
53	Shelters	7	Underway
54	Vehicle safety equipment	2	Underway
55	Vehicles	90	Underway
<u>ST. MARY'S COUNTY</u>			
56	Dispatch software	50	Underway
57	Vehicle maintenance diagnostic equipment	9	Underway
58	Vehicles	163	Underway
59	Vehicles to Non-Profit Organization - St. Mary's Nursing Center	52	Underway
<u>SOMERSET COUNTY</u>			
60	(See Tri County Council for the Lower Eastern Shore for Projects)		
61	Vehicles to Non-Profit Organizations - Somerset Community Services	47	Underway
<u>TALBOT COUNTY</u>			
62	(See Caroline County and Mid-Shore Regional Council for Projects)		
<u>WASHINGTON COUNTY</u>			
63	3 - 30 ft. replacement buses	600	Underway
64	Facility Rehabilitation	35	Underway
65	Money counter	3	Underway
66	Preventive Maintenance	15	Underway
67	Farebox repair	5	FY 2006
<u>WICOMICO COUNTY</u>			
68	(See Tri County Council for the Lower Eastern Shore for Projects)		
69	Vehicles to Non-Profit Organizations - Shore Up	53	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	CURRENT FISCAL YEAR TOTAL (\$000)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2007 AND PRIOR (cont'd)</u>			
<u>WORCESTER COUNTY</u>			
70	(See Tri County Council for the Lower Eastern Shore for Projects)		
71	Vehicles to Non-Profit Organizations - Worcester County Commission on Aging, Worcester County Developmental Center	96	Underway
<u>TOWN OF OCEAN CITY</u>			
72	Bus parts	40	Underway
73	Facility rehabilitation -- Overhead doors	30	Underway
74	Shelter parts	25	Underway
75	Vehicles	855	Underway
<u>BALTIMORE CITY</u>			
76	Vehicles to Non-Profit Organizations - Augsburg Lutheran Home of MD, Inc.	48	Underway
<u>TRI COUNTY COUNCIL FOR THE LOWER EASTERN SHORE</u>			
77	Dispatch software	60	Underway
78	Equipment - Shop Equip.	20	Underway
79	Facility design and property acquisition	500	Underway
80	Vehicles - 2 - 30 ft. replacement vehicles	220	Underway



**Maryland Department of Transportation**

The Secretary's Office

08-09 Washington

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

John D. Porcari  
Secretary

Beverley K. Swaim-Staley  
Deputy Secretary

February 25, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program (STIP) to include the FY 2009-2014 Transportation Improvement Program for the Washington Metropolitan Region. MDOT Control # 08-09.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2008-2012 Statewide Transportation Improvement Program (STIP) to include the FY 2009-2014 Transportation Improvement Program for the Washington Metropolitan Region. The TIP was approved by the National Capital Region Transportation Planning Board on November 19, 2008 and was subsequently found to meet air quality conformity requirements by the Environmental Protection Agency and the US Department of Transportation on February 17, 2009. MDOT concurs with this endorsement. A copy of the document is attached.

The Maryland STIP continues to be fiscally constrained. As I think you are aware MDOT will not submit a FY 2009 STIP and it is anticipated that a 2010 STIP will be submitted for Federal approval this Fall.

If you have any questions or need additional information, please contact do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

08-09  
Washington



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**DELMAR Division - Maryland**

**10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201**

March 18, 2008

In Reply Refer To: HDA-MD  
709

Mr. Don Halligan, Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

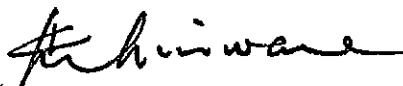
Dear Mr. Halligan:

We have completed our review of Amendment Number 08-09 to the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP) that was submitted with your February 25, 2009 letter. This STIP Amendment package adds highway projects of the FY 2009-2014 Transportation Improvement Program (TIP) for the Washington Metropolitan Region.

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP amendment please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
Nelson J. Castellanos  
Division Administrator

cc:  
Heather Murphy  
Mike Nixon, MDOT  
Jeff Smith, SHA  
Jitesh Parikh, FHWA Delmar  
Gail McFadden-Roberts, FTA  
Mary Deitz, SHA  
Sandra Jackson, FHWA Washington D.C

**MOVING THE  
AMERICAN  
ECONOMY**





**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

February 27, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Administrative Modification to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include an Administrative Modification to the Washington Metropolitan Region FY 2009-2014 Transportation Improvement Program. MDOT Control # 08-10.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby administratively modifies the FY 2008-2012 Statewide Transportation Improvement Program to reflect an administrative modification to the Washington Metropolitan Region FY 2009-2014 Transportation Improvement Program. The modification which was made by Metropolitan Planning Organization on February 18 provides for the programming of federal funds made available by the American Recovery and Reinvestment Act. Documentation which is attached includes the MDOT request to the MPO including a project list and a copy of the email confirmation of concurrence from the MPO.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please contact do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076





**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor  
**Anthony G. Brown**  
Lt. Governor  
**John D. Porcari**  
Secretary  
**Beverley K. Swaim-Staley**  
Deputy Secretary

February 18, 2009

Mr. Ronald F. Kirby  
Director  
Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E. - Suite 300  
Washington DC 20002

Dear Mr. Kirby:

As you are aware, the American Recovery and Reinvestment Act was signed into law on February 17, 2009, and the Federal Department of Transportation has advised the State Departments of Transportation and Metropolitan Planning Organizations to take necessary actions to be able to access the funding quickly and efficiently. At this time, the Maryland Department of Transportation (MDOT) is continuing to evaluate the details and criteria of the final legislation. However, we have identified a list of immediate projects that know will qualify for this funding and have the desired impact of supporting jobs and our economy. These are projects that have already been approved in the 2009-2014 Transportation Improvement Program (TIP), are exempt from Air Quality Conformity, and are planned to be advertised for construction between now and mid-March. These projects are found in the TIP in our System Preservation Program section listed by funding category. MDOT would like to modify the 2009-2014 TIP to change the funding source for these projects. Therefore, we request an Administrative Modification for the following project categories.

Please change the funding source from 80% Federal/20% State to 100% Federal/0% State:

- Environmental Projects (TIP #M-15-2) - \$200,000
- Safety and Spot Improvements (TIP #M-15-5) - \$14.7 million
- Resurfacing and Rehabilitation (TIP #M-16-2) - \$59.1 million
- Bridge Replacement/Rehabilitation (TIP #M-15-3) - \$3.4 million
- MARC System Preservation & Improvement (TIP #TM-21-1) - \$2.9 million (5307 grant)
- Small Urban Systems – Capital (TIP #TM-23-3) - \$2.0 million (5307 Grant)
- Local Bus Replacement – Montgomery & Prince George's (TIP #TM-19-3) - \$3 million (5307 grant)

You will find a list of specific projects we intend to fund by category in the attachment. We recognize that providing such a list is not a requirement but thought it would be useful information for Transportation Planning Board members to have.

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076



Mr. Ronald F. Kirby

Page Two

This is the first round of proposed changes in response to the legislation. We will be working closely with local governments and WMATA to propose additional changes as we move forward. If you have any questions or concerns, please do not hesitate to contact Ms. Lyn Erickson at 410-865-1279, toll-free at 888-713-1414 or via email at [lerickson@mdot.state.md.us](mailto:lerickson@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,



Donald A. Halligan, Director  
Office of Planning and Capital Programming

Attachments

cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Michael Nixon, MPO Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Neil J. Pedersen, Administrator, State Highway Administration  
Mr. Paul Wiedefeld, Administrator, Maryland Transit Administration

**American Recovery Reinvestment - Maryland Highway Projects  
Washington Region Phase 1**

TIP Number	County	Route	Description	Cost (\$Mil.)	Estimated Jobs Supported
<b>ENVIRONMENTAL PROJECTS</b>					
M-15-2	PG	I-95	I-495 to MD 100 - Median	0.2	6

Subtotal      0.2      6

<b>SAFETY PROJECTS</b>					
M-15-5	MO, PG	Various	Guardrail	1.0	29
M-15-5	MO, PG	Various	ADA contract (include MD 337)	4.0	115
M-15-5	FR	Various	ADA contract	0.6	17
M-15-5	FR	MD 80	Fingerboard Road at Ijamsville Road/Big Woods Road	1.8	52
M-15-5	MO, PG	Various	Signal Reconstruction	5.7	164
M-15-5	MO, PG, FR, CH	Various	Install/Upgrade Areawide Signing	1.0	29
M-15-5	MO	I-270	Truck Weigh/Inspection Station Full Depth	0.7	20

Subtotal      14.8      425

<b>RESURFACING PROJECTS</b>					
M-16-2	FR	I-70	Bridge Structure 1013800 to Hollow Road	4.3	123
M-16-2	FR	I-270 NB	Bennett Creek Bridge to MD 80	1.0	29
M-16-2	MO	MD 650	Milestone Drive to Venice Drive	2.1	60
M-16-2	CH	Various	Areawide Resurfacing	4.6	132
M-16-2	MO	I-495	Potomac River Bridge to I-270	11.9	342
M-16-2	MO, PG	Various	Safety Improvements for Resurfacing	0.4	11
M-16-2	MO	Various	Areawide Resurfacing	4.6	132
M-16-2	MO	Various	Areawide Resurfacing	4.6	132
M-16-2	PG	Various	Areawide Resurfacing	4.6	132
M-16-2	PG	Various	Areawide Resurfacing	4.6	132
M-16-2	MO	MD 193	MD 586 to Arcola Avenue	4.5	129
M-16-2	FR	US 15 SB	North of Catoclin Hollow Road to MD 26 Bridge	4.6	129
M-16-2	MO	MD 187	South of Center Drive to North Brook Lane	2.6	75
M-16-2	FR	Various	Safety and ADA improvements associated with Resurfacing projects	0.2	6
M-16-2	FR	Various	Areawide Resurfacing	4.6	132

Subtotal      59.1      1696

<b>BRIDGE PROJECTS</b>					
M-15-3	PG	Various	Clean/paint 10 bridges in Prince George's Co.	1.7	49
M-15-3	PG	Various	Various bridges on US 1, MD 201, MD 202, MD 212, MD 500	1.7	49

Subtotal      3.4      98

<b>TRANSIT PROJECTS</b>					
TM-21-1	PG	N/A	MARC Laurel Station Southbound Platform Rehabilitation	2.9	69
TM-19-3	MO, PG	N/A	Bus replacement for Montgomery and Prince George's County	3.0	71
TM-23-3	FR, CH	N/A	LOTS for Frederick and Charles County systems	2.0	48

Subtotal      7.9      188

**Amount for Washington Region      \$85.4      2,412**  
million      jobs

**Lyn Erickson**

---

**From:** Gerald Miller [gkmiller@mwcog.org]  
**Sent:** Wednesday, February 18, 2009 4:41 PM  
**To:** Lyn Erickson  
**Cc:** Ron Kirby; Andrew Austin  
**Subject:** FY 2009 TIP Modification Request  
**Attachments:** MDOT FY 2009 TIP Modification It 2.18.09.pdf

Dear Lyn,

As requested by MDOT in the attached letter of February 18, 2009, TPB staff will modify the TPB's FY 2009-2014 TIP to revise the funding source of the project categories listed in the letter. We will change the funding source from 80 percent federal and 20 percent state to 100 percent federal funds from the American Recovery and Reinvestment Act.

This is an administrative modification for a TIP as defined in the document, "Procedures for Revisions to the Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP) for the National Capital Region," which was adopted by the TPB on January 16, 2008.

Please let me know if you have any questions.

Gerald Miller  
Program Coordination Director

2/27/2009



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

February 27, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Administrative Modification to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include Statewide Projects funded through the American Recovery and Reinvestment Act. MDOT Control # 08-11.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation hereby administratively modifies the FY 2008-2012 Maryland Statewide Transportation Improvement Program to include statewide/non urban highway projects funded through the American Recovery and Reinvestment Act. The list of projects is attached. The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained.

If you have any questions or need additional information, please contact do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

**American Recovery Reinvestment - Maryland Highway Projects  
NON-URBAN Areas/Statewide Phase 1**

STIP Number	County	Route	Description	Cost (\$Mil.)	Estimated Jobs Supported
<b>ENVIRONMENTAL PROJECTS</b>					
	QA, K	US 301	from US 50 to Delaware State line	0.3	9

Subtotal    0.3        9

<b>SAFETY PROJECTS</b>					
	BA, FR, GA, HA, HO, MO, PG, WI	Statewide	Truck Weigh/Inspection Stations Full Depth Concrete Repair, approx 12 locations	3.4	98
	Lower Shore	Various	Guardrail	2.0	57
	Upper Shore	Various	Guardrail	3.0	86
	Western MD	Various	Guardrail	2.0	57
	I-68	Various	Guardrail	7.0	201
	all	Statewide	Install/Upgrade Areawide Signing	5.9	169
	all	Statewide	Traffic Detection at Signalized Intersections	2.3	66
	Western MD	I-68	Orleans Road to Sandy Mile	1.5	43

Subtotal    27.1        778

<b>RESURFACING PROJECTS</b>					
	TA	Various	Areawide Resurfacing	2.3	66
	GA	US 219	MD 42 to Bumble Bee Road	1.7	49
	SO	Various	Areawide Resurfacing	2.3	66
	DO	Various	Areawide Resurfacing	2.3	66
	WO	Various	Areawide Resurfacing	2.3	66
	GA	MD 135	Chestnut Grove Road to Lee Road	2.0	57
	CA	Various	Areawide Resurfacing	4.6	132
	CO	Various	Areawide Resurfacing	2.3	66
	KE	Various	Areawide Resurfacing	2.3	66
	CO	MD 404	MD 404 Alternate to Holly Road	1.6	46
	QA	Various	Areawide Resurfacing	2.3	66
	SM	Various	Areawide Resurfacing	4.6	132
	GA	US 219	North Corporate limits of Accident to Bear Creek Bridge	1.3	37
	GA	Various	Areawide Resurfacing	2.3	66
	DO	US 50 W	East of Big Mill Pond to Linkwood Road	1.2	34

Subtotal    35.4        1016

**Amount for Non-MPO or Statewide    \$62.8 million    1803 jobs**



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

February 27, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Administrative Modification to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include an Administrative Modification to the Baltimore Metropolitan Region FY 2008-2012 Transportation Improvement Program. MDOT Control # 08-12.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby administratively modifies the FY 2008-2012 Statewide Transportation Improvement Program to reflect an administrative modification to the Baltimore Metropolitan Region FY 2008-2012 Transportation Improvement Program. The modification which was made by Baltimore Regional Transportation Board (BRTB) on February 24 provides for the programming of federal funds made available by the American Recovery and Reinvestment Act. Documentation which is attached includes the executed resolution of the BRTB and the project list.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please contact do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

**Baltimore Metropolitan Council**

2700 Lighthouse Point East, Suite 310  
Baltimore, MD 21224-4774

Telephone: (410) 732-0500  
Fax: (410) 732-8248  
www.baltometro.org

Anne Arundel County  
Baltimore City  
Baltimore County  
Carroll County  
Harford County  
Howard County

February 24, 2009

Mr. Don Halligan  
Office of Planning & Capital Programming  
**ATTN: THEO NGONGANG**  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076

Dear Mr. Halligan:

Enclosed is Resolution #09-17 in support of administrative modifications to the 2008-2012 Transportation Improvement Program (TIP) to include system preservation transportation projects funded from the American Recovery and Reinvestment Act (ARRA) of 2009. The Baltimore Regional Transportation Board (BRTB) voted for approval of the Resolution on February 24, 2009.

If you have any questions, please call me.

Sincerely,

Harvey S. Bloom, Director  
Transportation Planning

Enclosure

cc: Gail McFadden Roberts, FTA  
Kwame Arhin, FHWA

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION****BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #09-17****ADMINISTRATIVE MODIFICATION TO THE 2008-2012 BALTIMORE REGION  
TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING FROM  
THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009**

**WHEREAS**, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, the Maryland Department of Transportation, the Maryland Department of the Environment, and the Maryland Department of Planning; and

**WHEREAS**, on February 17, 2009, the American Recovery and Reinvestment Act, which appropriates \$48.1 billion dollars for transportation infrastructure nationwide, including \$35.2 billion in formula funding was signed into law; and

**WHEREAS**, Maryland's share of formula funds under the American Recovery and Reinvestment Act of 2009 is estimated at \$610 million to be directed at maintaining and improving existing transit systems, roads and bridges; and, that these funds will be distributed to a wide range of "fix-it first" projects to allow the benefit to be felt by workers and families in every region of the state; and

**WHEREAS**, under Phase One of the One Maryland Transportation Recovery Program, \$365 million in highway and transit federal formula funded projects will be ready for advertising by mid-March 2009 (Highway) or late June 2009 (Transit) supporting approximately 9,900 jobs; and

**WHEREAS**, under Phase One, the Baltimore region is estimated to receive an estimated \$70 million in highway funds for resurfacing, safety, environmental and bridge projects as well as an estimated \$126 million in transit funding for bus vehicle purchases, MARC station improvements, Metro system improvements and local bus facilities (see Attachment 1); and

**WHEREAS**, the highway and transit projects in the Baltimore region being funded under Phase One are for system preservation and therefore programmatically exempt from conformity analysis, and will not worsen the region's air quality, delay the timely attainment of national air quality standards or interfere with implementation of any transportation control measures; and, that the addition of these projects meet conformity requirements as stated in the Conformity Rule (40 CFR Parts 51 and 93); and



**WHEREAS**, federal regulations require that all transportation-related projects in receipt of federal aid must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2008-2012 Transportation Improvement Program for the Baltimore region at its November 27, 2007 meeting; and

**WHEREAS**, the Maryland Department of Transportation has requested an administrative modification to the 2008-2012 Baltimore Region Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Safe, Accountable, Flexible, Efficient, Transportation Equity, Act: A Legacy for Users are met; and

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the projects listed in Attachment 1 as an administrative modification to the 2008-2012 Baltimore Region Transportation Improvement Program.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its February 24, 2009 meeting.

February 24, 2009  
Date

  
\_\_\_\_\_  
Carl Balsler, Chairman  
Baltimore Regional Transportation Board

## Attachment 1

Transit Projects			
Location	Description	Cost (\$M)	Estimated Jobs
Regional	Bus - procurement and equipment	65.6	1561
Regional	Light Rail - system renewal and improvements	5.3	126
Anne Arundel Co	MARC - BWI station renovation	3.0	71
Baltimore Co	MARC - Martins yard improvements	0.4	8
Baltimore City	MARC - Penn station improvements	4.0	95
Regional	Metro - fastener and bolt replacement	3.1	74
Regional	Metro - public address system	6.1	145
Regional	Metro - station restoration	5.0	119
Baltimore City	Metro - tunnel and underground station repairs	4.5	107
Regional	Metro - bridge & elevated structures rehabilitation	4.8	114
Regional	Metro - railcar truck overhaul	20.3	483
Annapolis, AA, HO	Local transit vehicles / facilities (urban)	2.0	
Harford	Local transit vehicles / facilities (small urban)	1.0	
All jurisdictions	Local transit vehicles / facilities (rural)	1.4	
	<b>Transit Total</b>	<b>126.5 est.</b>	
Highway Projects			
Howard	I-95: I-495 to MD 100 - median	0.2	6
BA, HA, CL	Safety: guardrail	1.0	29
Anne Arundel	Safety: guardrail	1.0	29
BA, HA, CL	Safety: ADA contract for District 4	2.3	66
Anne Arundel	Safety: ADA contract for District 5	2.9	83
HO, CL	Safety: ADA contract for District 7	1.1	32
HO, HA	Truck Weigh/Inspection Stations Full Depth Concrete Repair	0.6	17
BA, HA, CL, HO, AA	Install/Upgrade Areawide Signing	1.3	37
BA, HA, CL, HO, AA	Traffic Detection at Signalized Intersections	0.5	14
Anne Arundel	Areawide resurfacing	4.6	132
Anne Arundel	Areawide resurfacing	4.6	132
Baltimore Co	Areawide resurfacing, west of I-83	4.6	132
Baltimore Co	Areawide resurfacing, east of I-83	4.6	132
Carroll Co	Areawide resurfacing	2.3	66
BA, HA, CL	Safety and ADA improvements associated with resurfacing projects	0.4	11
Anne Arundel	Safety and ADA improvements associated with resurfacing projects	0.4	11
Harford Co	Areawide resurfacing	4.6	132
Harford Co	Resurfacing - MD 543: Wheel Rd to MD 22	1.7	49
Howard Co	Areawide resurfacing	4.6	132
Baltimore City	Resurfacing - Park Heights Ave: Northern Parkway to Garrison Blvd	2.4	69
Baltimore City	Resurfacing - Hilton St: Frederick Ave to Mulberry St	1.5	43

Baltimore City	Resurfacing – Frankford Ave; Sinclair Lane to Moravia Park Drive	1.3	37
HO, CL	Safety and ADA improvements associated with resurfacing projects	0.2	6
Baltimore City	Reconstruction – Orleans St; Central Ave to Wolfe St	10.9	313
Baltimore City	Reconstruction – Northern Parkway; Falls Rd to Park Heights Ave	11.0	316
	<b>Highway Total</b>	<b>70.6 est.</b>	



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

March 6, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Administrative Modification to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include an Administrative Modification to the Hagerstown/Eastern Panhandle MPO FY 2008-2012 Transportation Improvement Program. MDOT Control # 08-13.

Dear Mr. Castellanos and Ms. Thompson:

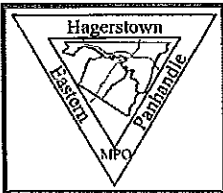
The Maryland Department of Transportation (MDOT) hereby administratively modifies the FY 2008-2012 Statewide Transportation Improvement Program to reflect an administrative modification to the Hagerstown/Eastern Panhandle MPO FY 2008-2012 Transportation Improvement Program. The modification which was made by Hagerstown/Eastern Panhandle MPO Interstate Council on March 2 provides for the programming of federal funds made available by the American Recovery and Reinvestment Act. Documentation which is attached includes the executed resolution of the Council and project forms.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming





**Hagerstown/Eastern Panhandle Metropolitan Planning Organization**  
33 W. Washington St., 4th Floor, Suite 402, Hagerstown, MD 21740  
Phone: 240-313-2080, Fax: 240-313-2084  
www.hepmo.net

**RESOLUTION NUMBER 09-06**

**A RESOLUTION BY THE HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION (HEPMPO)**

**AMENDING THE F.Y. 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM**

**RECITALS**

**WHEREAS**, the Economic Stimulus Package recently signed by the President will result in additional transportation funding for the states of Maryland and West Virginia, and

**WHEREAS**, the additional funding will make it possible to advance certain projects to construction at an expedited rate, thus requiring that these projects be added to the region's Transportation Improvement Program, and

**WHEREAS**, the attached administrative project amendments have been proposed by the Maryland Department of Transportation for inclusion in the Hagerstown Eastern Panhandle Metropolitan Planning Organization's (HEPMPO) FY 2008-2011 TIP and the FY 2009 State Transportation Improvement Programs (STIP); and

**WHEREAS**, the proposed amendments have been determined to be programmatically exempt for purpose of Air Quality Conformity, and

**WHEREAS**, the MPO Technical Advisory Committee has reviewed the proposed amendments and recommended Interstate Council approval; and

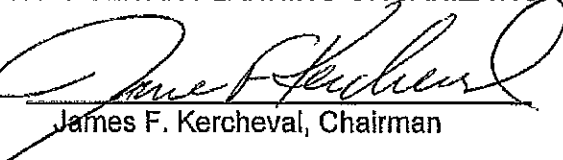
**WHEREAS**, the public review and comment process for the proposed amendments have been initiated according to the adopted MPO public participation process.

**NOW, THEREFORE, BE IT RESOLVED** by the Hagerstown-Eastern Panhandle Metropolitan Planning Organization that the F.Y. 2008-2011 Transportation Improvement Program is hereby-amended contingent upon receiving no adverse public comments and as outlined in the attached pages.

PASSED AND DULY ADOPTED after motion this 2<sup>ND</sup> day of <sup>MARCH</sup> ~~February~~ 2009

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By

  
James F. Kercheval, Chairman











**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

March 9, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Administrative Modification to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include an Administrative Modification to the Cumberland Urbanized Area MPO FY 2008-2012 Transportation Improvement Program. MDOT Control # 08-14.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby administratively modifies the FY 2008-2012 Statewide Transportation Improvement Program to reflect an administrative modification to the Cumberland Urbanized Area MPO FY 2008-2012 Transportation Improvement Program. The modification which was made by the Allegany County Commissioners on March 5 provides for the programming of federal funds made available by the American Recovery and Reinvestment Act. Documentation which is attached includes the executed resolution of the MPO and project forms.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

## RESOLUTION

No. 09-5

Resolution approving the Administrative Modification to the FY 2008-2011 Transportation Improvement Program.

WHEREAS, the Cumberland Area Metropolitan Planning Organization was established to manage and provide policy direction to the Unified Planning Program in accordance with Federal requirements, and the Allegany County Commissioners have been designated as the temporary Metropolitan Planning Organization for this area as approved by Maryland Governor Harry Hughes on May 17, 1982; and

WHEREAS, the staff of the Maryland Department of Transportation and the Allegany County Department of Community Services have together prepared the administrative modification to the Transportation Improvement Program for Fiscal Year 2008-2011 in compliance with applicable Federal programs and regulations; and

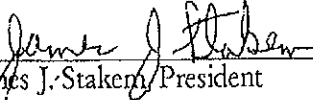
WHEREAS, the Areawide Resurfacing project at a cost of \$2,300,000.00 funded under the American Recovery and Reinvestment Act is expected to support 66 jobs; and

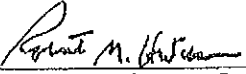
WHEREAS, the Resurfacing of I-68 from Evitts Creek Bridge to Rocky Gap Bridge at a cost of \$3,900,000.00 funded under the American Recovery and Reinvestment Act is expected to support 112 jobs; and

NOW, THEREFORE, BE IT RESOLVED that the Allegany County Commissioners acting as the Temporary Cumberland Area Metropolitan Planning Organization approved the administrative modification to Fiscal Year 2008 – 2011 Transportation Improvement Program.

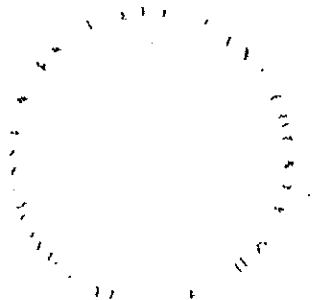
ADOPTED THIS 5<sup>th</sup> day of MARCH, 2009

COUNTY COMMISSIONERS OF  
ALLEGANY COUNTY, MARYLAND

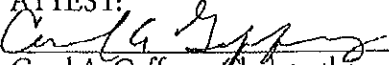
  
James J. Staben, President

  
Robert M. Hutcheson, Commissioner

  
Dale R. Lewis, Commissioner



ATTEST:

  
Carol A. Gaffney, Clerk to the  
Allegany County Commissioners







**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

March 10, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program (STIP) to include the FY 2009-2012 Transportation Improvement Program for the Wilmington Metropolitan Region. MDOT Control # 08-15.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2008-2012 Statewide Transportation Improvement Program (STIP) to include the FY 2009-2012 Transportation Improvement Program for the Wilmington Metropolitan Region. The TIP was adopted by the WILMAPCO Council on April 10, 2008. MDOT concurs with this adoption. A copy of the document is attached.

The Maryland STIP continues to be fiscally constrained. As I think you are aware MDOT will not submit a FY 2009 STIP and it is anticipated that a 2010 STIP will be submitted for Federal approval this Fall.

If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**DELMAR Division - Maryland**

**10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201**

March 18, 2009

In Reply Refer To: HDA-MD  
709

Mr. Don Halligan, Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

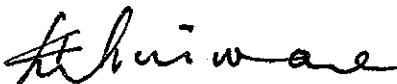
Dear Mr. Halligan:

We have completed our review of Amendment Number 08-015 to the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP) that was submitted with your March 10, 2009 letter. This STIP Amendment package adds highway projects of the FY 2009-2012 Transportation Improvement Program (TIP) for the Wilmington Metropolitan Region (Cecil County).

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

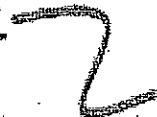
If you have any questions, regarding this STIP amendment please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
for Nelson J. Castellanos  
Division Administrator

cc:  
Heather Murphy  
Mike Nixon, MDOT  
Jeff Smith SHA  
Jitesh Parikh FHWA Delmar  
Gail McFadden-Roberts, FTA  
Mary Deitz, SHA  
Tigist Zegeye Wilmapco MPO

**MOVING THE  
AMERICAN  
ECONOMY**





**Maryland Department of Transportation**

**The Secretary's Office**

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

March 12, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Administrative Modification to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include an Administrative Modification to the Salisbury/Wicomico Metropolitan Planning Organization (MPO) FY 2008-2012 Transportation Improvement Program. MDOT Control # 08-16.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby administratively modifies the FY 2008-2012 Statewide Transportation Improvement Program to reflect an administrative modification to the Salisbury/Wicomico Metropolitan Planning Organization (MPO) FY 2008-2012 Transportation Improvement Program. The modification which was made by MPO Council on March 9 provides for the programming of federal funds made available by the American Recovery and Reinvestment Act. Documentation which is attached includes the executed resolution of the Council and project forms.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming



**CITY OF SALISBURY - WICOMICO COUNTY  
DEPARTMENT OF PLANNING, ZONING  
AND COMMUNITY DEVELOPMENT**



Tel: 410-548-4860

Fax: 410-548-4955

Planning & Zoning Commission  
Historic District Commission  
Metropolitan Planning Organization

Wicomico County Board of Appeals  
Salisbury Board of Zoning Appeals  
Agricultural Land Preservation Advisory Board

**RESOLUTION BY THE SALISBURY/WICOMICO METROPOLITAN PLANNING  
ORGANIZATION COUNCIL APPROVING AN ADMINISTRATIVE MODIFICATION OF  
THE HIGHWAY ELEMENT OF THE  
FY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE  
PROJECTS FUNDED THROUGH THE AMERICAN RECOVERY AND REINVESTMENT  
ACT OF 2009**

**WHEREAS**, the Salisbury/Wicomico Metropolitan Planning Organization (S/W MPO) was established to conduct regional transportation planning for the MPO area in accordance with Federal requirements; and

**WHEREAS**, the S/W MPO Council is the governing body for the S/W MPO; and

**WHEREAS**, the S/W MPO Council initially adopted the FY 2008-2011 Transportation Improvement Program (TIP) for the S/W MPO Area in compliance with applicable Federal programs and regulations on December 19, 2007; and

**WHEREAS**, the S/W MPO Council subsequently adopted a revision to the Highway Element of the FY 2008-2011 Transportation Improvement Program (TIP) for the S/W MPO Area in compliance with applicable Federal programs and regulations on June 18, 2008; and

**WHEREAS**, the Maryland Department of Transportation has presented a proposed administrative modification to add funding provided by the American Recovery and Reinvestment Act of 2009 to the Highway Element of the FY 2008-2011 TIP for the Council to consider; and

**WHEREAS**, the proposed administrative modification to the Highway Element of the FY 2008-2011 TIP has undergone appropriate review by the Council, and the Council has determined that the revised TIP is consistent with its plans and programs;

**NOW, THEREFORE, BE IT RESOLVED** that the S/W MPO Council, at its March 9, 2009 public meeting, does hereby adopt and endorse the FY 2008-2011 Transportation Improvement Program for the S/W MPO Area to incorporate the administrative modification to the Highway Element.

3/9/09  
Date

  
Matthew E. Creamer, Chairman, S/W MPO Council



**Salisbury/Wicomico  
Metropolitan Planning Organization  
FY 2008-2010  
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code New STIP# \_\_\_\_\_

Project Name Areawide Resurfacing Limits Various Locations

Improvement Description On-going program to provide periodic resurfacing on Maryland highways. Projects may also include minor rehabilitation of roadways and maintenance/upgrading of shoulders, drainage, guardrails, and pavement markings.

Responsible Agency SHA/MDOT

Current Lanes N/A Current Road Type N/A Proposed Lanes N/A

Miles N/A Highway System Various Funding Federal ARRA Ratio 100%

Related Projects \_\_\_\_\_

Comments The project is funded through the American Recovery and Reinvestment Act of 2009 (ARRA) and is expected to support 66 jobs. Projects include: US 50 Business Westbound from Boundary Street to the Salisbury Bypass; US 50 from Civic Avenue to E. Main Street; US 13 from bridge over Leonards Mill Pond to Delaware State Line; MD 354 Wicomico County Line to bridge over Adkins Mill Pond.

Phase	BIENNIAL FY 2008	ELEMENT FY 2009	FY 2010	POST FY 2010	FY 2008-2010 TOTAL
PP					
PE					
ROW					
CONSTR.		2,300			2,300
TOTAL		2,300			2,300

Project Costs (000's)

MPO Approval





**Salisbury/Wicomico  
Metropolitan Planning Organization  
FY 2009-2012  
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code New STIP# \_\_\_\_\_

Project Name Safety Improvements associated with resurfacing Limits Various

Improvement Description Various projects associated with resurfacing including guardrails, curbs and drainage improvements typically done upon completion of paving.

Responsible Agency SHA/MDOT

Current Lanes N/A Current Road Type N/A Proposed Lanes N/A

Miles N/A Highway System N/A Funding ARRA Federal Ratio 100%

Related Projects: \_\_\_\_\_

Comments: The project is funded through the American Recovery and Reinvestment Act of 2009 (ARRA) and is expected to support 11 jobs.

Phase	BIENNIAL FY 2008	ELEMENT FY 2009	FY 2010	POST FY 2010	FY 2008-2010 TOTAL
PP					
PE					
ROW					
CONSTR.		400			400
TOTAL		400			400

Project Costs (000's)

MPO Approval



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

March 13, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Administrative Modification to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include an Admendment to the Wilmington Area Planning Council (WILMAPCO) FY 2009-2012 Transportation Improvement Program. MDOT Control # 08-17.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby administratively modifies the FY 2008-2012 Statewide Transportation Improvement Program to reflect an amendment to the WILMAPCO FY 2009-2012 Transportation Improvement Program. The amendment which was made by the WILMAPCO Council on March 12 provides for the programming of federal funds made available by the American Recovery and Reinvestment Act. Documentation which is attached includes the executed resolution of the Council and project forms.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
302-737-6205; Fax 302-737-9534  
From Cecil County: 888-808-7088  
e-mail: [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)  
web site: [www.wilmapco.org](http://www.wilmapco.org)

**WILMAPCO Council:**  
Stephen Kingsberry, Chair  
Delaware Transit Corporation  
Executive Director

Joseph L. Fisona, Vice-chair  
Mayor of Elkton

James M. Baker  
Mayor of Wilmington

Christopher A. Coons  
New Castle County  
County Executive

Vance A. Funk III  
Mayor of Newark

Donald A. Halligan  
Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming

Jim Mullin  
Cecil County Commissioner

Lee Ann Walling  
Delaware Office of the Governor  
Policy Advisor for Environment  
and Quality of Life Policy

Carolann Wicks  
Delaware Dept. of Transportation  
Secretary

**WILMAPCO Executive Director**  
Tigist Zegeye

## RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

### AMENDING THE FY2009-FY2012 TRANSPORTATION IMPROVEMENT PROGRAM CECIL COUNTY ELEMENT

**WHEREAS**, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

**WHEREAS**, the United States Department of Transportation's (USDOT) Regulations of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

**WHEREAS**, the WILMAPCO TIP format incorporates a four-year period for the listing of priority projects to be implemented, as well as a list of program development projects; and

**WHEREAS**, the FY2009-2012 TIP has undergone appropriate community and technical reviews; and

**WHEREAS**, the TIP must be determined to be air quality conforming in accordance with SAFETEA-LU and Clean Air Act and Amendments (CAAA) of 1990 requirements; and;

**WHEREAS**, the FY2009-2012 TIP has been found to be financially constrained, as directed by 23 CFR 450.324 (e), and consistent with the Regional Transportation Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Wilmington Area Planning Council does hereby amend the FY2009-2012 Transportation Improvement Program to include amended projects as presented, subject to available funding from the federal economic stimulus legislation.

3-12-09

Date:



Stephen Kingsberry, Chairperson  
Wilmington Area Planning Council

American Recovery and Reinvestment Act  
Proposed Transportation Projects  
for the WILMAPCO FY 2009-2012 TIP

Cecil County

Funding by Mode

Mode	FY 2009	Percent
Multimodal	400,000	9%
Road	3,100,000	73%
Transit	766,198	18%

Funding by Category

Category	FY 2009	Percent
Management	766,198	18%
Preservation	3,500,000	82%

<b>TOTAL</b>	<b>4,266,198</b>	
--------------	------------------	--

**DRAFT FY 2009-2012 Transportation Improvement Program Amendments  
Funding from American Recovery and Reinvestment Act**

**Cecil County**

Location	Project Name	Description	WILMAPCO Category	Mode	FY 2009
CC	Areawide Resurfacing	Minor rehabilitation of roadways, maintenance and upgrades to shoulders, drainage, guardrail and pavement markings	Preservation	Road	2,300,000
CC	Areawide Safety: Signing	Install and upgrade highway signs	Preservation	Road	800,000
CC	Park-N-Ride Expansion: MD 222 and Blythdale Road	Expansion of existing park and ride at MD 222 and Blythdale Road	Management	Transit	400,000
CC	Safety Improvements	Guardrail, drainage, curbs, sidewalks and other associated with resurfacing	Preservation	Multimodal	400,000
<del>CC</del>	<del>Truck Weigh Station: I-95, Pemyville</del>	<del>Concrete repair at Truck Weigh/Inspection Station</del>	<del>Preservation</del>	<del>Road</del>	<del>600,000</del>
CC	Transit Capital Assistance for Small Urban Areas	Improve facilities for Cecil County transit system by purchasing fuel pumps and lighted bus canopies on bus maintenance facility site and installing 1 bus shelter, 5 automated destination signs on FY 2009 buses, bus stop signs, and benches.	Management	Transit	366,198





Partners with you in transportation planning

### FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: March 10, 2009

TIP to be amended FY 2009-2012

Sponsoring Agency: MDOT

Project Name: Transit Capital Assistance for Small Urban Areas

Project Category: System Management

Project Description: Improve facilities for Cecil County transit system by purchasing fuel pumps and lighted bus canopies on bus maintenance facility site and installing 1 bus shelter, 5 automated destination signs on FY 2009 buses, bus stop signs, and benches. Funding is from the American Recovery and Reinvestment Act of 2009.

Project Justification: To improve convenience and safety of Cecil transit.

Funding: Federal 100% State Local Total 100%

Funding	Phase	FY 2009	FY 2010	FY 2011	FY 2012	Total
Federal	C	\$366.2				\$366.2
Total		\$366.2				\$366.2

All \$\$ x 1,000



Partners with you in transportation planning

### FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: February 18, 2009

TIP to be amended\_ FY 2009-2012:

Sponsoring Agency: MDOT

Project Name: Areawide Resurfacing

Project Category: System Preservation

Project Description: Ongoing program to provide periodic resurfacing on Maryland Highways. Projects may also include minor rehabilitation of roadways and maintenance/upgrading of shoulders, drainage, guardrails and pavement markings.

Project Justification: To preserve pavement quality on state highways. This is an American Recovery and Reinvestment Act project that is estimated to support 66 jobs.

Funding: Federal 100% State Local Total 100%

Funding	Phase	FY 2009	FY	FY	FY	Total
Federal	C	2,300				2,300
Total		2,300				2,300
Total						

All \$s X 1000



Partners with you in transportation planning

### FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: February 18, 2009

TIP to be amended: FY 2009-2012

Sponsoring Agency: MDOT

Project Name: Safety Improvements associated with resurfacing

Project Category: System Preservation

Project Description: Guardrail, drainage improvements, curbs, sidewalks, and other projects typically completed when highways are resurfaced.

Project Justification: To improve safety. This is an American Recovery and Reinvestment Act project that is estimated to support 11 jobs.

Funding: Federal 100% State Local Total 100%

Funding	Phase	FY 2009	FY	FY	FY	Total
Federal	C	400				400
Total		400				400

All \$\$ x 1,000



Partners with you in transportation planning

### FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: February 18, 2009

TIP to be amended FY 2009-2012

Sponsoring Agency: MDOT

Project Name: Safety -Areawide Signing

Project Category: System Preservation

Project Description: Install and upgrade highway signs at various locations

Project Justification: To improve safety on highways by installing and replacing signs. This is an American Recovery and Reinvestment Act project that is estimated to support 23 jobs.

Funding: Federal 100% State Local Total 100%

Funding	Phase	FY 2009	FY 2010	FY 2011	FY 2012	Total
Federal	C	800				800
Total		800				800

All \$\$ x 1,000



Partners with you in transportation planning

### FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: February 18, 2009

TIP to be Amended: FY 2009-2012

Sponsoring Agency: MDOT/SHA

Project Name: Congestion Management

Project Category: System Management

Project Description: Park and Ride Lot at MD 222 and Blythdale Road – 30 parking space expansion. The current lot has 37 spaces.

Project Justification: To promote Carpooling. This is an American Recovery and Reinvestment Act project that is estimated to support 11 jobs.

Funding: Federal 100% State \_\_\_\_\_ Local \_\_\_\_\_ Total 100%

Funding	Phase	FY 2009	FY	FY	FY	Total
Federal	C	400				400
Total		400				400

All \$\$ x 1,000

# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
302-737-6205; Fax 302-737-9584  
From Cecil County: 888-808-7088  
e-mail: [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)  
web site: [www.wilmapco.org](http://www.wilmapco.org)

## WILMAPCO Council:

Stephen Kingsberry, Chair  
Delaware Transit Corporation  
Executive Director

Joseph L. Fisona, Vice-chair  
Mayor of Elkton

James M. Baker  
Mayor of Wilmington

Christopher A. Coons  
New Castle County  
County Executive

Vance A. Funk III  
Mayor of Newark

Jim Mullin  
Cecil County Commissioner

Donald A. Halligan  
Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming

Lee Ann Walling  
Delaware Office of the Governor  
Policy Advisor for Environment  
and Quality of Life Policy

Carolann Wicks  
Delaware Dept. of Transportation  
Secretary

WILMAPCO Executive Director  
Tigist Zegeye

## MEMORANDUM

**To:** Tigist Zegeye, Executive Director, WILMAPCO  
**From:** Bill Swiatek, Senior Planner, WILMAPCO  
**Date:** March 10, 2009  
**Re:** Amendments to the FY 2009-12 TIP, Cecil County Element

The WILMAPCO Air Quality Subcommittee (AQS) has decided that four FY 2009 TIP amendments associated with the *2009 American Recovery and Reinvestment Act* in Cecil County, Maryland do not trigger a revised conformity analysis.

The four amendments reviewed were:

- Safety, Area-wide Signing
- Congestion Management (Park and Ride Lot at MD 222 and Blythdale Rd.)
- Area-wide Resurfacing
- Safety Improvements Associated with Resurfacing

These projects were determined not of conformity concern through a series of e-mails between subcommittee members between March 5 and March 10, 2009. Participating agencies were: WILMAPCO, the Maryland Department of the Environment, the Maryland Department of Transportation, the Delaware Department of Transportation, the Environmental Protection Agency, the Transportation Management Association of Delaware, the Delaware Department of Natural Resources and Environmental Control and the Federal Transit Administration. Communications from these agencies are attached.





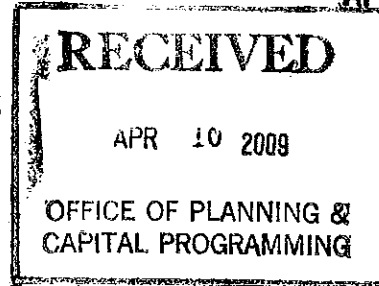
U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

Mike N/lan  
MDOT Control #08-17

Mr. Donald A. Halligan  
Director  
Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076



Re: Amendment to the FY 2008 Statewide Transportation Improvement Program,  
For the Wilmington metropolitan region, MDOT control #08 – 17

Dear Mr. Halligan:

In your letter of March 13, 2009, you requested approval of an amendment to the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP). This STIP amendment adjusts funding levels to reflect funds available or committed for the first year of the STIP.

Since the funding level adjustments do not alter any conformity findings nor interfere with any State Implementation Plan (SIP) projects, a joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) approval of this STIP amendment is not required. In accordance with your procedures to incorporate the Maryland Transportation Improvement Programs into the STIP by reference, these projects are part of an approved amendment to the approved FY 2008 STIP. We hereby approve the amendment to the STIP. This approval does not constitute an obligation of federal funds. FTA finalizes federal funding for projects included in the STIP upon approval of a grant application.

Gail McFadden-Roberts, of my staff, is available if you have any questions concerning this approval.

Sincerely,

Michele Destra  
Director, Office of Planning and Program Development

cc: Heather Murphy, Office of Planning and Capital Programming, MDOT  
Lyn Erickson, Office of Planning and Capital Programming, MDOT  
Mike Nixon, Office of Planning and Capital Programming, MDOT  
Tawanda Carter, Maryland Transit Administration (MTA)



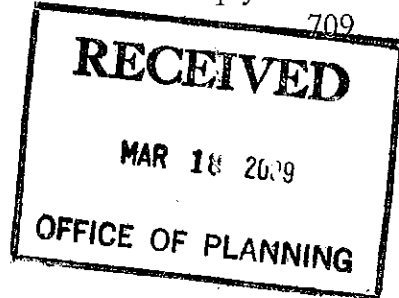
U.S. Department  
of Transportation  
**Federal Highway  
Administration**

DELMAR Division - Maryland

10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201

March 17, 2009

In Reply Refer To: HDA-MD  
709



Mr. Don Halligan Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

Dear Mr. Halligan:

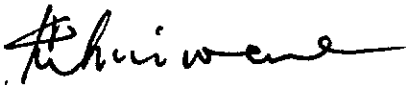
We have completed our review of Modifications to the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP) to include the American Recovery and Reinvestment Act (ARRA) funded highway projects for the following remaining MPOs: Cumberland Urbanized Area; Salisbury/Wicomico; Wilmington Area Planning Council (Cecil County); and Hagerstown.

Since the State/MPO changes to the STIP/TIPs are minor (administrative modifications), no Federal approval is needed. However, we have changed the funding source of these projects from 80% Federal 20% State to 100% Federal and 0% State, in the Fiscal Management Information System (FMIS) to facilitate ARRA reporting requirements. We accept these modifications and find that they were developed based on a continuing, cooperative, and comprehensive transportation planning process.

We appreciate the State's effort in working cooperatively with the MPOs to modify the STIP/TIPs to include ARRA highway projects. The State is encouraged to continually work with the MPOs to complete Phase II of the ARRA program.

If you have any questions, regarding this STIP modifications please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
Nelson J. Castellanos  
Division Administrator



08-19



Maryland Department of Transportation

The Secretary's Office

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

John D. Porcari  
Secretary

Beverley K. Swaim-Staley  
Deputy Secretary

March 30, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Administrative Modification to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to Revise Funding Categories for MD 404 Project (~~MDOT Control #08-17~~), US 50 Resurfacing Project (MDOT Control ~~#08-18~~) and MD Areawide Signalization Improvements (MDOT Control #08-19)

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby administratively modifies the FY 2008-2012 Statewide Transportation Improvement Program (STIP) to reflect changes in funding source categories including the addition of American Recovery and Reinvestment Act (ARRA) funding for the MD 404 project. This statewide/non urban highway project provides for a major upgrade of MD 404 and this modification will cover the segment from 1,500 feet west of Cemetery Road to 2,000 feet east of MD 80. The revised funding is as follows:

ARRA (100% Federal)	\$7.7 m
STP 2006 Earmark (100% Federal)	2.0 m
HP and NHS Funding (80% Federal 20% State)	<u>7.9 m</u>
Total	\$17.6 m

The project is currently in the STIP under reference #CO 3231.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**DELMAR Division - Maryland**

**10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201**

March 30, 2009

In Reply Refer To: HDA-MD  
709

Mr. Don Halligan, Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

Dear Mr. Halligan:

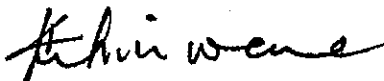
We have completed our review of the State modification Numbers ~~08-17, 08-18~~ and 08-19 to the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP) that was submitted to our Office on March 30, 2009. The modification adds the following three projects using ARRA funds:

- US 50 from MD 662B – MD 309
- Statewide SHA Signalization project at District 3, 6, & 7, and
- MD 404 from 1,500 feet West of Cemetery to 2,000 feet East of MD 80

We accept this modification and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP modification please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
 Nelson J. Castellanos  
 Division Administrator

cc:  
 Heather Murphy MDOT  
 Mike Nixon, MDOT  
 Jeff Smith SHA  
 Jitesh Parikh FHWA Delmar  
 Mary Deitz, SHA

**MOVING THE  
 AMERICAN  
 ECONOMY**



08-20



**Maryland Department of Transportation**

**The Secretary's Office**

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

April 22, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Administrative Modification to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include an Administrative Modification to the Washington Metropolitan Region FY 2009-2014 Transportation Improvement Program. MDOT Control # 08-20.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby administratively modifies the FY 2008-2012 Statewide Transportation Improvement Program to reflect an administrative modification to the FY 2009-2014 Washington Metropolitan Region FY 2009-2014 Transportation Improvement Program. The administrative modification which was made by Transportation Planning Board staff on April 14, 2009 provides for funding source changes for six project categories for previously programmed projects as shown in the attachments.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming



**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

		Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total	
Agency Project ID:		Title: <b>Bridge Replacement/Rehabilitation</b>								Complete:	<b>2010</b>
Facility:		4,200 a	2,100 a	2,100 a					ARRA	12,900	
From:		12,800 b	6,400 b	6,400 b					100/ 0/ 0		
To:		68,200 c	34,100 c	34,100 c					BR	72,300	
									80/ 20/ 0		
									<b>Total Funds:</b>	<b>85,200</b>	

Description: Structural replacements, bridge deck rehabilitation, superstructure replacements, bridge parapet reconstruction, and painting.

<b>ARRA Administrative Modification</b>	<b>Approved on:</b>	2/18/2009
Changed source of \$3.4 million to ARRA (100% Federal). Associated projects:		
- Clean/paint 10 bridges in Prince George's County (\$1.7 million)		
- Various bridges on US 1, MD 201, MD 202, MD 212, MD 500 (\$1.7 million)		
<b>ARRA Administrative Modification</b>	<b>Approved on:</b>	4/15/2009
Change an additional \$9.5 million funding to ARRA (100% Federal). Associated projects:		
- Berwyn Road over Indian Creek bridge deck replacement (\$1.0 million)		
- Forestville Rd. over I-95, bridge deck replacement (\$1.5 million)		
- MD 725 over Federal Spring Branch, bridge replacement (\$2.0 million)		
- MD 201 over I-95, bridge deck replacement (\$5.0 million)		

		Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total	
Agency Project ID:		Title: <b>Environmental Projects</b>								Complete:	<b>2010</b>
Facility:		1,000 a	500 a	500 a					ARRA	1,700	
From:		2,200 b	900 b	1,100 b					100/ 0/ 0		
To:		18,600 c	9,500 c	9,300 c					NHS	20,100	
									80/ 20/ 0		
									<b>Total Funds:</b>	<b>21,800</b>	

Description: Noise abatement, wetland replacement, reforestation and landscape planting.

<b>ARRA Administrative Modification</b>	<b>Approved on:</b>	2/18/2009
Changed source of \$200,00 to ARRA (100% Federal).		
Associated project: I-95 median from I-145 to MD 100.		
<b>ARRA Administrative Modification</b>	<b>Approved on:</b>	4/15/2009
Change an additional \$1.5 million of NHS funds to ARRA (100% Fed.).		
Associated projects:		
- Wetland planting and reforestation - Montgomery, Prince George's Counties - \$400,000		
- Wetland planting and reforestation - Frederick County - \$100,000		
- I-70 at I-270 interchange beautification - \$500,000		
- US 50 at I-495/I-95 interchange beautification - \$500,000		

## Mike Nixon

---

**From:** Gerald Miller [gkmiller@mwcog.org]  
**Sent:** Wednesday, April 15, 2009 10:28 AM  
**To:** Lyn Erickson; Heather Murphy; Mike Nixon  
**Cc:** Cindy Johnson; Ron Kirby; Andrew Austin  
**Subject:** MDOT Administrative Modifications for ARRA projects April 15, 2009

**Attachments:** 2ndSharp\_mdod\_state\_md\_us\_20090414\_161115.pdf; MDOT - April ARRA Proposed Administrative Modifications.pdf



2ndSharp\_mdod\_state\_md\_us\_20090414\_161115.pdf; MDOT - April ARRA Proposed Administrative Modifications.pdf

Ms. Erickson:

As requested by MDOT in the attached letter of April 14 2009, TPB staff have modified the TPB's FY 2009-2014 TIP to include American Recovery and Reinvestment Act (ARRA) funding for the MDOT projects as described in the letter. These funding modifications are shown on the attached pages from the electronic TIP.

This is an administrative modification for a TIP as defined in the document, "Procedures for Revisions to the Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP) for the National Capital Region," which was adopted by the TPB on January 16, 2008.

Please let me know if you have any questions.

Gerald Miller  
Program Coordination Director  
202 962-3319



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

April 14, 2009

Mr. Ronald F. Kirby  
Director  
Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E. – Suite300  
Washington DC 20002

Dear Mr. Kirby:

As you are aware, the American Recovery and Reinvestment Act (ARRA) was signed into law on February 17, 2009. Thanks to your help, the Maryland Department of Transportation (MDOT) has been able to obligate the first 50 percent of the funding allocated to us for what we have called our "Phase 1" projects. Over the next several months, we will again be seeking your assistance to access the remainder of the ARRA funding. MDOT had developed the State portion of our "Phase 2" project list. These are projects that have already been approved in the 2009-2014 Transportation Improvement Program (TIP) and are exempt from Air Quality Conformity. These projects are found in the TIP in our System Preservation Program section listed by funding category. MDOT would like to modify the 2009-2014 TIP to change the funding source for these projects. Therefore, we request an Administrative Modification for the following project categories.

Please change the funding source to 100% Federal/0% State ARRA Funding:

- Environmental Projects (TIP #M-15-2) - \$1.5 million
- Safety and Spot Improvements (TIP #M-15-5) - \$13.2 million
- Resurfacing and Rehabilitation (TIP #M-16-2) - \$22.4 million
- Bridge Replacement/Rehabilitation (TIP #M-15-3) - \$9.5 million
- Congestion Management (TIP #M-15-4) - \$3.4 million
- MARC System Preservation & Improvement (TIP #TM-21-1) - \$2.3 million (5307 grant): Southbound platform rehabilitation at MARC Laurel Station and MARC Muirkirk Sidewalk Retaining Wall Repair

You will find a list of specific projects we intend to fund by category in the attachment. Please look at the Phase 2 projects only, as the projects funded in Phase 1 have already been approved. We recognize that providing such a list is not a requirement but thought it would be useful information for Transportation Planning Board members to have.

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Ronald F. Kirby  
Page Two

The Phase 2 project list is not yet complete. We will be working closely with local governments to propose additional projects as we move forward. If you have any questions or concerns, please do not hesitate to contact Ms. Lyn Erickson at 410-865-1279, toll-free at 888-713-1414 or via email at [lerickson@mdot.state.md.us](mailto:lerickson@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,



Donald A. Halligan, Director  
Office of Planning and Capital Programming

**Attachments**

cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Michael Nixon, MPO Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Neil J. Pedersen, Administrator, State Highway Administration  
Mr. Paul Wiedefeld, Administrator, Maryland Transit Administration

**American Recovery and Reinvestment Act  
Maryland Highway Projects in the Washington Region**

County	Route	Description	Phase One Cost (\$Mil.)	Phase Two Cost (\$Mil.)	Estimated Jobs Supported*
<b>ENVIRONMENTAL PROJECTS</b>					
PG	I-95	I-495 to MD 100 - Median	0.2		6
MO, PG	Various	Wetland planting and reforestation		0.4	11
FR	Various	Wetland planting and reforestation		0.1	3
FR	I-70	at I-270 interchange beautification		0.5	14
PG	US 50	at I-495/I-95 interchange beautification		0.5	14

Subtotal      0.2              1.5              6

Total Cost  
\$1.7

**SAFETY PROJECTS**

MO, PG	Various	Guardrail	1.0		29
MO, PG	Various	ADA contract (Include MD 337)	4.0		115
FR	Various	ADA contract	0.6		17
FR	MD 80	Fingerboard Road at Ijamsville Road/Big Woods Road	1.8		52
MO, PG	Various	Signal Reconstruction	5.7		164
MO, PG, FR	Various	Dynamic Message Sign Deployment		1.3	38
MO, PG, FR	Various	Traffic Detection at Signalized Intersections		0.6	17
MO, PG, FR	Various	Sign Lighting System improvements		0.3	9
MO, PG, FR	Various	Upgrade Signals to LED with Battery Backups		1.7	50
MO, PG, FR	Various	Interstate Highway Lighting		5.6	159
MO	US 29	MD 410 to Wayne Avenue, Traffic Signal Reconstructions		2.3	66
PG	MD 212	at Allview Drive/Evans Trail, intersection improvements		1.4	40

Subtotal      13.1              13.2              754

Total Cost  
\$26.3

**RESURFACING PROJECTS**

FR	I-70	Bridge Structure 1013800 to Hollow Road	4.3		123
FR	I-270 NB	Bennett Creek Bridge to MD 80	1.0		29
MO	MD 650	Milestone Drive to Venice Drive	2.1		60
CH	Various	Areawide Resurfacing	4.6		132
MO	I-495	Potomac River Bridge to I-270	11.9		342
MO, PG	Various	Safety improvements for Resurfacing	0.4		11
MO	Various	Areawide Resurfacing	4.6		132
MO	Various	Areawide Resurfacing	4.6		132
PG	Various	Areawide Resurfacing	4.6		132
PG	Various	Areawide Resurfacing	4.6		132
MO	MD 193	MD 586 to Arcola Avenue	4.5		129
FR	US 15 SB	North of Catoctin Hollow Road to MD 26 Bridge	4.5		129
MO	MD 187	South of Center Drive to North Brook Lane	2.6		75
FR	Various	Safety improvements associated with resurfacing projects	0.2		6
FR	Various	Areawide Resurfacing	4.6		132
MO/PG	MD 650	MD 410 to Holton Lane		3.3	95
PG	US 1	MD 410 to Albion Road		1.6	46
PG	MD 212	D.C. Line to Sargent Road		2.5	72
PG	MD 214	Cindy Lane to Brightseat Road		3.6	103
PG	MD 410	MD 201 to Riverdale Road		4.2	121
PG	I-95	MD 5 to Darcy Road		7.2	207

Subtotal      59.1              22.4              2339

Total Cost  
\$81.5



**American Recovery and Reinvestment Act  
Maryland Highway Projects in the Washington Region**

County	Route	Description	Phase One Cost (\$Mil.)	Phase Two Cost (\$Mil.)	Estimated Jobs Supported*	
<b>BRIDGE PROJECTS</b>						
PG	Various	Clean/paint 10 bridges in Prince George's Co.	1.7		49	
PG	Various	Various bridges on US 1, MD 201, MD 202, MD 212, MD 500	1.7		49	
PG		Berwyn Road over Indian Creek bridge deck replacement		1.0	29	
PG	I-95	Forestville Road over I-95, bridge deck replacement		1.5	43	
PG	MD 725	over Federal Spring Branch, bridge replacement		2.0	57	
PG	MD 201	over I-95, bridge deck replacement		5.0	144	
Subtotal			3.4	9.5	370	<b>Total Cost \$12.9</b>
<b>CONGESTION MANAGEMENT PROJECTS</b>						
MO	MD 28	at MD 586, intersection safety improvements		1.7	49	
PG	MD 410	at MD 500, intersection safety improvements		1.7	49	<b>Total Cost \$6.8</b>
Subtotal			3.4	3.4	468	
Amount for Washington Region			\$79.2 million	\$50.0 million	3937 jobs	<b>\$129.2 million</b>

\* Jobs estimate based upon existing USDOT formula

**AMERICAN RECOVERY AND REINVESTMENT ACT  
LOCAL AREA TRANSIT SYSTEMS and TRANSIT STATION FUNDING**

Area	Allocation Description	Total Cost
<b>Washington Urban Area</b>		
Montgomery County	Heavy Duty Transit Bus Replacements	\$6,900,000
Prince George's County	Heavy Duty Transit Bus Replacements	\$6,900,000
	Southbound platform rehabilitation at MARC Laurel Station	\$2,100,000
	MARC Muirkirk Sidewalk Retaining Wall Repair	\$200,000
Laurel (CTC)	Install Automatic Vehicle Locator System	\$600,000
Washington Area subtotal		<b>\$16,700,000</b>

11/19/2008

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY13	FY 14	Source Fed/St/Loc	Source Total
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**MDOT/State Highway Administration**

**Other**

**System Preservation Projects**

Agency Project ID:	Title: <b>Congestion Management</b>							Complete:	<b>2010</b>
Facility:	8,200 a	4,100 a	4,100 a					ARRA	3,400
From:	16,400 b	8,200 b	8,200 b					100 / 0 / 0	
To:	57,600 c	28,800 c	28,800 c					NHS	78,800
								80 / 20 / 0	
								<b>Total Funds:</b>	<b>82,200</b>

Description: Congestion management program includes projects associated with the following: traffic management - new or reconstruct signals, signing and lighting; signal systemization; commuter action - engineering and construction of Park-n-Ride facilities; CHART - engineering and construction of ITS projects; and intersection capacity improvement - engineering and construction of intersection improvements.

<b>ARRA Administrative Modification</b>	<b>Approved on:</b>	<b>4/15/2009</b>
Change \$3.4 million to ARRA (100% Federal). Associated projects:		
- MD 28 at MD 586, intersection safety improvements		
- MD 410 at MD 500, intersection safety improvements		

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

		Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
Agency Project ID:	Title: <b>Safety and Spot Improvements</b>								Complete:	<b>2010</b>
Facility:		3,200 a	1,600 a	1,600 a					ARRA	28,000
From:		6,600 b	3,300 b	3,300 b					100 / 0 / 0	
To:		55,600 c	27,900 c	27,800 c					IM	37,500
									<b>Total Funds:</b>	<b>65,500</b>

Description: Roundabouts, geometric improvements, slope repairs, pedestrian crossings, rail crossings, safety improvements, intersection realignment, drainage improvements, pavement marking and joint sealing.

<b>ARRA Administrative Modification</b>	<b>Approved on:</b>	2/18/2009
Changed source of \$14.8 million to ARRA (100% Federal). Projects include:		
<ul style="list-style-type: none"> <li>- Various guardrail locations in Montgomery and Prince George's Counties (\$1.0 million)</li> <li>- Various ADA contracts (including MD 337) in Montgomery and Prince George's Counties (\$4.0 million)</li> <li>- Various ADA contracts in Frederick County (\$600,000)</li> <li>- MD 80 Fingerboard Road at Ijamsville Rd./Big Woods Rd. (\$1.8 million)</li> <li>- Various signal reconstructions in Montgomery and Prince George's Counties (\$5.7 million)</li> <li>- Install/Upgrade Areawide Signing in Charles, Frederick, Montgomery and Prince George's County (\$1.0 million)</li> <li>- Truck Weigh/Inspection Station Full Depth (\$700,000)</li> </ul>		
<b>ARRA Administrative Modification</b>	<b>Approved on:</b>	4/15/2009
Changed source of \$13.2 million to ARRA (100% Federal). Projects include:		
<ul style="list-style-type: none"> <li>- Dynamic Message Sign Deployment in Frederick, Montgomery, and Prince George's Counties (\$1.3 million)</li> <li>- Traffic Detection at Signalized Intersections in Frederick, Montgomery, and Prince George's Counties (\$600,000)</li> <li>- Sign Lighting System Improvements in Frederick, Montgomery, and Prince George's Counties (\$300,000)</li> <li>- Upgrade Signals to LED with Battery Backups in Frederick, Montgomery, and Prince George's Counties (\$1.7 million)</li> <li>- Interstate Highway Lighting in Frederick, Montgomery, and Prince George's Counties (\$5.6 million)</li> <li>- US 29 from MD 410 to Wayne Avenue, Traffic Signal Reconstructions (\$2.3 million)</li> <li>- MD 212 at Allview Dr./Evans Tr., Intersection Improvements (\$1.4 million)</li> </ul>		

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

		Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total	
Agency Project ID:		Title: <b>Resurfacing and Rehabilitation</b>								Complete:	2010
Facility:		19,000 a	9,500 a	9,500 a					ARRA	81,500	
From:		171,200 c	85,600 c	85,600 c					100 / 0 / 0		
To:									IM	108,700	
									80 / 20 / 0		
									<b>Total Funds:</b>	<b>190,200</b>	

Description: Pavement milling overlay concrete patching.

<p><b>ARRA Administrative Modification</b>                  Changed source of \$59.1 million to ARRA (100% Federal).</p> <p>Associated projects:</p> <ul style="list-style-type: none"> <li>- I-70 from Bridge Structure 1013800 to Hollow Road (\$4.3 million)</li> <li>- I-270 NB from Bennett Creek Bridge to MD 80 (\$1.0 million)</li> <li>- MD 650 from Milestone Drive to Venice Drive (\$2.1 million)</li> <li>- Charles County areawide resurfacing (\$4.6 million)</li> <li>- I-495 from Potomac River Bridge to MD 80 (\$11.9 million)</li> <li>- Montgomery/Prince George's Safety Improvements for Resurfacing (\$400,000)</li> <li>- Montgomery County Areawide Resurfacing (\$4.6 million)</li> <li>- Montgomery County Areawide Resurfacing (\$4.6 million)</li> <li>- Prince George's County Areawide Resurfacing (\$4.6 million)</li> <li>- Prince George's County Areawide Resurfacing (\$4.6 million)</li> <li>- MD 193 from MD 586 to Arcola Ave (\$4.5 million)</li> <li>- US 15 SB from north of Catocctin Hollow Rd. to MD 26 Bridge (\$4.5 million)</li> <li>- MD 187 from south of Center Dr. to N. Brook Lane (\$2.6 million)</li> <li>- Frederick County, Safety improvements w/ resurfacing projects (\$200,000)</li> <li>- Frederick County Areawide Resurfacing (\$4.6 million)</li> </ul>	<p>Approved on: 2/18/2009</p>
<p><b>ARRA Administrative Modification</b>                  Change an additional \$22.4 million to ARRA (100% Federal). Associated projects include:</p> <ul style="list-style-type: none"> <li>- MD 650 from MD 410 to Holton Lane (\$3.3 million)</li> <li>- US 1 from MD 410 to Holton Lane (\$1.6 million)</li> <li>- MD 212 from DC Line to Sargent Road (\$2.5 million)</li> <li>- MD 214 from Cindy Lane to Brightseat Rd. (\$3.6 million)</li> <li>- MD 410 from MD 201 to Riverdale Rd. (\$4.2 million)</li> <li>- I-95 from MD 5 to Darcy Road (\$7.2 million)</li> </ul>	<p>Approved on: 4/15/2009</p>

11/19/2008

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY13	FY 14	Source Fed/St/Loc	Source Total
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**MDOT/Maryland Transit Administration**

**Transit**

**MARC System Preservation & Improvement**

Agency Project ID: Multiple	Title: MARC System Preservation & Improvement							Complete:
Facility:	44,879 c	10,648 c	3,798 c	13,008 c	4,081 c	1,250 c	ARRA/5307	5,200
From:							100/ 0/ 0	
To:							Section 5307	9,143
							80/ 20/ 0	
							Section 5309	18,442
							80/ 20/ 0	
							<b>Total Funds:</b>	<b>32,785</b>

Description: Improvements, modifications, rehabilitation and preventive maintenance for MARC system rolling stock, facilities, yards and stations.

<b>ARRA Administrative Modification</b> Add \$2.9 million from ARRA/Section 5307 (100% Federal) for Southbound platform rehabilitation at MARC Laurel Station.	<b>Approved on:</b>	2/18/2009
<b>ARRA Administrative Modification</b> Add \$2.3 million from ARRA/Section 5307 (100% Federal) for Southbound platform rehabilitation at MARC Laurel Station and MARC Muirkirk Sidewalk Retaining Wall Repair.	<b>Approved on:</b>	4/15/2009



U.S. Department  
of Transportation  
Federal Highway  
Administration

DELMAR Division – Maryland

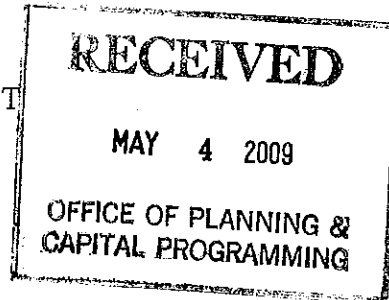
May 1, 2009

MDOT Control # 08-08

10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201

In Reply Refer To: HDA-MD

Mr. Don Halligan Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076



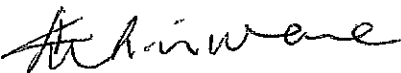
Dear Mr. Halligan:

We have completed our review of administrative modifications to the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP) to include the American Recovery and Reinvestment Act (ARRA) funded highway projects (Phase II) for the Washington Metropolitan Region.

Since the State/MPO changes to the STIP/TIPs are minor (administrative modifications), no Federal approval is needed. We accept these modifications and find that they were developed based on a continuing, cooperative, and comprehensive transportation planning process.

If you have any questions, regarding this STIP modifications please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
Nelson J. Castellanos  
Division Administrator

cc:  
Heather Murphy SHA  
Mike Nixon, MDOT  
Jeff Smith SHA  
Jitesh Parikh FHWA Delmar  
Gail McFadden-Roberts, FTA  
Mary Deitz, SHA  
Sandra Jackson, FHWA Washington D.C





**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor  
**Anthony G. Brown**  
Lt. Governor  
**John D. Porcari**  
Secretary  
**Beverley K. Swaim-Staley**  
Deputy Secretary

April 22, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include an amendment to the Hagerstown/Eastern Panhandle Metropolitan Planning Organization FY 2008-2011 Transportation Improvement Program. MDOT Control # 08-21.

Dear Mr. Castellanos and Ms. Thompson:

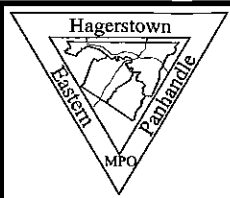
The Maryland Department of Transportation (MDOT) hereby amends the FY 2008-2012 Statewide Transportation Improvement Program to reflect an amendment to the FY 2008-2011 Hagerstown/Eastern Panhandle Metropolitan Planning Organization Transportation Improvement Program. The amendment which was approved by the MPO Interstate Council on March 25, 2009 provides for the programming of additional federal funding made available by the American Recovery and Reinvestment Act of 2009. The amendment adds funds for the local transit system, intersection improvements and several areawide traffic and safety projects. Documentation which is attached includes the MPO Interstate Council Resolution and project information forms.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming





**Hagerstown/Eastern Panhandle Metropolitan Planning Organization**

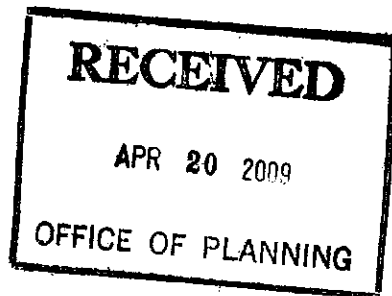
33 W. Washington St., 4th Floor, Suite 402, Hagerstown, MD 21740

Phone: 240-313-2080, Fax: 240-313-2084

www.hepmo.net

April 14, 2009

Mr. Michael W. Nixon, Regional Planner  
Maryland Department of Transportation  
Office of Planning and Capital Programming  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076



RE: TIP Amendments – FY 2008-2011

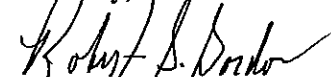
Dear Mr. Nixon:

Please be advised that the Hagerstown/Eastern Panhandle MPO Interstate Council took action at their meeting held on March 25<sup>th</sup>, 2009 to approve Maryland's request to amend the FY 2008-2011 HEPMPO TIP contingent upon the completion of the public involvement process and on the condition of no adverse comments. The public comment period has closed and we received no comments on the proposed revisions, therefore the FY 2008-2011 TIP has been amended to include the following projects:

FEDERAL PROJECT #	PROJECT NAME	CHANGE/ADDITION
Pending	ARRA-Funding for local Transit Systems	New ARRA project
MD 65 @ MD 63	Intersection Improvement	New ARRA project
Pending	Sign Lighting systems	New ARRA project
Pending	Traffic Signal Upgrades	New ARRA project
Pending	Dynamic Message Signs	New ARRA Project
Pending	Traffic Detection @ signalized Intersections	New ARRA Project

I have attached a copy of the MPO's Resolution 09-09 adopting the referenced amendment(s) as part of the FY 2008-2011 TIP as well as a copy of the TIP project sheets for your use. If you have any questions regarding this action, please contact me.

Sincerely,

  
Robert S. Gordon  
HEPMPO Director

RSG/mzb  
Enclosures

cc: file





**Hagerstown/Eastern Panhandle Metropolitan Planning Organization**  
33 W. Washington St., 4th Floor, Suite 402, Hagerstown, MD 21740  
Phone: 240-313-2080, Fax: 240-313-2084  
www.hepmo.net

**RESOLUTION NUMBER 09-09**

**A RESOLUTION BY THE HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION (HEPMPO)**

**AMENDING THE F.Y. 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM**

**RECITALS**

**WHEREAS**, the American Recovery and Reinvestment Act (ARRA) of 2009 provided additional transportation funding for the states of Maryland and West Virginia, and

**WHEREAS**, the additional funding will make it possible to advance certain projects to construction at an expedited rate, thus requiring that these projects be added to the region's Transportation Improvement Program, and

**WHEREAS**, the attached project amendments have been proposed by the Maryland Department of Transportation for inclusion in the Hagerstown Eastern Panhandle Metropolitan Planning Organization's (HEPMPO) FY 2008-2011 TIP and the FY 2009 State Transportation Improvement Programs (STIP); and

**WHEREAS**, the proposed amendments have been determined to be programmatically exempt for purpose of Air Quality Conformity, and

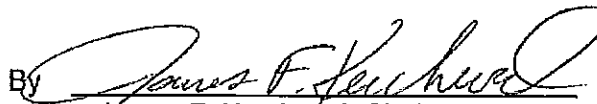
**WHEREAS**, the MPO Technical Advisory Committee has reviewed the proposed amendments and recommended Interstate Council approval; and

**WHEREAS**, the public review and comment process for the proposed amendments has been initiated according to the adopted MPO public participation process.

**NOW, THEREFORE, BE IT RESOLVED** by the Hagerstown-Eastern Panhandle Metropolitan Planning Organization that the F.Y. 2008-2011 Transportation Improvement Program is hereby-amended contingent upon receiving no adverse public comments and as outlined in the attached pages.

PASSED AND DULY ADOPTED after motion this 25<sup>th</sup> day of March 2009

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By   
James F. Kercheval, Chairman

**HEPMPO**  
**Metropolitan Planning Organization**  
**FY 2008-2011**  
**TRANSPORTATION IMPROVEMENT PROGRAM**

**Project Code:** \_\_\_\_\_ **STIP #:** \_\_\_\_\_

**Project Name:** ARRA Funding for Local Transit Systems

**Improvement Description:** Capital funding of bus replacement, support vehicle, transfer facility, shop equipment and various other improvements.

**Responsible Agency:** MDOT/MTA

**Funding:** Federal ARRA **Ratio:** 100%

**Comments/ MPO App.** American Recovery and Reinvestment Act (ARRA) funding breakdown:  
 Bus Replacement \$220,000; Support Vehicle \$20,000; Transfer Facility \$839,000;  
 Shop Equipment, Fare Boxes, Bus Shelters, etc \$1,193,000

<b>Funding Type:</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>FY 2008-2011 TOTAL</b>
<b>Federal ARRA</b>					
		2,272			2,272
<b>Total:</b>		2,272			2,272

**Project Costs (000's)**

**HEPMPO**  
**Metropolitan Planning Organization**  
**FY 2008-2011**  
**TRANSPORTATION IMPROVEMENT PROGRAM**

**Project Code:** \_\_\_\_\_ **STIP #:** \_\_\_\_\_  
*Intersection Improvement* *MD 65 @ MD 63*

**Project Name:** \_\_\_\_\_ **Limits:** \_\_\_\_\_  
*Improve intersection geometry and safety improvements.*

**Improvement Description:** \_\_\_\_\_

**Responsible Agency** *MDOT/SHA*

**Current Lanes:** *N/A* **Current Road Type:** *N/A* **Proposed Lanes:** *N/A*

**Miles:** *N/A* **Highway System:** *Various* **Funding:** *Federal ARRA* **Ratio:** *100%*

**Related Projects:** \_\_\_\_\_

**Comments/ MPO App.** This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 23 jobs.

Phase	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011 TOTAL
PP					
PE					
ROW					
CONSTR.		800			800
TOTAL		800			800

**Project Costs (000's)**

**HEPMPO**  
**Metropolitan Planning Organization**  
**FY 2008-2011**  
**TRANSPORTATION IMPROVEMENT PROGRAM**

**Project Code:** \_\_\_\_\_ **STIP #:** \_\_\_\_\_

**Project Name:** Sign Lighting System **Limits:** Various  
Replace and improve roadway sign lighting systems

**Improvement Description:** \_\_\_\_\_

**Responsible Agency** MDOT/SHA

**Current Lanes:** N/A **Current Road Type:** N/A **Proposed Lanes:** N/A

**Miles:** N/A **Highway System:** Various **Funding:** Federal ARRA **Ratio:** 100%

**Related Projects:** \_\_\_\_\_

**Comments/ MPO App.** This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 3 jobs.

Phase	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011 TOTAL
PP					
PE					
ROW					
CONSTR.		100			100
TOTAL		100			100

**Project Costs (000's)**

**HEPMPO**  
**Metropolitan Planning Organization**  
**FY 2008-2011**  
**TRANSPORTATION IMPROVEMENT PROGRAM**

**Project Code:** \_\_\_\_\_ **STIP #:** \_\_\_\_\_  
*Traffic Signal Upgrades* \_\_\_\_\_  
**Project Name:** \_\_\_\_\_ **Limits:** \_\_\_\_\_  
*Upgrade Signals to Light Emitting Diodes (LED) with battery backups* \_\_\_\_\_  
**Improvement Description:** \_\_\_\_\_  
**Responsible Agency** *MDOT/SHA* \_\_\_\_\_

**Current Lanes:** *N/A* **Current Road Type:** *N/A* **Proposed Lanes:** *N/A*  
**Miles:** *N/A* **Highway System:** *Various* **Funding:** *Federal ARRA* **Ratio:** *100%*

**Related Projects:** \_\_\_\_\_

**Comments/ MPO App.** This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 25 jobs.

Phase	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011 TOTAL
PP					
PE					
ROW					
CONSTR.		900			900
TOTAL		900			900

**HEPMPO**  
**Metropolitan Planning Organization**  
**FY 2008-2011**  
**TRANSPORTATION IMPROVEMENT PROGRAM**

**Project Code:** \_\_\_\_\_ **STIP #:** \_\_\_\_\_

**Project Name:** *Dynamic Message Signs Deployment* **Limits:** *Various*

**Improvement Description:** *Installation of new and upgrade of existing Variable Message Signs at various locations.*

**Responsible Agency** *MDOT/SHA*

**Current Lanes:** *N/A* **Current Road Type:** *N/A* **Proposed Lanes:** *N/A*

**Miles:** *N/A* **Highway System:** *Various* **Funding:** *Federal* **Ratio:** *100%*

**Related Projects:** \_\_\_\_\_

**Comments/ MPO App.** This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 19 jobs.

Phase	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011 TOTAL
PP					
PE					
ROW					
CONSTR.		700			700
TOTAL		700			700

**Project Costs (000's)**

**HEPMPO**  
**Metropolitan Planning Organization**  
**FY 2008-2011**  
**TRANSPORTATION IMPROVEMENT PROGRAM**

**Project Code:** \_\_\_\_\_ **STIP #:** \_\_\_\_\_

**Project Name:** *Traffic Detection @ Signalized Intersections* **Limits:** *Various*

**Improvement Description:** *Installation of traffic detection equipment at various locations*

**Responsible Agency** *MDOT/SHA*

**Current Lanes:** *N/A* **Current Road Type:** *N/A* **Proposed Lanes:** *N/A*

**Miles:** *N/A* **Highway System:** *Various* **Funding:** *Federal ARRA* **Ratio:** *100%*

**Related Projects:** \_\_\_\_\_

**Comments/ MPO App.** This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 8 jobs.

Phase	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011 TOTAL
PP					
PE					
ROW					
CONSTR.		300			300
TOTAL		300			300

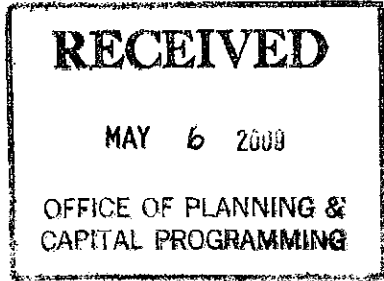


U.S. Department of Transportation  
Federal Highway Administration

DELMAR Division – Maryland

May 4, 2009

10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201



In Reply Refer To: HDA-MD

Mr. Don Halligan Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

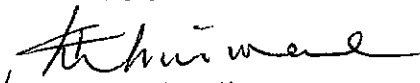
Dear Mr. Halligan:

We have completed our review of the state request (MDOT Control # 08-21) to amend the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP) to include the American Recovery and Reinvestment Act (ARRA) funded highway projects Phase II for the Hagerstown/Eastern Panhandle MPO.

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP modifications please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
for Nelson J. Castellanos  
Division Administrator

- cc:
- Heather Murphy SHA
- Mike Nixon, MDOT
- Jeff Smith SHA
- Jitesh Parikh FHWA Delmar
- Gail McFadden-Roberts, FTA
- Mary Deitz, SHA
- Robert Gordon, Hagerstown/Eastern Panhandle MPO







U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

**JUN - 9 2009**

Mr. Donald A. Halligan  
Director  
Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076

Re: Amendment to the FY 2008 Statewide Transportation Improvement Program,  
Hagerstown Metropolitan Area Amendment MDOT control #08-21

Dear Mr. Halligan:

In your letter of April 22, 2009, you requested approval of an amendment to the FY 2008 Statewide Transportation Improvement Program (STIP). This STIP amendment adds American Recovery and Reinvestment Act projects and associated funding to the FY 2008 STIP.

Since the advancement of these projects does not alter any conformity findings nor interfere with any State Implementation Plan projects, a joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) approval of this STIP amendment is not required. In accordance with your procedures to incorporate the MTIPs into the STIP by reference, these projects are part of an approved amendment to the approved FY 2008 STIP. We hereby approve the inclusion of these projects as amendments to the STIP. This approval does not constitute an obligation of federal funds. FTA finalizes federal funding for projects included in the STIP upon approval of a grant application.

Gail McFadden-Roberts, of my staff, is available if you have any questions concerning this approval.

Sincerely,

Michele Destra  
Director, Planning and Program Development

cc: Mary Deitz, SHA, Regional & Intermodal Planning Division  
Lyn Erickson, MDOT, Office of Planning & Capital Programming  
Heather Murphy, MDOT, Office of Planning & Capital Programming  
Michael Nixon, MDOT, Office of Planning & Capital Programming  
Diane Ratcliff, MTA, Office of Planning



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

May 27, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Administrative Modification to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include an Administrative Modification to the Baltimore Region FY 2008-2012 Transportation Improvement Program. MDOT Control #08-22.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby administratively modifies the FY 2008-2012 Statewide Transportation Improvement Program to reflect an administrative modification to the Baltimore Region FY 2008-2012 Transportation Improvement Program. The modification which was made by the Baltimore Regional Transportation Board (BRTB) on April 28 provides for the programming of federal funds made available by the American Recovery and Reinvestment Act. These projects will support a total of 1,070 jobs. Documentation which is attached includes the executed resolution of the BRTB and a list of projects.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

## Baltimore Metropolitan Council



2700 Lighthouse Point East, Suite 310  
Baltimore, MD 21224-4774

Telephone: (410) 732-0500  
Fax: (410) 732-8248  
www.baltometro.org

Anne Arundel County  
Baltimore City  
Baltimore County  
Carroll County  
Harford County  
Howard County

May 5, 2009

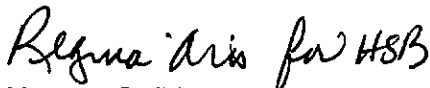
Mr. Don Halligan  
Office of Planning & Capital Programming  
**ATTN: THEO NGONGANG**  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076

Dear Mr. Halligan:

Enclosed is Resolution #09-21, approving an administrative modification to the 2008-2012 Baltimore Region Transportation Improvement Program to include funding from the American Recovery and Reinvestment Act of 2009. Resolution #09-21 was approved by the Baltimore Regional Transportation Board (BRTB) at their April 28, 2009 meeting.

If you have any questions, please call me.

Sincerely,

  
Harvey S. Bloom, Director  
Transportation Planning

Enclosure

cc: Dr. Kwame Arhin, FHWA

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #09-21**

**ADMINISTRATIVE MODIFICATION TO THE 2008-2012 BALTIMORE REGION  
TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING FROM  
THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009**

**WHEREAS**, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, the Maryland Department of Transportation, the Maryland Department of the Environment, and the Maryland Department of Planning; and

**WHEREAS**, on February 17, 2009, the American Recovery and Reinvestment Act, which appropriates \$48.1 billion dollars for transportation infrastructure nationwide, including \$35.2 billion in formula funding was signed into law; and

**WHEREAS**, Maryland's share of formula funds under the American Recovery and Reinvestment Act of 2009 is estimated at \$564.9 million (does not include WMATA) to be directed at maintaining and improving existing transit systems, roads and bridges; and, that these funds will be distributed to a wide range of "fix-it first" projects to allow the benefit to be felt by workers and families in every region of the state; and

**WHEREAS**, under Phase Two of the One Maryland Transportation Recovery Program, \$37.4 million in highway federal formula funded projects are ready for advertising as listed in Attachment 1 that are directed to system preservation and therefore programmatically exempt from conformity analysis, and will not worsen the region's air quality, delay the timely attainment of national air quality standards or interfere with implementation of any transportation control measures; and, that the addition of these projects meet conformity requirements as stated in the Conformity Rule (40 CFR Parts 51 and 93); and

**WHEREAS**, federal regulations require that all transportation-related projects in receipt of federal aid must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2008-2012 Transportation Improvement Program for the Baltimore region at its November 27, 2007 meeting; and

**WHEREAS**, the Maryland Department of Transportation has requested an administrative modification to the 2008-2012 Baltimore Region Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Safe, Accountable, Flexible, Efficient, Transportation Equity, Act: A Legacy for Users are met; and

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the projects listed in Attachment 1 as an administrative modification to the 2008-2012 Baltimore Region Transportation Improvement Program.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its April 28 meeting.

April 28, 2009  
Date

  
\_\_\_\_\_  
Carl Balsler, Chairman  
Baltimore Regional Transportation Board

**American Recovery Reinvestment – Maryland Highway Projects Baltimore Region  
Phase 2**

<b>Location</b>	<b>Description</b>	<b>Cost (\$M)</b>	<b>Estimated Jobs</b>
<b>ENVIRONMENTAL</b>			
Regional	Wetland planting and reforestation in District 5	0.1	tbd
Regional	Wetland planting and reforestation in Districts 4 & 7	0.5	tbd
	<b>Total</b>	<b>0.6</b>	
<b>TRAFFIC &amp; SAFETY PROJECTS</b>			
Anne Arundel	Traffic Signal Reconstruction at: MD 2 and MD 710	2.3	tbd
Regional	Dynamic Message Signs Deployment	1.3	tbd
Regional	Sign Lighting System (Lumitrak)	0.5	tbd
Regional	Uninterrupted Power Supply (UPS)/Light Emitting Diode (LED) in Districts 3, 6 & 7	1.7	tbd
Regional	UPS/LED in Districts 1, 2, 4 & 5	1.5	tbd
Regional	Interstate Highway Lighting	5.6	tbd
Regional	Traffic Detection at Signalized Intersections	0.6	tbd
Baltimore Co	Traffic Signal Reconstruction at: MD 7, MD 157 and MD 700	2.3	tbd
Carroll	Geometric Improvements: MD 27 at MD 140 Ramps	1.0	tbd
Carroll	Left turn lane: MD 26 at Klees Mill Road	2.3	tbd
	<b>Total</b>	<b>19.1</b>	
<b>RESURFACING PROJECTS</b>			
Baltimore Co	I-83: Downes Road to PA Line and ramps at MD 45, Mt. Carmel Road and Middletown Road	4.6	tbd
Howard	US 29: Brokenland Parkway to Middle Patuxent River (southbound)	5.1	tbd
	<b>Total</b>	<b>9.7</b>	tbd
<b>BRIDGE PROJECTS</b>			
Baltimore City	Argonne Drive Bridge	8.0	tbd
	<b>Total</b>	<b>8</b>	
<b>Baltimore Region total (\$ millions)</b>		<b>37.4</b>	



U.S. Department  
of Transportation  
Federal Highway  
Administration

DELMAR Division – Maryland

10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201

June 2, 2009

In Reply Refer To: HDA-MD  
709

Mr. Don Halligan Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

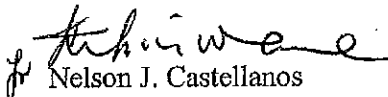
Dear Mr. Halligan:

We have completed our review of the state request (MDOT Control # 08-22) to modify the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP) to include the American Recovery and Reinvestment Act (ARRA) funded highway projects Phase II for the Baltimore MPO.

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP modifications please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
Nelson J. Castellanos  
Division Administrator

cc:

Heather Murphy SHA  
Mike Nixon, MDOT  
Jeff Smith SHA  
Gail McFadden-Roberts, FTA  
Mary Deitz, SHA  
Regina Aris, Baltimore MPO





**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

May 27, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include an Amendment to the Baltimore Region FY 2008-2012 Transportation Improvement Program. MDOT Control # 08-23.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2008-2012 Statewide Transportation Improvement Program to reflect an amendment to the Baltimore Region FY 2008-2012 Transportation Improvement Program. The amendment which was made by the Baltimore Regional Transportation Board (BRTB) on April 28 provides for the programming of federal funds made available by the American Recovery and Reinvestment Act. The bridge project will support 861 jobs and the transit projects will support 1,820 jobs. Documentation which is attached includes the executed resolution of the BRTB and a list of projects.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076





Mr. Nelson J. Castellanos  
Ms. Letitia Thompson  
Page Two

**Attachment**

cc: Ms. Mary Deitz, Division Chief, Regional and Intermodal Planning Division, State Highway Administration  
Ms. Lyn Erickson, Manager, Regional Planning and Federal Liaison, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation of Transportation  
Mr. Michael Nixon, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration

# Baltimore Metropolitan Council



2700 Lighthouse Point East, Suite 310  
Baltimore, MD 21224-4774

Telephone: (410) 732-0500  
Fax: (410) 732-8248  
www.baltometro.org

Anne Arundel County  
Baltimore City  
Baltimore County  
Carroll County  
Harford County  
Howard County

May 5, 2009

Mr. Don Halligan  
Office of Planning & Capital Programming  
**ATTN: THEO NGONGANG**  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076

Dear Mr. Halligan:

Enclosed is Resolution #09-22, approving an amendment to the 2008-2012 Baltimore Region Transportation Improvement Program to include funding from the American Recovery and Reinvestment Act of 2009. Resolution #09-22 was approved by the Baltimore Regional Transportation Board (BRTB) at their April 28, 2009 meeting.

If you have any questions, please call me.

Sincerely,

A handwritten signature in black ink that reads "Regina Aris for HSB". The signature is written in a cursive, flowing style.

Harvey S. Bloom, Director  
Transportation Planning

Enclosure

cc: Dr. Kwame Arhin, FHWA  
Gail McFadden Roberts, FTA

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #09-22**

**AMENDMENT TO THE 2008-2012 BALTIMORE REGION TRANSPORTATION  
IMPROVEMENT PROGRAM TO INCLUDE FUNDING FROM THE AMERICAN  
RECOVERY AND REINVESTMENT ACT OF 2009**

**WHEREAS**, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, the Maryland Department of Transportation, the Maryland Department of the Environment, and the Maryland Department of Planning; and

**WHEREAS**, on February 17, 2009, the American Recovery and Reinvestment Act, which appropriates \$48.1 billion dollars for transportation infrastructure nationwide, including \$35.2 billion in formula funding was signed into law; and

**WHEREAS**, Maryland's share of formula funds under the American Recovery and Reinvestment Act of 2009 is estimated at \$564.9 million (does not include WMATA) to be directed at maintaining and improving existing transit systems, roads and bridges; and, that these funds will be distributed to a wide range of "fix-it first" projects to allow the benefit to be felt by workers and families in every region of the state; and

**WHEREAS**, under Phase Two of the One Maryland Transportation Recovery Program, one \$30 million highway federal formula funded project and \$101.3 million in transit formula funded projects as listed in Attachment 1 are ready to move forward. These projects are directed to system preservation as well as for capital assistance to local and state transit systems located throughout the Baltimore region and therefore programmatically exempt from conformity analysis, and will not worsen the region's air quality, delay the timely attainment of national air quality standards or interfere with implementation of any transportation control measures; and, that the addition of these projects meet conformity requirements as stated in the Conformity Rule (40 CFR Parts 51 and 93); and

**WHEREAS**, federal regulations require that all transportation-related projects in receipt of federal aid must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2008-2012 Transportation Improvement Program for the Baltimore region at its November 27, 2007 meeting; and

**WHEREAS**, the Maryland Department of Transportation has requested an amendment to the 2008-2012 Baltimore Region Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Safe, Accountable, Flexible, Efficient, Transportation Equity, Act: A Legacy for Users are met; and

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the projects listed in Attachment 1 as an administrative modification to the 2008-2012 Baltimore Region Transportation Improvement Program.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its April 28 meeting.

April 28, 2009  
Date

  
\_\_\_\_\_  
Carl Balsler, Chairman  
Baltimore Regional Transportation Board

## American Recovery Reinvestment – Phase 2

## State Highway Administration Projects

Location	Description	Cost (\$M)	Estimated Jobs
<b>BRIDGE PROJECTS</b>			
Baltimore Co	Bridge Replacement: I-695 @ MD 26	30.0	tbd
	<b>Baltimore Region Total</b>	<b>30</b>	

## Maryland Transit Administration Projects

Location	Description	Cost (\$M)	Estimated Jobs
<b>LOTS and Station Projects</b>			
Annapolis	Heavy duty bus replacements	2.3	tbd
Anne Arundel	Medium bus replacements	0.4	tbd
	Additional elevators and electrical system upgrades at BWI Rail Station	3.0	tbd
Baltimore Co	Parking expansion at Falls Road Light Rail Stop	2.3	tbd
Baltimore City	Replace windows & boilers at MARC Penn Station	4.0	tbd
	MARC West Baltimore parking expansion	3.0	tbd
Carroll	Small bus replacements and support vehicle purchases	0.3	tbd
	Facility and equipment upgrades	1.6	tbd
CTC	Install Automatic Vehicle Locator (AVL) system	0.6	tbd
Harford	Small bus replacements and medium bus purchase	4.6	tbd
Howard	Facility and equipment upgrades	0.5	tbd
	Paratransit and hybrid bus purchases	2.2	tbd
	<b>Total</b>	<b>24.8</b>	
<b>MTA Projects</b>			
Baltimore Reg	Replacement of some of the oldest buses with hybrid electrics	9.6	tbd
Baltimore Reg	Replacement of roofs on the Washington Blvd bus maintenance complex	10.1	tbd
Baltimore Reg	Installation of additional Light Rail electric substations and new signage at downtown stops	5.3	tbd
Areawide	Improvements on CXS owned lines to enhance safety and reliability of MARC service	4.7	tbd
Baltimore Reg	Improvements to Martins MARC maintenance facility	0.4	tbd

Baltimore Reg	Replacement of deteriorated rail fasteners and bolts in the Metro Subway	6.5	tbd
Baltimore Reg	Replace public address system in all MTA owned MARC stations	3.5	tbd
Baltimore Reg	Replace public address system in the Metro Subway	5.4	tbd
Baltimore Reg	Lighting, safety enhancements and cleaning throughout the Metro Subway	5.0	tbd
Baltimore Reg	Maintenance of Metro Subway underground tunnels and stations to maintain structural integrity and reduce water infiltration	3.9	tbd
Baltimore Reg	Maintenance of Metro Subway concrete structures and bridges	2.6	tbd
Baltimore Reg	Overhaul wheels, axles and traction motors on 25-year old Metro Subway railcars	19.5	tbd
	<b>Total</b>	<b>76.5</b>	
	<b>Baltimore Region total (\$ millions)</b>	<b>\$131.3</b>	



U.S. Department  
of Transportation  
Federal Highway  
Administration

DELMAR Division – Maryland

10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201

June 2, 2009

In Reply Refer To: HDA-MD  
709

Mr. Don Halligan Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

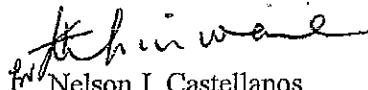
Dear Mr. Halligan:

We have completed our review of the state request (MDOT Control # 08-23) to amend the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP) to include the American Recovery and Reinvestment Act (ARRA) funded highway project Phase II for the Baltimore MPO. The STIP is being amended to include bridge replacement project (I-695 at MD 26).

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP modifications please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
Nelson J. Castellanos  
Division Administrator

cc:

Heather Murphy SHA  
Mike Nixon, MDOT  
Jeff Smith SHA  
Gail McFadden-Roberts, FTA  
Mary Deitz, SHA  
Regina Aris, Baltimore MPO





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

**JUN 17 2009**

Mr. Donald A. Halligan  
Director  
Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076

Re: Amendment to the FY 2008 Statewide Transportation Improvement Program,  
Baltimore Metropolitan Area Amendment MDOT control #08-23

Dear Mr. Halligan:

In your letter of May 27, 2009, you requested approval of an amendment to the FY 2008 Statewide Transportation Improvement Program (STIP). This STIP amendment adds American Recovery and Reinvestment Act projects and associated funding to the FY 2008 STIP.

Since the advancement of these projects do not alter any conformity findings nor interfere with any State Implementation Plan projects, a joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) approval of this STIP amendment is not required. In accordance with your procedures to incorporate the MTIPs into the STIP by reference, these projects are part of an approved amendment to the approved FY 2008 STIP. We hereby approve the inclusion of these projects as amendments to the STIP. This approval does not constitute an obligation of federal funds. FTA finalizes federal funding for projects included in the STIP upon approval of a grant application.

Gail McFadden-Roberts, of my staff, is available if you have any questions concerning this approval.

Sincerely,

Michele Destra  
Director, Planning and Program Development

cc: Mary Deitz, SHA, Regional & Intermodal Planning Division  
Lyn Erickson, MDOT, Office of Planning & Capital Programming  
Heather Murphy, MDOT, Office of Planning & Capital Programming  
Michael Nixon, MDOT, Office of Planning & Capital Programming  
Diane Ratcliff, MTA, Office of Planning





**Maryland Department of Transportation**  
**The Secretary's Office**

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

May 27, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include Amendments to the WILMAPCO FY 2008-2012 Transportation Improvement Program (TIP), the Cumberland Urbanized Area FY 2008-2011 TIP and the Salisbury/Wicomico FY 2008-2012 TIP. MDOT Control # 08-24.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2008-2012 Statewide Transportation Improvement Program to reflect amendments to the WILMAPCO, Cumberland and Salisbury Metropolitan Planning Organizations' Transportation Improvement Programs. The amendments provide for the programming of federal funds for highway and transit made available by the American Recovery and Reinvestment Act of 2009. Documentation which is attached includes executed resolutions and project information forms.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Nelson J. Castellanos  
Ms. Letitia Thompson  
Page Two

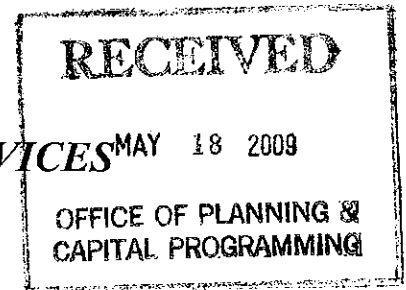
Attachment

cc: Ms. Mary Deitz, Division Chief, Regional and Intermodal Planning Division, State  
Highway Administration  
Ms. Lyn Erickson, Manager, Regional Planning and Federal Liaison, Office of  
Planning and Capital Programming, Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming,  
Maryland Department of Transportation of Transportation  
Mr. Michael Nixon, Manager, Regional Planning, Office of Planning and Capital  
Programming, Maryland Department of Transportation  
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration



**ALLEGANY COUNTY**  
**DEPARTMENT OF COMMUNITY SERVICES**

701 Kelly Road  
Cumberland, MD 21502  
301-777-2199 FAX 301-722-2467



**BOARD OF COMMISSIONERS**

James J. Stakem, *President*  
Robert M. Hutcheson  
Dale R. Lewis

Vance C. Ishler, *County Administrator*  
David A. Eberly, *Director*

May 12, 2009

Mr. Ian Beam  
Office of Transportation Planning  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

Dear Mr. Beam:

On May 7, 2009, the Allegany County Commissioners, acting as the Temporary Metropolitan Planning Organization for the Cumberland Urbanized Area, adopted a resolution revising the FY 2008 - 2011 Transportation Improvement Program.

Should you have any questions concerning this matter, please do not hesitate to contact our office at your convenience.

Sincerely,

Roy S. Cool  
Planner

Attachments

MOTION

By motion duly carried of the County Commissioners of Allegany County, Maryland, the following action was authorized as part of the Consent Agenda for the May 7, 2009, public meeting:

The addition of six project to the Fiscal Year 2008 - 2011 Transportation Improvement Program. The projects being added are ARRA Capital funding for Allegany County Transit at a cost of \$916,600.00, ARRA funding for US 40 Alt Highway Resurfacing at a cost of \$1,600,000.00, ARRA funding for Highway Beautification at a cost of \$300,000.00, ARRA funding for Sign Lighting Systems at a cost of \$100,000.00, ARRA funding for Traffic Detection Equipment at a cost of \$300,000.00, and ARRA funding for Traffic Signal Upgrades at a cost of \$900,000.00 was approved.

VOTE:

*Yes* ~~*absent*~~ *Yes*  
JJS RMH DRL

County Commissioners of Allegany County, Maryland

CERTIFICATION

I Carol A. Gaffney, Clerk to the County Commissioners of Allegany County, Maryland, hereby certify that the above action of the Commissioners is a part of the formal, written record of the public meeting held on the 7th day of May 2009.

By: *Carol A. Gaffney*  
Carol A. Gaffney, Clerk

SEAL

RESOLUTION

No. 09-10

Resolution approving the Revised FY 2008-2011 Transportation Improvement Program.

WHEREAS, the Cumberland Area Metropolitan Planning Organization was established to manage and provide policy direction to the Unified Planning Program in accordance with Federal requirements, and the Allegany County Commissioners have been designated as the temporary Metropolitan Planning Organization for this area as approved by Maryland Governor Harry Hughes on May 17, 1982; and

WHEREAS, the staff of the Maryland Department of Transportation and the Allegany County Department of Community Services have together prepared the revised the Transportation Improvement Program for Fiscal Year 2008-2011 in compliance with applicable Federal programs and regulations; and

WHEREAS, ARRA FY 2009 capital funding Allegany County Transit will add \$916,600.00; and

WHEREAS, ARRA FY 2009 funding for US 40 Alt Highway resurfacing will add \$1,600,000.00; and

WHEREAS, ARRA FY 2009 funding for Highway Beautification will add \$300,000.00; and

WHEREAS, ARRA FY 2009 funding for Sign Lighting Systems will add \$100,000.00; and

WHEREAS, ARRA FY 2009 funding for Traffic Detection Equipment will add \$300,000.00; and

WHEREAS, ARRA FY 2009 funding for Traffic Signal Upgrades will add \$900,000.00; and

NOW, THEREFORE, BE IT RESOLVED that the Allegany County Commissioners acting as the Temporary Cumberland Area Metropolitan Planning Organization approved the revised Fiscal Year 2008 – 2011 Transportation Improvement Program.

ADOPTED THIS 7<sup>th</sup> day of May, 2009

COUNTY COMMISSIONERS OF  
ALLEGANY COUNTY, MARYLAND

James J. Staben  
James J. Staben, President

ABSENT  
Robert M. Hutcherson, Commissioner

Dale R. Lewis  
Dale R. Lewis, Commissioner

ATTEST:

Carol A. Gaffney  
Carol A. Gaffney, Clerk to the  
Allegany County Commissioners

**Cumberland Urbanized Area  
Metropolitan Planning Organization  
FY 2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM**

**Project Code:** \_\_\_\_\_ **STIP #:** \_\_\_\_\_

ARRA Funding for Local  
Transit Systems

**Project Name:** \_\_\_\_\_

*Capital funding of new buses, facility upgrade, shop equipment and  
various other improvements.*

**Improvement Description:** \_\_\_\_\_

**Responsible Agency** MDOT/MTA

**Funding:** Federal ARRA **Ratio:** 100%

**Comments/** American Recovery and Reinvestment Act (ARRA) funding breakdown:  
**MPO App.** New Bus \$282,000; Facility and Shop Equipment Upgrades; \$634,600

<b>Funding Type:</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>FY 2008-2011 TOTAL</b>
<b>Federal ARRA</b>		\$916.6			\$916.6
<b>Total:</b>		\$916.6			\$916.6

**Project Costs (000's)**

**Cumberland Urbanized Area  
Metropolitan Planning Organization  
FY 2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code: **New** STIP #: **AL3815168**

Project Name: **US 40 ALT Highway Resurfacing** Limits: **Garrett  
County  
Line to East  
of Tisdale  
Street**

Improvement Description: **Resurfacing of area highways**

Responsible Agency: **MDOT/SHA**

Current Lanes: \_\_\_\_\_ Current Road Type: \_\_\_\_\_ Proposed Lanes: \_\_\_\_\_

Miles: \_\_\_\_\_ Highway System: \_\_\_\_\_ Funding: **Federal** Ratio: **100**  
%

Related Projects: \_\_\_\_\_

Comments/ MPO App. **This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 46 jobs.**

Phase	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011 TOTAL
PP					
PE					
ROW					
CONSTR.		<b>1,600</b>			<b>1,600</b>
TOTAL		<b>1,600</b>			<b>1,600</b>

**Project Costs (000's)**

**Cumberland Urbanized Area  
Metropolitan Planning Organization  
FY 2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM**

**Project Code:**     **New**     **STIP #:**     **AL4305168**    

**Project Name:**     **Highway Beautification**     **Limits:**     **MD 36 to  
Garrett  
County  
Line**    

**Improvement Description:**     **Turf grass improvement in median**    

**Responsible Agency**     **MDOT/SHA**    

**Current Lanes:**     **Various**     **Current Road Type:**     **Various**     **Proposed Lanes:**     **Various**    

**Miles:**     **N/A**     **Highway System:**     **Various**     **Funding:**     **Federal**     **Ratio:**     **100%**    

**Related Projects:** \_\_\_\_\_

**Comments/ MPO App.**     **This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 9 jobs.**    

Phase	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011 TOTAL
PP					
PE					
ROW					
CONSTR.		<b>300</b>			<b>300</b>
<b>TOTAL</b>		<b>300</b>			<b>300</b>

**Project Costs (000's)**



**Cumberland Urbanized Area  
Metropolitan Planning Organization  
FY 2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM**

**Project Code:** \_\_\_\_\_ **STIP #:** \_\_\_\_\_

**Project Name:** Sign Lighting System **Limits:** Various  
Replace and improve roadway sign lighting systems

**Improvement Description:** \_\_\_\_\_

**Responsible Agency:** MDOT/SHA

**Current Lanes:** N/A **Current Road Type:** N/A **Proposed Lanes:** N/A

**Miles:** N/A **Highway System:** Various **Funding:** Federal ARRA **Ratio:** 100

**Related Projects:** \_\_\_\_\_

**Comments/ MPO App.** This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 3 jobs.

Phase	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011 TOTAL
PP					
PE					
ROW					
CONSTR.		100			100
TOTAL		100			100

**Project Costs (000's)**

**Cumberland Urbanized Area  
Metropolitan Planning Organization  
FY 2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM**

**Project Code:** \_\_\_\_\_ **STIP #:** \_\_\_\_\_

**Project Name:** *Traffic Detection @  
Signalized Intersections* **Limits:** *Various*

**Improvement Description:** *Installation of traffic detection equipment at various locations*

**Responsible Agency** *MDOT/SHA*

**Current Lanes:** *N/A* **Current Road Type:** *N/A* **Proposed Lanes:** *N/A*

**Miles:** *N/A* **Highway System:** *Various* **Funding:** *Federal  
ARRA* **Ratio:** *100  
%*

**Related Projects:** \_\_\_\_\_

**Comments/ MPO App.** This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 8 jobs.

Phase	FY 2008	FY 2009	FY 2010	FY 2011	FY 2008-2011 TOTAL
PP					
PE					
ROW					
CONSTR.		<b>300</b>			<b>300</b>
<b>TOTAL</b>		<b>300</b>			<b>300</b>

**Project Costs (000's)**



**CITY OF SALISBURY - WICOMICO COUNTY  
DEPARTMENT OF PLANNING, ZONING  
AND COMMUNITY DEVELOPMENT**



Tel: 410-548-4860

Fax: 410-548-4955

Planning & Zoning Commission  
Historic District Commission  
Metropolitan Planning Organization

Wicomico County Board of Appeals  
Salisbury Board of Zoning Appeals  
Agricultural Land Preservation Advisory Board

**RESOLUTION BY THE SALISBURY/WICOMICO METROPOLITAN PLANNING  
ORGANIZATION COUNCIL APPROVING AN ADMINISTRATIVE MODIFICATION OF THE  
HIGHWAY AND TRANSIT ELEMENTS OF THE  
FY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE PROJECTS  
FUNDED THROUGH THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009**

**WHEREAS**, the Salisbury/Wicomico Metropolitan Planning Organization (S/W MPO) was established to conduct regional transportation planning for the MPO area in accordance with Federal requirements; and

**WHEREAS**, the S/W MPO Council is the governing body for the S/W MPO; and

**WHEREAS**, the S/W MPO Council adopted the FY 2008-2011 Transportation Improvement Program (TIP) for the S/W MPO Area in compliance with applicable Federal programs and regulations on December 19, 2007, and amended the Highway Element of the TIP on June 18, 2008; and

**WHEREAS**, the S/W MPO Council subsequently adopted an Administrative Modification to the Highway Element of the FY 2008-2011 TIP to include projects funded through the American Recovery and Reinvestment Act of 2009 on May 9, 2009; and

**WHEREAS**, the Maryland Department of Transportation and Wicomico County have presented proposed administrative modifications for additional funding provided by the American Recovery and Reinvestment Act of 2009 to the Highway and Transit Elements of the FY 2008-2011 TIP for the Council to consider; and

**WHEREAS**, the proposed administrative modifications to the Highway and Transit Elements of the FY 2008-2011 TIP has undergone appropriate review by the Council, and the Council has determined that the revised TIP is consistent with its plans and programs;

**NOW, THEREFORE, BE IT RESOLVED** that the S/W MPO Council, at its May 20, 2009 public meeting, does hereby adopt and endorse the FY 2008-2011 Transportation Improvement Program for the S/W MPO Area to incorporate the administrative modifications to the Highway and Transit Elements.

5/20/09  
Date

Matthew E. Creamer  
Matthew E. Creamer, Chairman, S/W MPO Council

**Salisbury/Wicomico  
Metropolitan Planning Organization  
FY 2008-2010  
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code New STIP# \_\_\_\_\_

Project Name Sign Lighting Systems Limits Various Locations

Improvement Description Improve lighting and visibility of area highway signage.

Responsible Agency SHA/MDOT

Current Lanes N/A Current Road Type N/A Proposed Lanes N/A

Miles N/A Highway System Various Funding Federal ARRA Ratio 100%

Related Projects \_\_\_\_\_

Comments The project is funded through the American Recovery and Reinvestment Act of 2009 (ARRA) and is expected to support 3 jobs.

Phase	BIENNIAL FY 2008	ELEMENT FY 2009	FY 2010	POST FY 2010	FY 2008-2010 TOTAL
PP					
PE					
ROW					
CONSTR.		100			100
TOTAL		100			100

Project Costs (000's)

MPO Approval





**Salisbury/Wicomico  
Metropolitan Planning Organization  
FY 2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM**

**Project Code:** \_\_\_\_\_ **STIP #:** \_\_\_\_\_

**Project Name:** ARRA Funding for Local Transit Systems

**Improvement Description:** Capital funding of bus replacement, facility upgrade, shop equipment and various other improvements.

**Responsible Agency:** MDOT/MTA

**Funding:** Federal ARRA **Ratio:** 100%

**Comments/ MPO App.** American Recovery and Reinvestment Act (ARRA) funding breakdown: Bus Replacements \$1,106,000; Facility and Shop Equipment Upgrades; \$325,349. These improvements will benefit the entire Shore Transit System including the services in the Sa metropolitan area.

<b>Funding Type:</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>FY 2008-2011 TOTAL</b>
<b>Federal ARRA</b>		<i>\$1,431.349</i>			<i>\$1,431.349</i>
<b>Total:</b>		<i>\$1,431.349</i>			<i>\$1,431.349</i>

**Project Costs (000's)**

**Salisbury/Wicomico  
Metropolitan Planning Organization  
FY 2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code 3-A STIP# \_\_\_\_\_

Project Name Resurface & Rehabilitate Limits Areawide

Improvement Description Provides resurfacing of County roadways

Responsible Agency Wicomico County

Current Lanes \_\_\_\_\_ Current Road Type \_\_\_\_\_ Proposed Lanes \_\_\_\_\_

Miles 10.9 Highway System Secondary Funding ARRA (Federal) Ratio 100

Related Projects \_\_\_\_\_

Comments Projects identified: Portions of Riverside Dr., Connelly Mill Rd., Pemberton Dr., Beaglin Park Dr., Gunby Rd., Airport Rd., Dykes Rd., Robins Ave., Johnson Rd., Nutters Cross Rd., Outten Rd., West Rd., Zion Church Rd., Dagsboro Rd., Sixty Foot Rd., and Log Cabin Rd.

Phase	BIENNIAL FY 2009	ELEMENT FY 2010	FY 2011	FY 2012	FY 2009-2012 TOTAL
PP					
PE					
ROW					
CONSTR.	1,795				1,795
TOTAL	1,795				1,795

Project Costs (000's)

NOTE: The costs shown above represent the Local Highway Allocation for Wicomico County provided through the American Recovery and Reinvestment Act of 2009 (100% federal with no matching fund requirement). Additional State funding which is not shown will also be used to complete these resurfacing projects on County roads. It should be noted that some of the roads identified are located outside the Metropolitan Planning Organization Area and are shown for informational purposes.

MPO Approval



# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
302-737-6205; Fax 302-737-9584  
From Cecil County: 888-808-7088  
e-mail: [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)  
web site: [www.wilmapco.org](http://www.wilmapco.org)

**WILMAPCO Council:**  
**Stephen Kingsberry, Chair**  
*Delaware Transit Corporation*  
*Executive Director*

**Joseph L. Fisona, Vice-chair**  
*Mayor of Elkton*

**James M. Baker**  
*Mayor of Wilmington*

**Christopher A. Coons**  
*New Castle County*  
*County Executive*

**Vance A. Funk III**  
*Mayor of Newark*

**Donald A. Halligan**  
*Maryland Dept. of Transportation*  
*Director, Office of Planning and*  
*Capital Programming*

**Jim Mullin**  
*Cecil County Commissioner*

**Lee Ann Walling**  
*Delaware Office of the Governor*  
*Policy Advisor for Environment*  
*and Quality of Life Policy*

**Carolann Wicks**  
*Delaware Dept. of Transportation*  
*Secretary*

**WILMAPCO Executive Director**  
*Tigist Zegeye*

## RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

### AMENDING THE FY2009-FY2012 TRANSPORTATION IMPROVEMENT PROGRAM CECIL COUNTY ELEMENT

**WHEREAS**, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

**WHEREAS**, the United States Department of Transportation's (USDOT) Regulations of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

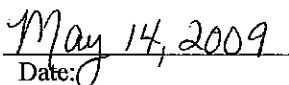
**WHEREAS**, the WILMAPCO TIP format incorporates a four-year period for the listing of priority projects to be implemented, as well as a list of program development projects; and

**WHEREAS**, the FY2009-2012 TIP has undergone appropriate community and technical reviews; and

**WHEREAS**, the TIP must be determined to be air quality conforming in accordance with SAFETEA-LU and Clean Air Act and Amendments (CAAA) of 1990 requirements; and;

**WHEREAS**, the FY2009-2012 TIP has been found to be financially constrained, as directed by 23 CFR 450.324 (e), and consistent with the Regional Transportation Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Wilmington Area Planning Council does hereby amend the FY2009-2012 Transportation Improvement Program to include amended projects as presented, subject to available funding from the federal economic stimulus legislation.

May 14, 2009  
Date: 



Stephen Kingsberry, Chairperson  
Wilmington Area Planning Council



Partners with you in transportation planning

### FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: 4/10/09  
TIP to be amended: 2009-2012  
Sponsoring Agency: MDOT/SHA

Project Name: Tree Planting

Project Category: Environmental Projects

Project Description: Planting of trees areawide in Cecil County

Project Justification: \_\_\_\_\_

This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 1 job.

\_\_\_\_\_  
\_\_\_\_\_

Funding: Federal 100% State \_\_\_\_\_ Local \_\_\_\_\_ Total \_\_\_\_\_

Funding	Phase	FY 2009	FY 2010	FY 2011	FY 2012	Total
ARRA	C	30				30
Total		30				30

(in 000's)



Partners with you in transportation planning

### FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: 4/10/09

TIP to be amended: 2009-2012

Sponsoring Agency: MDOT/SHA

Project Name: Sign Lighting System

Project Category: Replace and improve roadway sign lighting systems

Project Description:

Project Justification: This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 3 jobs

Funding: Federal 100% State Local Total

Funding	Phase	FY 2009	FY 2010	FY 2011	FY 2012	Total
ARRA	C	100				100
Total		100				100

(in 000's)



Partners with you in transportation planning

### FY 2009-2012 TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission: 4/10/09

TIP to be amended: 2009-2012

Sponsoring Agency: MDOT/SHA

Project Name: Traffic Signal Upgrades

Project Category: Upgrade Signals to Light Emitting Diodes (LED) with battery backups

Project Description:

Project Justification:

This project is part of the American Recovery and Reinvestment Act (ARRA) and is expected to support 25 jobs

Funding: Federal 100% State Local Total

Funding	Phase	FY 2009	FY 2010	FY 2011	FY 2012	Total
ARRA	C	500				500
Total		500				500

(in 000's)



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**DELMAR Division – Maryland**

**10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201**

June 2, 2009

In Reply Refer To: HDA-MD  
709

Mr. Don Halligan Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

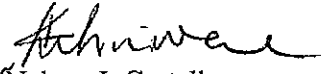
Dear Mr. Halligan:

We have completed our review of the state request (MDOT Control # 08-24) to amend the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP) to include the American Recovery and Reinvestment Act (ARRA) funded highway projects Phase II for the WILMAPCO, Cumberland Urbanized Area MPO, and Salisbury/Wicomico MPO.

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP modifications please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
Nelson J. Castellanos  
Division Administrator

cc:

Heather Murphy SHA  
Mike Nixon, MDOT  
Jeff Smith SHA  
Gail McFadden-Roberts, FTA  
Mary Deitz, SHA  
Roy Cool, Cumberland Urbanized Area MPO  
Jack Lenox, Salisbury/Wicomico MPO  
Tigist Zegeye, Wilmapco





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

**JUN -9 2009**

Mr. Donald A. Halligan  
Director  
Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076

Re: Amendment to the FY 2008 Statewide Transportation Improvement Program,  
Cumberland Metropolitan Area Amendment MDOT control #08-24

Dear Mr. Halligan:

In your letter of May 27, 2009, you requested approval of an amendment to the FY 2008 Statewide Transportation Improvement Program (STIP). This STIP amendment adds American Recovery and Reinvestment Act projects and associated funding to the FY 2008 STIP.

Since the advancement of these projects do not alter any conformity findings nor interfere with any State Implementation Plan projects, a joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) approval of this STIP amendment is not required. In accordance with your procedures to incorporate the MTIPs into the STIP by reference, these projects are part of an approved amendment to the approved FY 2008 STIP. We hereby approve the inclusion of these projects as amendments to the STIP. This approval does not constitute an obligation of federal funds. FTA finalizes federal funding for projects included in the STIP upon approval of a grant application.

Gail McFadden-Roberts, of my staff, is available if you have any questions concerning this approval.

Sincerely,

Michele Destra  
Director, Planning and Program Development

cc: Mary Deitz, SHA, Regional & Intermodal Planning Division  
Lyn Erickson, MDOT, Office of Planning & Capital Programming  
Heather Murphy, MDOT, Office of Planning & Capital Programming  
Michael Nixon, MDOT, Office of Planning & Capital Programming  
Diane Ratcliff, MTA, Office of Planning



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Acting Secretary

June 2, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include Americans with Disabilities Act projects on the Lower Eastern Shore. MDOT Control # 08-25.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2008-2012 Statewide Transportation Improvement Program to include Americans with Disabilities Act (ADA) projects in non urban areas of Maryland's Lower Eastern Shore. The projects are being constructed through the State Highway Administration (SHA) ADA Compliance Program primarily in Somerset, Dorchester and Worcester Counties including the Town of Ocean City. The projects consist of sidewalk and curb and gutter modification and will be implemented using funds made available through the American Recovery and Reinvestment Act of 2009. The total cost of these projects and the amount to be amended into the STIP is \$2.7 million. Approximately 78 jobs will be supported by this activity.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald A. Halligan".

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

**American Recovery and Reinvestment Act (ARRA)  
SHA ADA Compliance Program Projects  
Lower Eastern Shore (District 1)**

**Worcester County**

<b>MD 528 (Ocean City)</b>	<b>\$1.9M</b>
<b>MD 12</b>	<b>\$348K</b>

**Dorchester County**

<b>MD 343</b>	<b>\$190K</b>
---------------	---------------

**Somerset County**

<b>MD 675</b>	<b>\$210K</b>
---------------	---------------





U.S. Department  
of Transportation

Federal Highway  
Administration

DELMAR Division – Maryland

10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201

June 11, 2009

In Reply Refer To: HDA-MD  
709

Mr. Don Halligan Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

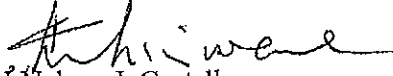
Dear Mr. Halligan:

We have completed our review of the state request (MDOT Control # 08-25) to amend the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP). Specifically, this amendment adds to the FY 2008 STIP Americans with Disabilities Act (ADA) highway projects funded through the American Recovery and Reinvestment Act (ARRA). The total cost of these projects and the amount to be amended into the FY 2008 STIP is \$2.7 million.

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP modifications please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
Nelson J. Castellanos  
Division Administrator

cc:

Heather Murphy, MDOT  
Mike Nixon, MDOT  
Jeff Smith, SHA  
Mary Deitz, SHA  
Jitesh Parikh, FHWA  
Gail McFadden-Roberts, FTA





**Maryland Department of Transportation**  
The Secretary's Office

June 3, 2009

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Acting Secretary

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Administrative Modification to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include Statewide/Non-Urban Highway Projects funded through the American Recovery and Reinvestment Act. MDOT Control # 08-26.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation hereby administratively modifies the FY 2008-2012 Maryland Statewide Transportation Improvement Program to include statewide/non urban highway projects funded through the American Recovery and Reinvestment Act. The list of projects is attached. The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained.

If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald A. Halligan".

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

**American Recovery and Reinvestment Act (ARRA)  
Maryland Highway Projects NON-URBAN Areas/Statewide**

**Environmental Projects:**

<b>County</b>	<b>Route</b>	<b>Description</b>	<b>Phase Two Cost (\$M's)</b>	<b>Estimated Jobs Supported</b>
<b>Southern Maryland</b>	<b>Various</b>	<b>Wetland planting and reforestation</b>	<b>0.32</b>	<b>6</b>
<b>Eastern Shore</b>	<b>Various</b>	<b>Tree Planting</b>	<b>0.23</b>	<b>7</b>

**Safety Projects:**

<b>County</b>	<b>Route</b>	<b>Description</b>	<b>Phase Two Cost (\$M's)</b>	<b>Estimated Jobs Supported</b>
<b>Caroline, Kent &amp; Queen Anne's</b>	<b>Various</b>	<b>Rehabilitate at-grade crossings on state rail lines</b>	<b>0.6</b>	<b>17</b>
<b>Statewide</b>	<b>Various</b>	<b>Traffic Detection @ Signalized Intersections</b>	<b>0.6</b>	<b>17</b>
<b>Statewide</b>	<b>Various</b>	<b>Sign Lighting System</b>	<b>1.1</b>	<b>32</b>
<b>Statewide</b>	<b>Various</b>	<b>Upgrade Signals to LED</b>	<b>1.7</b>	<b>50</b>
<b>Statewide</b>	<b>Various</b>	<b>Upgrade Signals to LED</b>	<b>4.4</b>	<b>127</b>



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**DELMAR Division – Maryland**

**10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201**

June 10, 2009

In Reply Refer To: HDA-MD  
709

Mr. Don Halligan Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

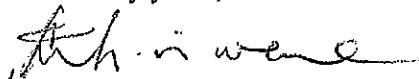
Dear Mr. Halligan:

We have completed our review of the state request (MDOT Control # 08-26) to modify the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP). Specifically, this modification adds to the FY 2008 STIP, statewide or non metropolitan highway projects funded through the American Recovery and Reinvestment Act (ARRA) Phase II.

We accept this modification and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP modifications please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
Nelson J. Castellanos  
Division Administrator

cc:

Heather Murphy, MDOT  
Mike Nixon, MDOT  
Jeff Smith, SHA  
Mary Deitz, SHA  
Jitesh Parikh, FHWA  
Gail McFadden-Roberts, FTA





**Maryland Department of Transportation**  
The Secretary's Office

June 18, 2009

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Acting Secretary

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include Rural (Non Urban or Small Urban) Transit Projects funded through the American Recovery and Reinvestment Act. MDOT Control # 08-27.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation hereby amends the FY 2008-2012 Maryland Statewide Transportation Improvement Program to include rural (non urban or small urban) transit projects funded through the American Recovery and Reinvestment Act. The list of projects is attached. The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained.

If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll free at 888-713-1414 or via e-mail at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald A. Halligan".

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

**ARRA Program Summary  
5311- Rural**

**Allocation** \$7,425,244.00  
**Awarded** \$6,551,274.00  
**Unallocated** \$873,970.00

<b>Jurisdiction</b>	<b>Category</b>	<b>Total Stimulus</b>
<b>Calvert County</b>		
	Facilities & Equipment	\$256,200.00
	Vehicles	\$484,000.00
	<b>subtotal</b>	<b>\$740,200.00</b>
<b>Caroline County</b>		
	Facilities & Equipment	\$143,500.00
	Vehicles	\$251,000.00
	<b>subtotal</b>	<b>\$394,500.00</b>
<b>Dorchester County</b>		
	Vehicles	\$165,600.00
	<b>subtotal</b>	<b>\$165,600.00</b>
<b>Garrett County</b>		
	Facilities & Equipment	\$109,000.00
	Vehicles	\$141,100.00
	<b>subtotal</b>	<b>\$250,100.00</b>
<b>Inter City Bus Allocation</b>		
	Inter City Bus	\$1,113,787.00
	<b>subtotal</b>	<b>\$1,113,787.00</b>
<b>Project Administration</b>		
	Project Admin	\$1,113,787.00
	<b>subtotal</b>	<b>\$1,113,787.00</b>
<b>Queen Anne's County</b>		
	Facilities & Equipment	\$68,500.00
	Vehicles	\$394,600.00
	<b>subtotal</b>	<b>\$463,100.00</b>
<b>St. Mary's County</b>		
	Facilities & Equipment	\$119,500.00
	Vehicles	\$335,700.00
	<b>subtotal</b>	<b>\$455,200.00</b>
<b>Town of Ocean City</b>		
	Facilities & Equipment	\$591,000.00
	Vehicles	\$1,264,000.00
	<b>subtotal</b>	<b>\$1,855,000.00</b>
	<b>Total Awarded</b>	<b>\$6,551,274.00</b>



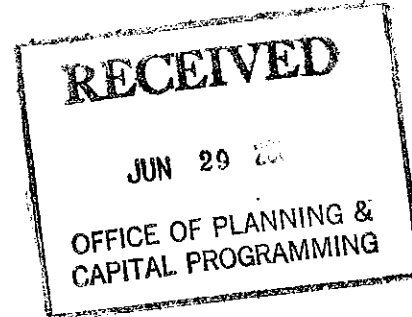
U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

*Mike N*

**JUN 24 2009**



Mr. Donald A. Halligan  
Director  
Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076

Re: Amendment to the FY 2008 Statewide Transportation Improvement Program,  
Non-Urbanized Areas ARRA Amendment MDOT control #08-27

Dear Mr. Halligan:

In your letter of June 18, 2009, you requested approval of an amendment to the FY 2008 Statewide Transportation Improvement Program (STIP). This STIP amendment adds American Recovery and Reinvestment Act projects and associated funding to the FY 2008 STIP.

Since the advancement of these projects does not alter any conformity findings nor interfere with any State Implementation Plan projects, a joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) approval of this STIP amendment is not required. In accordance with your procedures to incorporate the MTIPs into the STIP by reference, these projects are part of an approved amendment to the approved FY 2008 STIP. We hereby approve the inclusion of these projects as amendments to the STIP. This approval does not constitute an obligation of federal funds. FTA finalizes federal funding for projects included in the STIP upon approval of a grant application.

Gail McFadden-Roberts, of my staff, is available if you have any questions concerning this approval.

Sincerely,

Michele Destra, Director  
Office of Planning and Program Development

cc: Lyn Erickson, MDOT, Office of Planning & Capital Programming  
Heather Murphy, MDOT, Office of Planning & Capital Programming  
Michael Nixon, MDOT, Office of Planning & Capital Programming  
Diane Ratcliff, MTA, Office of Planning



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Acting Secretary

July 2, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include funding to replace a structurally deficient bridge in Caroline and Talbot Counties. MDOT Control # 08-28.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2008-2012 Statewide Transportation Improvement Program (STIP) to add funds for replacement of the structurally deficient MD 328 Tuckahoe Creek Bridge in Caroline and Talbot Counties. A STIP amendment spreadsheet showing construction phases and cash flow is attached.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll-free at 888-713-1414 or via email at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald A. Halligan".

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076



Attachment

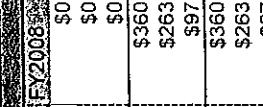
cc: Mike Nixon, MPO Manager, Office of Planning and Capital Programming  
Maryland Department of Transportation  
Lyn Erickson, Manager Regional Planning and Federal Liaison, Office of Planning  
and Capital Programming, Maryland Department of Transportation  
Heather Murphy, Deputy Director, Office of Planning and Capital Programming  
Maryland Department of Transportation  
Mary Deitz, Division Chief, Regional and Intermodal Planning Division, State  
Highway Administration

# MARYLAND STATEWIDE TIP F.Y. 2008-2013

MDOT STIP # CO 4521

<b>SUMMARY TABLE</b>		Current Funding Level (000s)		Net Change (000s)	
Project	Amendment Criteria (A/B/C)	Federal	Local	Federal	Local
MD 328 over Tuckahoe Creek	A	\$0	\$0	\$0	\$4,399
Description: Replace bridge # 5012 over Tuckahoe Creek		Environmental Status: CE		Total: \$16,287	
Administration: Area/MPO: SHA   Non		Conformity Status: Attainment		Total: \$11,888	
Justification: The bridge is structurally deficient and needs to be replaced.		CR Page (with year ex): H22 FY2005		Total: \$4,399	

INDIVIDUAL PROJECTS	Funding	FY2008		FY2009		FY2010		FY2011		FY2012		FY2013		Total
		Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	
STIP/TIP Amendment Criteria	Current (000s)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<input checked="" type="checkbox"/> A. Adds new individual projects to the current STIP/TIP.	Proposed (000s)	\$360	\$418	\$305	\$2,834	\$2,068	\$6,147	\$4,487	\$3,993	\$772	\$5,470	\$1,058	\$16,287	
<input type="checkbox"/> B. Increase/decrease, scope change, advance, delay, or phase change	Federal	\$263	\$305	\$263	\$2,068	\$4,487	\$3,993	\$772	\$3,993	\$772	\$3,993	\$772	\$11,888	
<input type="checkbox"/> C. Removes or deletes individual listed project from the STIP/TIP.	Local	\$97	\$113	\$97	\$766	\$1,660	\$1,660	\$286	\$1,477	\$286	\$1,477	\$286	\$4,399	
	Net Total	\$360	\$418	\$305	\$2,834	\$2,068	\$6,147	\$4,487	\$3,993	\$772	\$5,470	\$1,058	\$16,287	
	Change (000s)	\$97	\$113	\$97	\$766	\$1,660	\$1,660	\$286	\$1,477	\$286	\$1,477	\$286	\$4,399	



PHASE	FY2008		FY2009		FY2010		FY2011		FY2012		FY2013		TOTAL	
	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$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	\$0	\$0

Source:		Fed%	0%	Local%	100%									
PHASE	FY2008		FY2009		FY2010		FY2011		FY2012		FY2013		TOTAL	
	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
PP	\$263	\$97	\$263	\$97	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$42	\$16	\$464	\$172	\$0	\$0	\$0	\$0	\$0	\$0	\$194	\$720
ROW	\$0	\$0	\$0	\$0	\$1,604	\$594	\$4,487	\$594	\$772	\$286	\$10,856	\$4,017	\$14,873	\$694
CON	\$0	\$0	\$0	\$0	\$1,660	\$1,660	\$3,993	\$1,477	\$772	\$286	\$0	\$0	\$4,017	\$14,873
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$263	\$97	\$305	\$113	\$2,068	\$766	\$4,487	\$1,477	\$772	\$286	\$11,888	\$4,399	\$16,287	\$16,287

Source: Developer		Fed%	80%	Local%	20%									
PHASE	FY2008		FY2009		FY2010		FY2011		FY2012		FY2013		TOTAL	
	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
PP	\$263	\$97	\$263	\$97	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$42	\$16	\$464	\$172	\$0	\$0	\$0	\$0	\$0	\$0	\$526	\$720
ROW	\$0	\$0	\$0	\$0	\$1,604	\$594	\$4,487	\$594	\$772	\$286	\$10,856	\$4,017	\$14,873	\$694
CON	\$0	\$0	\$0	\$0	\$1,660	\$1,660	\$3,993	\$1,477	\$772	\$286	\$0	\$0	\$4,017	\$14,873
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$263	\$97	\$305	\$113	\$2,068	\$766	\$4,487	\$1,477	\$772	\$286	\$11,888	\$4,399	\$16,287	\$16,287

Source: Developer		Fed%	80%	Local%	20%
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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**DELMAR Division – Maryland**

**10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201**

July 7, 2009

In Reply Refer To: HDA-MD  
709

Mr. Don Halligan, Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

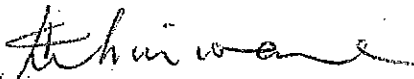
Dear Mr. Halligan:

We have completed our review of Amendment Number 08-28 to the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP). Specifically, the amendment adds funds to replace MD 328 Tuckahoe Creek Bridge in Caroline and Talbot Counties.

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP amendment please contact Kwame Arhin at (410) 779.7158.

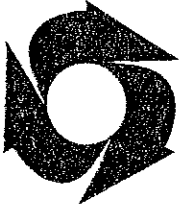
Sincerely yours,

  
Nelson J. Castellanos  
Division Administrator

cc:

Heather Murphy  
Mike Nixon, MDOT  
Jeff Smith SHA  
Jitesh Parikh FHWA Delmar  
Mary Deitz, SHA





**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Acting Secretary

July 8, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include Amendments to the Washington Metropolitan Region FY 2009-2014 Transportation Improvement Program to include Transit Improvements Funded through the American Recovery and Reinvestment Act. MDOT Control #08-29.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation hereby amends the FY 2008-2012 Statewide Transportation Improvement Program to include amendments to the FY 2009-2014 Washington Metropolitan Region Transportation Improvement Program that were approved by the National Capital Region Transportation Planning Board on May 20, 2009.

Specifically the projects added to the program are as follows:

- Small Urban Systems – Capital (TIP#TM-23-3) - \$4,795,273 (5307 grant), which includes:
  - Charles County – Medium Bus Replacements and Facility Upgrades & Electronic Fareboxes.
  - Frederick County – Various Bus and Vehicle Replacements and Facility & Equipment Upgrades.
- Local Bus Replacement – Montgomery & Prince George's (TIP #TM19-3) - \$6.9 million (5307 grant), for the Prince George's Heavy Duty Transit Bus Replacement project.

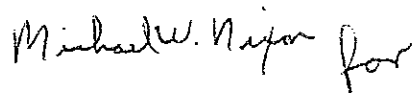
My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Nelson J. Castellanos  
Ms. Letitia Thompson  
Page Two

Documentation including a letter to Mr. Ronald Kirby, amended TIP forms and TPB resolutions are attached. These projects are programmed to be funded through the American Recovery and Reinvestment Act of 2009.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll-free at 888-713-1414 or via email at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,



Donald A. Halligan, Director  
Office of Planning and Capital Programming

**Attachments**

cc: Ms. Lyn Erickson, Manager, Regional Planning and Federal Liaison, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Michael Nixon, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration



**Maryland Department of Transportation**  
The Secretary's Office

Martin O'Malley  
Governor  
Anthony G. Brown  
Lt. Governor  
John D. Porcari  
Secretary  
Beverley K. Swalm-Staley  
Deputy Secretary

May 8, 2009

Mr. Ronald F. Kirby  
Director  
Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E. – Suite 300  
Washington DC 20002

Dear Mr. Kirby:

As you are aware, the American Recovery and Reinvestment Act (ARRA) was signed into law on February 17, 2009. Thanks to your help, the Maryland Department of Transportation (MDOT) has been able to obligate the first 50 percent of the funding allocated to us for what we have called our "Phase 1" projects. MDOT has also developed the State portion of our "Phase 2" project list. These are projects that have already been approved in the 2009-2014 Transportation Improvement Program (TIP) and are exempt from Air Quality Conformity. These projects are found in the TIP in our System Preservation Program section listed by funding category. Because the amount of ARRA funding we plan to use exceeds the amount we currently have programmed for the following project categories by more than 20 percent, MDOT requests an amendment to the 2009-2014 TIP.

Please add the following funding amount to the category below and identify the funding source as 100% Federal ARRA Funding:

- Small Urban Systems – Capital (TIP #TM-23-3) - \$4,795,273 (5307 grant), which includes:
  - Charles County – Medium Bus Replacements and Facility Upgrades & Electronic Fareboxes
  - Frederick County – Various Bus and Vehicle Replacements and Facility & Equipment Upgrades
- Local Bus Replacement – Montgomery & Prince George's (TIP #TM19-3) - \$6.9 million (5307 grant), for the Prince George's Heavy Duty Transit Bus Replacement project.

You will find a list of specific projects we intend to fund within these categories as well as the detailed TIP forms in the attachments. The MARC projects on this list were processed through an Administrative Modification on April 15, 2009. Please refer to the Montgomery County TIP Amendment request for the \$6,900,000 Montgomery County Heavy Duty Transit Bus Replacement projects (Bus Purchases and Bus Dispatch Software).

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Ronald F. Kirby  
Page Two

This action marks the completion of the amendment and administrative modification requests for MDOT's portion of the ARRA funding. Our local partners will also be processing amendments for their portion of the ARRA funding. If you have any questions or concerns, please do not hesitate to contact Ms. Lyn Erickson at 410-865-1279, toll-free at 888-713-1414 or via email at [lerickson@mdot.state.md.us](mailto:lerickson@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,



Donald A. Halligan, Director  
Office of Planning and Capital Programming

Attachments

cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Michael Nixon, MPO Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Neil J. Pedersen, Administrator, State Highway Administration  
Mr. Paul Wiedefeld, Administrator, Maryland Transit Administration

TPB R27-2009  
May 20, 2009

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

RESOLUTION APPROVING AN AMENDMENT TO  
THE FY 2009-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD \$11.7  
MILLION IN AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) FUNDING  
FOR BUS REPLACEMENTS IN CHARLES, FREDERICK AND PRINCE GEORGE'S  
COUNTIES, AS REQUESTED BY THE  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on November 19, 2008 the TPB adopted amendments to the FY 2009-2014 TIP which was adopted on July 16, 2008; and

**WHEREAS**, on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (ARRA), which includes substantial new funding for the nation's transportation system, was enacted; and

**WHEREAS**, in the attached letter of May 8, 2009, MDOT has requested an amendment to the FY 2009-2014 TIP to add \$1.771 million in ARRA funding (5307 grant) for medium bus replacements, facility upgrades and fareboxes in Charles County, \$3.025 million in ARRA funding (5307 grant) for various bus and vehicle replacements and facility upgrades in Frederick County, and \$6.9 million in ARRA funding (5307 grant) for heavy duty bus replacements in Prince George's County, as described in the attached materials; and

**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;



**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2009-2014 TIP to add \$1.771 million in ARRA funding (5307 grant) for medium bus replacements, facility upgrades and fareboxes in Charles County, \$3.025 million in ARRA funding (5307 grant) for various bus and vehicle replacements and facility upgrades in Frederick County, and \$6.9 million in ARRA funding (5307 grant) for heavy duty bus replacements in Prince George's County, as described in the attached materials .

**Adopted by the Transportation Planning Board at its regular meeting on May 20, 2009.**

11/19/2008

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
<b>Small Urban Systems - Capital</b>									
Agency Project ID: Multiple	Title: Small Urban Systems - Capital							Complete:	
Facility:	2,625 e	6,795 e	534 e	534 e	534 e	534 e		ARRA/5307	4,795
From:								100 / 0 / 0	
To:								ARRA/5309-B	2,000
								100 / 0 / 0	
								Section 5307	2,136
								80 / 20 / 0	
								<b>Total Funds:</b>	<b>8,931</b>

Description: Provision of vehicles, equipment and other projects in support of public transportation in small urbanized areas. Federal assistance from 49 U.S.C. Section 5307. Project selection based on applications from local providers.

ARRA Administrative Modification	Approved on:	2/18/2009
Changed source of \$2.0 million to ARRA/Section 5307 (100% Federal).		
ARRA Amendment	Proposed for Amendment on:	5/20/2009
Add \$4.8 million of ARRA/Section 5307 funds to FY 2009. for:		
Charles County:		
- Medium Bus Replacements (\$1.337 million)		
- Facility Upgrades and Electronic Fareboxes (\$433,800)		
Frederick County		
- Various Bus and Vehicle Replacements (\$1.358 million)		
- Facility & Equipment Upgrades (\$1.667 million)		

11/19/2008

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
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**MDOT/Maryland Transit Administration**

**Transit**

**Local Bus Replacement - Montgomery & Prince George's**

Agency Project ID: 0892/0893	Title: Local Bus Acquisition							Complete:	
Facility:		10,240 e	3,558 e	3,558 e	3,558 e	3,558 e	3,558 e	ARRA/5307	9,900
From:								100 / 0 / 0	
To:								State	18,130
								0 / 100 / 0	
								<b>Total Funds:</b>	<b>28,030</b>

Description: The State of Maryland will allocate funds for the replacement of buses that have exceeded their useful life. The buses will replace older buses used by Prince George's County and Montgomery County in the delivery of local transit service. Additional ARRA funds are also shown in Montgomery County's program for this same project category under the titles of "Bus Dispatch Software" and "Bus Purchases".

<b>ARRA Administrative Modification</b>	<b>Approved on:</b>	2/18/2009
Changed source of \$3.0 million to ARRA/Section 5307 (100% Federal).		
<b>ARRA Amendment</b>	<b>Proposed for Amendment on:</b>	5/20/2009
Add \$6.9 million in ARRA/Section 5307 funds to FY 2009 for the Prince George's Heavy Duty Transit Bus Replacement Project. Please refer to the Montgomery County section of the TIP for the \$6.9 million Montgomery County Heavy Duty Transit Bus Replacement projects (Bus Purchases and Bus Dispatch Software).		

**AMERICAN RECOVERY AND REINVESTMENT ACT  
LOCAL AREA TRANSIT SYSTEMS and TRANSIT STATION FUNDING**

Area	Allocation Description	Total Cost
<b>Washington Area</b>		
Prince George's County	Heavy Duty Transit Bus Replacements	\$6,900,000
	<del>Southbound platform rehabilitation at MARC Laurel Station</del>	<del>\$2,100,000</del>
	<del>MARC Muirkirk Sidewalk Retaining Wall Repair</del>	<del>\$200,000</del>
	<del>subtotal</del>	<del>\$9,200,000</del>
Charles	Medium Bus Replacements	\$1,337,000
	Facility upgrades and electronic fareboxes	\$433,800
	subtotal	\$1,770,800
Frederick	Various Bus and Vehicle Replacements	\$1,357,722
	Facility & Equipment Upgrades	\$1,666,751
	subtotal	\$3,024,473

Note Montgomery County projects being submitted by the County:

Montgomery County	Heavy Duty Transit Bus Replacements	\$6,550,000
	Bus Dispatch software	\$350,000

TPB R28-2009  
May 20, 2009

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

RESOLUTION APPROVING AN AMENDMENT TO  
THE FY 2009-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD \$15.39  
MILLION IN AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) FUNDING  
FOR ROAD RESURFACING PROJECTS, STREET LIGHT AND TRAFFIC  
MANAGEMENT IMPROVEMENTS, AND BUS PURCHASES, AS REQUESTED BY  
MONTGOMERY COUNTY

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on November 19, 2008 the TPB adopted amendments to the FY 2009-2014 TIP which was adopted on July 16, 2008; and

**WHEREAS**, on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (ARRA), which includes substantial new funding for the nation's transportation system, was enacted; and

**WHEREAS**, Montgomery County has developed a list of transportation projects for ARRA funding in consultation with the Maryland Department of Transportation (MDOT); and

**WHEREAS**, in the attached letter of April 30, 2009, the Montgomery County Department of Transportation has requested an amendment to the FY 2009-2014 TIP to add \$5.715 million in ARRA funding for five pavement resurfacing projects, \$2.775 million for five streetlight and traffic management improvement projects, and \$6.9 million to purchase buses and bus dispatch software, as described in the attached materials; and

**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Arthur Holmes, Jr.  
Director

April 30, 2009

Mr. Ronald F. Kirby, Director  
Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, D.C. 20002

Dear Mr. Kirby:

As you are aware, the American Recovery and Reinvestment Act (ARRA) was signed into law on February 17, 2009. Montgomery County has developed a "Phase II" project list in consultation with the Maryland Department of Transportation (MDOT). Montgomery County would like to add the following ARRA projects to the Fiscal Year 2009–2014 Transportation Improvement Program (TIP). All of these projects are exempt from Air Quality Conformity:

- Pavement Resurfacing: Barnesville Road from Mount Ephraim Road to MD 117 - \$1,470,000
- Pavement Resurfacing: Shady Grove Road from I-270 to Darnestown Road - \$1,510,000
- Pavement Resurfacing: Forest Glen Road from MD 97 to Brunett Avenue - \$535,000
- Pavement Resurfacing: Old Columbia Pike from MD 198 to 800 feet north of Edfinn Road and from 500 feet south of Edfinn Road to US 29 Columbia Pike Ramp - \$1,510,000
- Pavement Resurfacing: Randolph Road from Nebel Street to Rock Creek Bridge - \$690,000
- Fiber Optics/Advanced Transportation Management Systems: US Route 29 from Briggs Chaney Road to Howard County Line - \$600,000
- Streetlight Installation on MD 124 - \$1.1 million
- Traffic Signals: Uninterruptible Power Supply/Battery Backup Units - \$600,000
- Traffic Signs Upgrade - \$250,000
- End treatment of guardrails - \$225,000
- Bus Purchases - \$6,550,000
- Bus Dispatch Software - \$350,000

If you have any questions or concerns, please contact me or Gary Erenrich, at 240-777-7156 or at [gary.erenrich@montgomerycountymd.gov](mailto:gary.erenrich@montgomerycountymd.gov).

Sincerely,

Arthur Holmes, Jr.  
Director

AH:as

cc: Donald A. Halligan, MDOT  
Doug Simmons, SHA  
Diana Katchitt, MTA

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

Located one block west of the Rockville Metro Station

Proposed for Amendment on:  
5/20/2009

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
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**Montgomery County**

Agency Project ID:		Title: <b>Bus Dispatch Software</b>						Complete:	
Facility:		350	e					ARRA/5307	350
From:								100/ 0/ 0	
To:								<b>Total Funds:</b>	<b>350</b>

Description: This project provides \$350,000 for the purchase of software to improve Montgomery County Bus Dispatch.

Agency Project ID:		Title: <b>Bus Purchases</b>						Complete:	
Facility:		6,550	e					ARRA/5307	6,550
From:								100/ 0/ 0	
To:								<b>Total Funds:</b>	<b>6,550</b>

Description: This ARRA project provides \$6,550,000 for the purchase of one diesel bus and additional hybrid buses.

Agency Project ID:		Title: <b>Fiber Optics Expansion</b>						Complete: <b>2011</b>	
Facility:	US 29	600	c					ARRA	600
From:	Briggs Chaney Road							100/ 0/ 0	
To:	Howard County Line							<b>Total Funds:</b>	<b>600</b>

Description: Montgomery County's fiber optic based communications system (FiberNet) provides the communications links supporting the Advanced Transportation Management System (ATMS) and Traffic Signal System Modernization (TSSM) projects. This ARRA project provides for fiber optic cable plant along US 29 from the current terminus at Briggs Chaney Road to the Howard County Line. This project will further the extension of the ATMS and facilitate the deployment of new traffic signal control features and functionality.

Agency Project ID:		Title: <b>Guardrails</b>						Complete: <b>2011</b>	
Facility:		225	c					ARRA	225
From:								100/ 0/ 0	
To:								<b>Total Funds:</b>	<b>225</b>

Description: End treatment of guardrails.

Agency Project ID:		Title: <b>MD 124 Streetlight Installation</b>						Complete: <b>2011</b>	
Facility:	MD 124	1,100	c					ARRA	1,100
From:	Air Park Road							100/ 0/ 0	
To:	Rosewood Manor Lane							<b>Total Funds:</b>	<b>1,100</b>

Description: The purpose of this project is to install approximately 150 pedestrian lights along MD 124 between Air Park Road and Rosewood Manor Lane. The MSHA is currently in the process of reconstructing this stretch of road; lighting installation is not part of the MSHA project. At the request of Montgomery County, MSHA has agreed to install conduits and handboxes for a future pedestrian lighting system, conditioned upon the County installing and energizing the lights within 3 years. This ARRA project provides \$1.1 million for installation of light poles and fixtures when the state completes their road project, scheduled for Fall 2010.

Proposed for Amendment on:  
5/20/2009

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

		Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
Agency Project ID:		Title: <b>Pavement Resurfacing: Barnesville Road</b>							Complete: 2011	
Facility:	Barnesville Road		1,436 c						ARRA	1,470
From:	Mount Ephraim Road		34 e						100 / 0 / 0	
To:	MD 117 Bucklodge Road								<b>Total Funds:</b>	<b>1,470</b>
Description: Resurfacing and associated patching of Barnesville Road from Mount Ephraim Road to Bucklodge Road. The road is in immediate need of resurfacing and associated patching.										
Agency Project ID:		Title: <b>Pavement Resurfacing: Forest Glen Road</b>							Complete: 2011	
Facility:	Forest Glen Road		521 c						ARRA	535
From:	MD 97 Georgia Avenue		14 e						100 / 0 / 0	
To:	Brunett Avenue								<b>Total Funds:</b>	<b>535</b>
Description: Resurfacing and associated patching of Forest Glen Road from MD 97 (Georgia Avenue) to Brunett Avenue. This section of road is in immediate need of resurfacing and associated patching.										
Agency Project ID:		Title: <b>Pavement Resurfacing: Old Columbia Pike</b>							Complete: 2011	
Facility:	Old Columbia Pike		1,475 c						ARRA	1,510
From:	MD 198 Spencerville Road		35 e						100 / 0 / 0	
To:	US 29 Columbia Pike Ramp								<b>Total Funds:</b>	<b>1,510</b>
Description: Resurfacing and associated patching of Old Columbia Pike from MD 198 (Spencerville Road) to the US 29 (Columbia Pike) branch. The roads is in immediate need of resurfacing and associated patching.										
Agency Project ID:		Title: <b>Pavement Resurfacing: Randolph Road</b>							Complete: 2011	
Facility:			662 c						ARRA	690
From:			28 e						100 / 0 / 0	
To:									<b>Total Funds:</b>	<b>690</b>
Description: Resurfacing and associated patching of Randolph Road from East of Nebel Street to C/L Rock Creek Bridge.										
Agency Project ID:		Title: <b>Pavement Resurfacing: Shady Grove Road</b>							Complete: 2011	
Facility:			1,480 c						ARRA	1,510
From:			30 e						100 / 0 / 0	
To:									<b>Total Funds:</b>	<b>1,510</b>
Description: Resurfacing and associated patching of Shady Grove Road from I-270 C/L to Darntestown Road. Road is in immediate need of resurfacing and associated patching.										



Proposed for Amendment on:  
5/20/2009

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
Agency Project ID: _____ Title: <b>Traffic Signals: Uninterruptible Power Supply/Battery Backup Units</b>								Complete:	
Facility:		600 c						ARRA	600
From:								100 / 0 / 0	
To:								<b>Total Funds:</b>	<b>600</b>

Description: Uninterruptible power supply and battery back up units.

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
Agency Project ID: _____ Title: <b>Traffic Signs Upgrade</b>								Complete:	
Facility: Countywide		250 c						ARRA	250
From:								100 / 0 / 0	
To:								<b>Total Funds:</b>	<b>250</b>

Description: Upgrade or replace approximately 2,370 traffic warning signs to fluorescent micro-prismatic sheeting signs for safety.



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

**JUL 14 2009**

Mr. Donald A. Halligan  
Director  
Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076

Re: Amendment to the FY 2008 Statewide Transportation Improvement Program,  
Washington Metropolitan area ARRA Amendment MDOT control #08-29

Dear Mr. Halligan:

In your letter of July 8, 2009, you requested approval of an amendment to the FY 2008 Statewide Transportation Improvement Program (STIP). This STIP amendment adds American Recovery and Reinvestment Act projects and associated funding to the FY 2008 STIP.

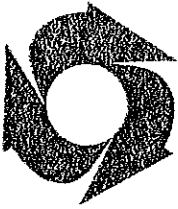
Since the advancement of these projects does not alter any conformity findings nor interfere with any State Implementation Plan projects, a joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) approval of this STIP amendment is not required. In accordance with your procedures to incorporate the MTIPs into the STIP by reference, these projects are part of an approved amendment to the approved FY 2008 STIP. We hereby approve the inclusion of these projects as amendments to the STIP. This approval does not constitute an obligation of federal funds. FTA finalizes federal funding for projects included in the STIP upon approval of a grant application.

Gail McFadden-Roberts, of my staff, is available if you have any questions concerning this approval.

Sincerely,

Michele Destra, Director  
Office of Planning and Program Development

cc: Lyn Erickson, MDOT, Office of Planning & Capital Programming  
Heather Murphy, MDOT, Office of Planning & Capital Programming  
Michael Nixon, MDOT, Office of Planning & Capital Programming  
Diane Ratcliff, MTA, Office of Planning  
Tawanda Carter, MTA, Office of Planning



**Maryland Department of Transportation**  
The Secretary's Office

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

Beverley K. Swaim-Staley  
Acting Secretary

July 17, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include an Amendment to the Baltimore Metropolitan Planning Organization FY 2008 Transportation Improvement Program. MDOT Control #08-30.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation hereby amends the FY 2008-2012 Statewide Transportation Improvement Program to reflect an amendment made to the Baltimore Region FY 2008-2012 Transportation Improvement Program to add additional funds for intersection improvements at various locations to accommodate additional traffic associated Base Realignment and Closure (BRAC). The amendment was approved by the Baltimore Regional Transportation Board (BRTB) on June 23, 2009. Documentation which is attached includes the Transportation Improvement Program forms, the Statewide Transportation Improvement Program forms and the signed BRTB resolution.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll-free at 888-713-1414 or via email at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Nelson J. Castellanos  
Ms. Letitia Thompson  
Page Two

Attachments

cc: Mike Nixon, MPO Manager, Office of Planning and Capital Programming,  
Maryland Department of Transportation  
Lyn Erickson, Manager Regional Planning and Federal Liaison, Office of Planning  
and Capital Programming, Maryland Department of Transportation  
Heather Murphy, Deputy Director, Office of Planning and Capital Programming,  
Maryland Department of Transportation  
Mary Deitz, Division Chief, Regional and Intermodal Planning Division, State  
Highway Administration

# Baltimore Metropolitan Council



2700 Lighthouse Point East, Suite 310  
Baltimore, MD 21224-4774

Telephone: (410) 732-0500  
Fax: (410) 732-8248  
www.baltometro.org

Anne Arundel County  
Baltimore City  
Baltimore County  
Carroll County  
Harford County  
Howard County

July 14, 2009

Mr. Don Halligan  
Office of Planning & Capital Programming  
**ATTN: THEO NGONGANG**  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076

Dear Mr. Halligan:

Enclosed is Resolution #09-26, approving an amendment to the 2008-2012 Baltimore Region Transportation Improvement Program to include BRAC-related intersection improvements. Resolution #09-26 was approved by the Baltimore Regional Transportation Board (BRTB) at their June 23, 2009 meeting.

If you have any questions, please call me.

Sincerely,

A handwritten signature in cursive script that reads "RA for Harvey S. Bloom".

Harvey S. Bloom, Director  
Transportation Planning

Enclosure

cc: Vaughn Lewis, SHA

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #09-26**

**AMENDMENT TO THE 2008 – 2012 BALTIMORE REGION  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, the Maryland Department of Transportation, the Maryland Department of the Environment, and the Maryland Department of Planning; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2008-2012 Transportation Improvement Program for the Baltimore region at its November 27, 2007 meeting; and

**WHEREAS**, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

**WHEREAS**, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

**WHEREAS**, the State Highway Administration has requested approval of an amendment (See Attachment 1) to the 2008-2012 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Safe, Accountable, Flexible, Efficient, Transportation Equity, Act: A Legacy for Users are met; and

**WHEREAS**, through the Interagency Consultation Group, it has been determined that the proposed intersection improvements are exempt from the requirement to determine conformity according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the improvements were subject to a 30-day public review and public meetings were held in the respective jurisdictions.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2008-2012 Transportation Improvement Program for the Baltimore region and finds it to conform with the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its June 23, 2009 meeting.

June 23, 2009  
Date

  
\_\_\_\_\_  
Carl Balsler, Chairman  
Baltimore Regional Transportation Board

## 2008 - 2012 Transportation Improvement Program

State Highway Administration

Miscellaneous

**BRAC Related Intersections near Aberdeen Proving Ground**

TIP Id #	65-0804-39	Year of Operation	2012
Agency	State Highway Administration	Project Type	Safety other
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page#	NA		

Description	Justification
<p>Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Ground. Bicycle and pedestrian facilities will be provided where appropriate. As the design phase progresses, decisions will be made regarding intersection locations and the extent of improvements based upon available construction funding.</p> <p>Proposed locations include: MD 22 at MD 462, MD 22 at Old Post Road, US 40 at MD 7/MD 159 and US 40 at MD 715.</p>	<p>Improved access to Aberdeen Proving Ground 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.</p>

**Office of Economic Adjustment (OEA) Grant**

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2008 Federal Funds	FY 2008 Matching Funds	FY 2009 Federal Funds	FY 2009 Matching Funds	FY 2010 Federal Funds	FY 2010 Matching Funds	FY 11-12 Federal Funds	FY 11-12 Matching Funds	Estimated Project Total
CON											\$0
OTH											\$0
PE			\$280	\$31	\$395	\$44					\$750
PP											\$0
ROW											\$0
Totals	\$0	\$0	\$280	\$31	\$395	\$44	\$0	\$0	\$0	\$0	\$750



**Public Land Highways (PLH)**

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2008 Federal Funds	FY 2008 Matching Funds	FY 2009 Federal Funds	FY 2009 Matching Funds	FY 2010 Federal Funds	FY 2010 Matching Funds	FY 11-12 Federal Funds	FY 11-12 Matching Funds	Estimated Project Total
CON											\$0
OTH											\$0
PE					\$1,061			\$986			\$2,047
PP											\$0
ROW											\$0
Totals	\$0	\$0	\$0	\$0	\$1,061	\$0	\$986	\$0	\$0	\$0	\$2,047

**National Highway System (NHS)**

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2008 Federal Funds	FY 2008 Matching Funds	FY 2009 Federal Funds	FY 2009 Matching Funds	FY 2010 Federal Funds	FY 2010 Matching Funds	FY 11-12 Federal Funds	FY 11-12 Matching Funds	Estimated Project Total
CON									\$6,388	\$1,803	\$8,191
OTH											\$0
PE											\$0
PP								\$975	\$275	\$975	\$2,500
ROW								\$975	\$275	\$7,363	\$10,691
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$975	\$275	\$7,363	\$2,078	\$10,691

**Surface Transportation Program (STP)**

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2008 Federal Funds	FY 2008 Matching Funds	FY 2009 Federal Funds	FY 2009 Matching Funds	FY 2010 Federal Funds	FY 2010 Matching Funds	FY 11-12 Federal Funds	FY 11-12 Matching Funds	Estimated Project Total
CON									\$6,390	\$1,801	\$8,191
OTH											\$0
PE											\$0
PP								\$975	\$275	\$975	\$2,500
ROW								\$975	\$789	\$7,365	\$9,265
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$975	\$789	\$7,365	\$9,265	\$18,394

\* State funding included in this total exceeds the federally required match.

**BRAC Related Intersections near Fort Meade**

TIP Id #	61-0802-39	Year of Operation	2012
Agency	State Highway Administration	Project Type	Safety other
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page#	NA		

Description	Justification
<p>Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate. As the design phase progresses, decisions will be made regarding intersection locations and the extent of improvements based upon available construction funding.</p> <p>Proposed locations include: MD 175 at Reece Road, MD 175 at Mapes Road, MD 175 at Disney Road and MD 175 at Rockenbach Road.</p>	<p>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.</p>

**Public Land Highways (PLH)**

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2008 Federal Funds	FY 2008 Matching Funds	FY 2009 Federal Funds	FY 2009 Matching Funds	FY 2010 Federal Funds	FY 2010 Matching Funds	FY 11-12 Federal Funds	FY 11-12 Matching Funds	Estimated Project Total
CON											\$0
OTH											\$0
PE			\$285		\$168						\$453
PP											\$0
ROW											\$0
Totals	\$0	\$0	\$285	\$0	\$168	\$0	\$0	\$0	\$0	\$0	\$453

### National Highway System (NHS)

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2008 Federal Funds	FY 2008 Matching Funds	FY 2009 Federal Funds	FY 2009 Matching Funds	FY 2010 Federal Funds	FY 2010 Matching Funds	FY 11-12 Federal Funds	FY 11-12 Matching Funds	Estimated Project Total
CON									\$5,586	\$1,576	\$7,162
OTH											\$0
PE											\$0
PP											\$0
ROW							\$390	\$110	\$3,900	\$1,100	\$5,500
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$390	\$110	\$9,486	\$2,676	\$12,662

### Surface Transportation Program (STP)

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2008 Federal Funds	FY 2008 Matching Funds	FY 2009 Federal Funds	FY 2009 Matching Funds	FY 2010 Federal Funds	FY 2010 Matching Funds	FY 11-12 Federal Funds	FY 11-12 Matching Funds	Estimated Project Total
CON									\$5,586	\$1,576	\$7,162
OTH											\$0
PE				\$1*		\$1,332*		\$1,500*		\$2,978*	\$5,811
PP											\$0
ROW							\$390	\$110	\$3,900	\$1,100	\$5,500
Totals	\$0	\$0	\$0	\$1	\$0	\$1,332	\$390	\$1,610	\$9,486	\$5,654	\$18,473

\* State funding included in this total exceeds the federally required match.



**Maryland Department of Transportation**  
The Secretary's Office

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

John D. Porcari  
Secretary

Beverley K. Swaim-Staley  
Deputy Secretary

April 23rd, 2009

Mr. Harvey Bloom, Director  
Transportation Planning  
**ATTN: Ms. Regina Aris**  
Baltimore Metropolitan Council  
2700 Lighthouse Point East, Suite 310  
Baltimore, Maryland 21224

Re: Amendment to the Fiscal Year (FY) 2008-2012 Baltimore Region Transportation Improvement Program (TIP) and to the State Transportation Improvement Program (STIP) to reflect addition of two new projects.

Dear Mr. Bloom:

The current Consolidated Transportation Program (CTP) for FY 2009-2014 shows programmed funding for the following two projects:

**BRAC Intersections near Aberdeen Proving Ground**

**BRAC Intersections near Fort Meade**

These projects include the design and construction of intersection improvements at key locations along access routes to Aberdeen Proving Grounds in Harford County and Fort Meade in Anne Arundel County.

I am therefore requesting that you take the appropriate action to amend the Baltimore Region Fiscal Year 2008-2012 TIP to include these projects.

As a collection of intersection improvements, these projects are not adding mainline through capacity to the roadway system, thus they are exempt from air quality conformity analysis. The addition of these projects will not impact scheduling or funding availability for other projects in the current TIP. The cost does not affect the portion of the federal funding which was programmed for transit or any allocations of state aid in lieu of federal aid to local jurisdictions.

The projects information sheets and supporting documentation are attached. If you have questions or need additional information, please contact me at 410-865-1295 or via email at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us)

Sincerely,

*Michael W. Nixon*

Michael W. Nixon, MPO Manager,  
Office of Planning and Capital Programming

Attachments

Cc: Mr. Theo Ngongang, Office of Planning and Capital Programming, MDOT

My telephone number is  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

**BRAC Intersections near Aberdeen Proving Ground**

TIP Id #		Year of Operation	2012
Agency	State Highway Administration	Project Type	Intersection Improvements
Project Category	Highway Preservation	Functional Class	Various
Conformity Status	Exempt	Physical Data	Various
CIP/CTP Page#	N/A		

Description	Justification
Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.	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.

**Office of Economic Adjustment (OEA) Grant**

Phase	Previous Requests		Annual Element		Federal Funding Requests \$(000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2009 Federal Funds	FY2009 Matching Funds	FY2010 Federal Funds	FY2010 Matching Funds	FY2011 Federal Funds	FY2011 Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	Estimated Project Total
CON											0
OTH											0
PE	280	31	395	44							750
PP											0
ROW											0
Totals	280	31	395	44	0	0	0	0	0	0	750

**Public Land Highways (PLH)**

Phase	Previous Requests		Annual Element		Federal Funding Requests \$(000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2009 Federal Funds	FY2009 Matching Funds	FY2010 Federal Funds	FY2010 Matching Funds	FY2011 Federal Funds	FY2011 Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	Estimated Project Total
CON											0
OTH											0
PE			1061	0	986	0					2047
PP											0
ROW											0
Totals	0	0	1061	0	986	0	0	0	0	0	2047

### National Highway System (NHS)

Phase	Previous Requests		Annual Element		Federal Funding Requests \$(000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2009 Federal Funds	FY2009 Matching Funds	FY2010 Federal Funds	FY2010 Matching Funds	FY2011 Federal Funds	FY2011 Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	Estimated Project Total
CON							4075	1150	2313	653	8191
OTH							0	0			0
PE							0	0			0
PP							0	0			0
ROW					975	275	975	275			2500
Totals	0	0	0	0	975	275	5050	1425	2313	4813	10691

### Surface Transportation Program (STP)

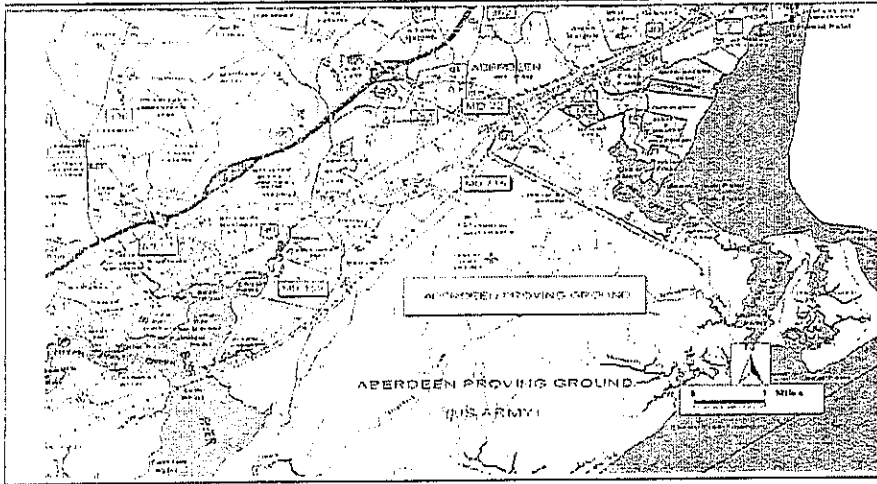
Phase	Previous Requests		Annual Element		Federal Funding Requests \$(000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2009 Federal Funds	FY2009 Matching Funds	FY2010 Federal Funds	FY2010 Matching Funds	FY2011 Federal Funds	FY2011 Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	Estimated Project Total
CON							4076	1149	2314	652	8191
OTH							0	0			0
PE							0	0			0
PP							0	0			0
ROW					975	275	975	275			2500
Totals	0	0	0	0	975	275	5051	1424	2314	9539	10691

Notes:

- Current CTP (FY 2009 – 2014) Page#: SHA-SW-7

## MARYLAND STATEWIDE TIP F.Y. 2008-2013

MDOT STIP #															
Project	Amendment Criteria (A/B/C)		Conformity Status		Environmental Status		Current Funding Level			Net Change					
	A		Exempt		CE		Federal	State	Total	Federal	State	Total			
BRAC Intersections near Aberdeen Proving Grounds	Administration		Area/MPO		CTP Page (with year, ex. H-22 FY2005)		0.0	0.0	0.0	19,400.0	12,482.0	31,882.0			
	SHA		BMC		SHA-SW-7 FY 2009										
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.														
STIP/TIP Amendment Criteria															
<input checked="" type="checkbox"/> A Adds new individual projects to the current STIP/TIP. <input type="checkbox"/> B Increase/decrease, scope change, advance, delay, or phase change. <input type="checkbox"/> C Removes or deletes individual listed project from the STIP/TIP.															
				Current		Funding Total	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total		
				Proposed		Federal	280.0	1,456.0	2,936.0	10,101.0	4,627.0	-	19,400.0		
				Net Change		State	31.0	44.0	1,064.0	10,038.0	1,305.0	-	12,482.0		
						Total	311.0	1,500.0	4,000.0	20,139.0	5,932.0	-	31,882.0		
						Federal	280.0	1,456.0	2,936.0	10,101.0	4,627.0	-	19,400.0		
						State	31.0	44.0	1,064.0	10,038.0	1,305.0	-	12,482.0		
						Total	311.0	1,500.0	4,000.0	20,139.0	5,932.0	-	31,882.0		
						Federal	280.0	1,456.0	2,936.0	10,101.0	4,627.0	-	19,400.0		
						State	31.0	44.0	1,064.0	10,038.0	1,305.0	-	12,482.0		
Current															
PHASE	FY2008		FY2009		FY2010		FY2011		FY2012		FY2013		TOTAL		
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP															
PE															
ROW															
CCN															
OTH															
TOTAL															
Source:	Fed%:		State%:												
Proposed															
PHASE	FY2008		FY2009		FY2010		FY2011		FY2012		FY2013		TOTAL		
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP															
PE	280.0	31.0	1,456.0	44.0	986.0	514.0		7,189.0					2,722.0	7,778.0	10,500.0
ROW					1,950.0	550.0	1,950.0	550.0					3,900.0	1,100.0	5,000.0
CCN							8,151.0	2,299.0	4,627.0	1,305.0			12,778.0	3,604.0	16,382.0
OTH															
TOTAL	280.0	31.0	1,456.0	44.0	2,936.0	1,064.0	10,101.0	10,038.0	4,627.0	1,305.0			19,400.0	12,482.0	31,882.0
Source	OEA PLH NHS STP Fed%:		varies by source State%:		varies by source										
Change															
PHASE	FY2008		FY2009		FY2010		FY2011		FY2012		FY2013		TOTAL		
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP															
PE	280.0	31.0	1,456.0	44.0	986.0	514.0		7,189.0					2,722.0	7,778.0	10,500.0
ROW					1,950.0	550.0	1,950.0	550.0					3,900.0	1,100.0	5,000.0
CCN							8,151.0	2,299.0	4,627.0	1,305.0			12,778.0	3,604.0	16,382.0
OTH															
TOTAL	280.0	31.0	1,456.0	44.0	2,936.0	1,064.0	10,101.0	10,038.0	4,627.0	1,305.0			19,400.0	12,482.0	31,882.0
Source:	ARRA Fed%:		100 State%:		0										



**PROJECT:** BRAC Intersections near Aberdeen Proving Grounds

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.

**JUSTIFICATION:** Improved access to Aberdeen Proving Grounds is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- MD 24, Interchange at I-95 (Harford County Line 1)
- Perryman, Access Study (Harford County Line 4)
- US 40, Interchange at MD 715 (Harford County Line 7)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease is due to the economic downturn.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	---
PE	2722	0	0	0	0	OEA Grant/PLH
RW	0	3900	0	0	0	NHS/STP
CO	0	0	12778	0	0	NHS/STP

PHASE	POTENTIAL FUNDING SOURCE		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR BUDGET	FOR PLANNING PURPOSES ONLY							
		2008	2009	2010	2011	2012	2013	2014			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	10,500	311	1,500	1,500	7,189	0	0	0	10,189	0	
Right-of-way	5,000	0	0	2,500	2,500	0	0	0	5,000	0	
Construction	16,382	0	0	0	10,450	5,932	0	0	16,382	0	
Total	31,882	311	1,500	4,000	20,139	5,932	0	0	31,571	0	
Federal-Aid	19,400	280	1,456	2,936	10,101	4,627	0	0	19,120	0	

**FUNCTION:**

STATE - N/A  
FEDERAL - N/A

**STATE SYSTEM:** N/A

**DAILY TRAFFIC: (USAGE IMPACTS)**

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

**OPERATING COST IMPACT:** N/A



**BRAC Intersections near Fort Meade**

TIP Id #		Year of Operation	2012
Agency	State Highway Administration	Project Type	Intersection Improvements
Project Category	Highway Preservation	Functional Class	Various
Conformity Status	Exempt	Physical Data	Various
CIP/CTP Page#	N/A		

Description	Justification
Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.	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.

**Public Land Highways (PLH)**

Phase	Previous Requests		Annual Element		Federal Funding Requests \$(000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2009 Federal Funds	FY2009 Matching Funds	FY2010 Federal Funds	FY2010 Matching Funds	FY2011 Federal Funds	FY2011 Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	Estimated Project Total
CON											0
OTH											0
PE	285	0	168	0							453
PP											0
ROW											0
Totals	285	0	168	0	0	0	0	0	0	0	453

**National Highway System (NHS)**

Phase	Previous Requests		Annual Element		Federal Funding Requests \$(000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2009 Federal Funds	FY2009 Matching Funds	FY2010 Federal Funds	FY2010 Matching Funds	FY2011 Federal Funds	FY2011 Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	Estimated Project Total
CON							3086	871	2500	705	7162
OTH							0	0			0
PE							0	0			0
PP							0	0			0
ROW					390	110	3900	1100			5500
Totals	0	0	0	0	390	110	6986	1971	2500	11957	12662

### Surface Transportation Program (STP)

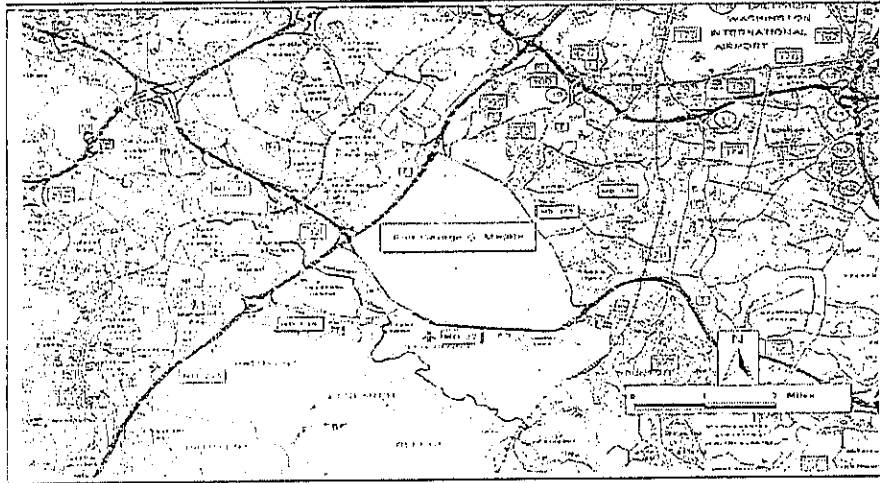
Phase	Previous Requests		Annual Element		Federal Funding Requests \$(000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2009 Federal Funds	FY2009 Matching Funds	FY2010 Federal Funds	FY2010 Matching Funds	FY2011 Federal Funds	FY2011 Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	Estimated Project Total
CON							3085	870	2501	706	7162
OTH							0	0			0
PE							0	0			0
PP							0	0			0
ROW					390	110	3900	1100			5500
Totals	0	0	0	0	390	110	6985	1970	2501	11956	12662

Notes:

- Current CTP (FY 2009 – 2014) Page#: SHA-SW-5

## MARYLAND STATEWIDE TIP F.Y. 2008-2013

MDOT STIP #																					
Project	Amendment Criteria (A/B/C)		Conformity Status		Environmental Status			Current Funding Level			Net Change										
	A		Exempt		CE			Federal State Total			Federal State Total										
								0.0 0.0 0.0			20,205.0 11,383.0 31,588.0										
BRAC Intersections near Fort Meade																					
Administration		Area/MPO		CTP Page (with year; ex. H-22 FY2005)																	
SHA		BMC		SHA-SW-5 FY 2009																	
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.																					
STIP/TIP Amendment Criteria																					
<input checked="" type="checkbox"/> A Adds new individual projects to the current STIP/TIP. <input type="checkbox"/> B Increase/decrease, scope change, advance, delay, or phase change. <input type="checkbox"/> C Removes or deletes individual listed project from the STIP/TIP.				Current		Funding Total		FY2008		FY2009		FY2010		FY2011		FY2012		FY2013		Total	
						Federal		-		-		-		-		-		-		-	
						State		-		-		-		-		-		-		-	
				Proposed		Total		286.0		1,500.0		2,500.0		20,890.0		6,412.0		-		31,588.0	
						Federal		285.0		168.0		780.0		13,971.0		5,001.0		-		20,205.0	
						State		1.0		1,332.0		1,720.0		6,919.0		1,411.0		-		11,383.0	
				Net Change		Total		286.0		1,500.0		2,500.0		20,890.0		6,412.0		-		31,588.0	
						Federal		285.0		168.0		780.0		13,971.0		5,001.0		-		20,205.0	
						State		1.0		1,332.0		1,720.0		6,919.0		1,411.0		-		11,383.0	
Current																					
PHASE		FY2008		FY2009		FY2010		FY2011		FY2012		FY2013		TOTAL							
		Federal State		Federal State		Federal State		Federal State		Federal State		Federal State		Federal State Total							
PP														-							
PE														-							
ROW														-							
CON														-							
OTH														-							
TOTAL														-							
Source:		Fed%:		State%:																	
Proposed																					
PHASE		FY2008		FY2009		FY2010		FY2011		FY2012		FY2013		TOTAL							
		Federal State		Federal State		Federal State		Federal State		Federal State		Federal State		Federal State Total							
PP														-							
PE		285.0 1.0		168.0 1,332.0		-		1,500.0 2,978.0						453.0 5,811.0 6,264.0							
ROW						780.0 220.0		7,800.0 2,200.0						8,580.0 2,420.0 11,000.0							
CON								6,171.0 1,741.0		5,001.0 1,411.0				11,172.0 3,152.0 14,324.0							
OTH														-							
TOTAL		285.0 1.0		168.0 1,332.0		780.0 1,720.0		13,971.0 6,919.0		5,001.0 1,411.0				20,205.0 11,383.0 31,588.0							
Source:		OEA PLH NHS STP		Fed%:		varies by source		varies by source													
Change																					
PHASE		FY2008		FY2009		FY2010		FY2011		FY2012		FY2013		TOTAL							
		Federal State		Federal State		Federal State		Federal State		Federal State		Federal State		Federal State Total							
PP														-							
PE		285.0 1.0		168.0 1,332.0		-		1,500.0 2,978.0						453.0 5,811.0 6,264.0							
ROW						780.0 220.0		7,800.0 2,200.0						8,580.0 2,420.0 11,000.0							
CON								6,171.0 1,741.0		5,001.0 1,411.0				11,172.0 3,152.0 14,324.0							
OTH														-							
TOTAL		285.0 1.0		168.0 1,332.0		780.0 1,720.0		13,971.0 6,919.0		5,001.0 1,411.0				20,205.0 11,383.0 31,588.0							
Source:		ARRA		Fed%:		100		State%:		0											



**PROJECT:** BRAC Intersections near Fort Meade

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.

**JUSTIFICATION:** Improved access to Fort Meade is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

MD 175, MD 295 to MD 170 (Anne Arundel County Line 7)  
MD 198, MD 295 to MD 32 (Anne Arundel County Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	---
PE	453	0	0	0	0	PLH
RW	0	8580	0	0	0	NHS/STP
CO	0	0	11173	0	0	NHS/STP

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease is due to the economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				TOTAL			
					2011	2012	2013	2014				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,264	286	1,500	1,500	2,978	0	0	0	0	5,978	0	0
Right-of-way	11,000	0	0	1,000	10,000	0	0	0	0	11,000	0	0
Construction	14,324	0	0	0	7,912	6,412	0	0	0	14,324	0	0
Total	31,588	286	1,500	2,500	20,890	6,412	0	0	0	31,302	0	0
Federal-Aid	20,205	285	168	780	13,971	5,001	0	0	0	19,920	0	0

**FUNCTION:**

STATE - N/A  
FEDERAL - N/A

**STATE SYSTEM:** N/A

**DAILY TRAFFIC: (USAGE IMPACTS)**

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

**OPERATING COST IMPACT:** N/A

08-30



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**DELMAR Division – Maryland**

**10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201**

July 23, 2009

In Reply Refer To: HDA-MD  
709

Mr. Don Halligan, Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

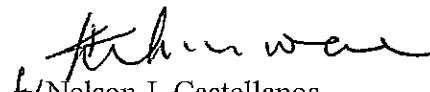
Dear Mr. Halligan:

We have completed our review of the State request to amend the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP). The amendment adds \$31,588,000 for intersection improvements at various locations in Baltimore MPO area to accommodate additional traffic associated with Base Realignment and Closure (BRAC).

The proposed projects in the submittal do not affect the conformity status in the State's non attainment areas. We accept these amendments and find that they were developed based on a continuing, cooperative, and comprehensive transportation planning process.

If you have any questions, regarding this STIP amendment please contact Kwame Arhin at (410) 779-7158

Sincerely yours,

  
Nelson J. Castellanos  
Division Administrator

cc:

Heather Murphy, MDOT  
Mike Nixon, MDOT  
Jeff Smith, SHA  
Mary Deitz, SHA  
Jitesh Parikh, FHWA  
Regina Aris, Baltimore MPO  
Gail McFadden-Roberts, FTA





**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Acting Secretary

July 23, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street  
Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include Amendments to the Washington Metropolitan Region FY 2009-2014 Transportation Improvement Program (TIP) to add funds made available Through the American Recovery and Reinvestment Act. MDOT Control #08-31.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation hereby amends the FY 2008-2012 Statewide Transportation Improvement Program to include amendments to the FY 2009-2014 Washington Metropolitan Region Transportation Improvement Program that were approved by the National Capital Region Transportation Planning Board on May 20, 2009.

Specifically the projects amended into the TIP are as follows:

Montgomery County- Road resurfacing, street lights, and traffic management improvements (please disregard the bus purchase line items, these were amended into the STIP by a previous request – MDOT Control #08-29).

Frederick County – Pavement preservation, safety improvements and bridge painting.

Prince George's County – Road improvements and resurfacing.

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

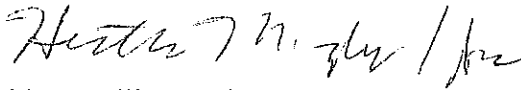
Mr. Nelson J. Castellanos  
Ms. Letitia Thompson  
Page Two

Charles County - Road improvements and resurfacing.

Documentation including letters to the MPO Director and the TPB Chairman, amended TIP forms and Transportation Planning Board resolutions are attached. These projects are programmed to be funded through the American Recovery and Reinvestment Act of 2009.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll-free at 888-713-1414 or via email at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,



Donald A. Halligan, Director  
Office of Planning and Capital Programming

Attachments

cc: Ms. Lyn Erickson, Manager, Regional Planning and Federal Liaison, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Michael Nixon, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Mary Deitz, Division Chief, Regional and Intermodal Planning Division, State Highway Administration

TPB R28-2009  
May 20, 2009

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

RESOLUTION APPROVING AN AMENDMENT TO  
THE FY 2009-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD \$15.39  
MILLION IN AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) FUNDING  
FOR ROAD RESURFACING PROJECTS, STREET LIGHT AND TRAFFIC  
MANAGEMENT IMPROVEMENTS, AND BUS PURCHASES, AS REQUESTED BY  
MONTGOMERY COUNTY

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on November 19, 2008 the TPB adopted amendments to the FY 2009-2014 TIP which was adopted on July 16, 2008; and

**WHEREAS**, on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (ARRA), which includes substantial new funding for the nation's transportation system, was enacted; and

**WHEREAS**, Montgomery County has developed a list of transportation projects for ARRA funding in consultation with the Maryland Department of Transportation (MDOT); and

**WHEREAS**, in the attached letter of April 30, 2009, the Montgomery County Department of Transportation has requested an amendment to the FY 2009-2014 TIP to add \$5.715 million in ARRA funding for five pavement resurfacing projects, \$2.775 million for five streetlight and traffic management improvement projects, and \$6.9 million to purchase buses and bus dispatch software, as described in the attached materials; and

**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;



**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2009-2014 TIP to add \$5.715 million in ARRA funding for five pavement resurfacing projects, \$2.775 million for five streetlight and traffic management improvement projects, and \$6.9 million to purchase buses and bus dispatch software, as described in the attached materials .



DEPARTMENT OF TRANSPORTATION

Ezrah Leggett  
County Executive

Arthur Holmes, Jr.  
Director

April 30, 2009

Mr. Ronald F. Kirby, Director  
Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, D.C. 20002

Dear Mr. Kirby:

As you are aware, the American Recovery and Reinvestment Act (ARRA) was signed into law on February 17, 2009. Montgomery County has developed a "Phase II" project list in consultation with the Maryland Department of Transportation (MDOT). Montgomery County would like to add the following ARRA projects to the Fiscal Year 2009-2014 Transportation Improvement Program (TIP). All of these projects are exempt from Air Quality Conformity:

- Pavement Resurfacing: Barnesville Road from Mount Ephraim Road to MD 117 - \$1,470,000
- Pavement Resurfacing: Shady Grove Road from I-270 to Darnestown Road- \$1,510,000
- Pavement Resurfacing: Forest Glen Road from MD 97 to Brunett Avenue - \$535,000
- Pavement Resurfacing: Old Columbia Pike from MD 198 to 800 feet north of Edfinn Road and from 500 feet south of Edfinn Road to US 29 Columbia Pike Ramp - \$1,510,000
- Pavement Resurfacing: Randolph Road from Nebel Street to Rock Creek Bridge - \$690,000
- Fiber Optics/Advanced Transportation Management Systems: US Route 29 from Briggs Chaney Road to Howard County Line - \$600,000
- Streetlight Installation on MD 124 - \$1.1 million
- Traffic Signals: Uninterruptible Power Supply/Battery Backup Units - \$600,000
- Traffic Signs Upgrade - \$250,000
- End treatment of guardrails - \$225,000
- Bus Purchases - \$6,550,000
- Bus Dispatch Software - \$350,000

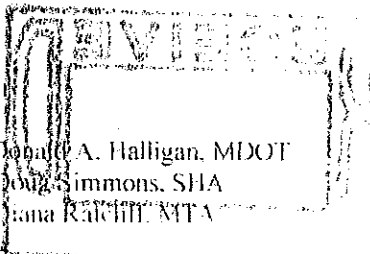
If you have any questions or concerns, please contact me or Gary Erenrich, at 240-777-7156 or at [gary.erenrich@montgomerycountymd.gov](mailto:gary.erenrich@montgomerycountymd.gov).

Sincerely,

Arthur Holmes, Jr.  
Director

AH:al

cc: Donald A. Halligan, MDOT  
Doug Simmons, SHA  
Deana Ralchini, MTA



Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

Located one block west of the Rockville Metro Station

Proposed for Amendment on:  
5/20/2009

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
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**Montgomery County**

Agency Project ID:	Title: <b>Bus Dispatch Software</b>							Complete:	
Facility:		350 e						ARRA/5307	350
From:								100 / 0 / 0	
To:								<b>Total Funds:</b>	<b>350</b>
Description: This project provides \$350,000 for the purchase of software to improve Montgomery County Bus Dispatch.									

Agency Project ID:	Title: <b>Bus Purchases</b>							Complete:	
Facility:		6,550 e						ARRA/5307	6,550
From:								100 / 0 / 0	
To:								<b>Total Funds:</b>	<b>6,550</b>
Description: This ARRA project provides \$6,550,000 for the purchase of one diesel bus and additional hybrid buses.									

Agency Project ID:	Title: <b>Fiber Optics Expansion</b>							Complete:	2011
Facility: US 29		600 c						ARRA	600
From: Briggs Chaney Road								100 / 0 / 0	
To: Howard County Line								<b>Total Funds:</b>	<b>600</b>
Description: Montgomery County's fiber optic based communications system (FiberNet) provides the communications links supporting the Advanced Transportation Management System (ATMS) and Traffic Signal System Modernization (TSSM) projects. This ARRA project provides for fiber optic cable plant along US 29 from the current terminus at Briggs Chaney Road to the Howard County Line. This project will further the extension of the ATMS and facilitate the deployment of new traffic signal control features and functionality.									

Agency Project ID:	Title: <b>Guardrails</b>							Complete:	2011
Facility:		225 c						ARRA	225
From:								100 / 0 / 0	
To:								<b>Total Funds:</b>	<b>225</b>
Description: End treatment of guardrails.									

Agency Project ID:	Title: <b>MD 124 Streetlight Installation</b>							Complete:	2011
Facility: MD 124		1,100 c						ARRA	1,100
From: Air Park Road								100 / 0 / 0	
To: Rosewood Manor Lane								<b>Total Funds:</b>	<b>1,100</b>
Description: The purpose of this project is to install approximately 150 pedestrian lights along MD 124 between Air Park Road and Rosewood Manor Lane. The MSHA is currently in the process of reconstructing this stretch of road; lighting installation is not part of the MSHA project. At the request of Montgomery County, MSHA has agreed to install conduits and handboxes for a future pedestrian lighting system, conditioned upon the County installing and energizing the lights within 3 years. This ARRA project provides \$1.1 million for installation of light poles and fixtures when the state completes their road project, scheduled for Fall 2010.									

Proposed for Amendment on:  
5/20/2009

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

		Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
Agency Project ID:		Title: <b>Pavement Resurfacing: Barnesville Road</b>							Complete	2011
Facility:	Barnesville Road		1,436 c						ARRA	1,470
From:	Mount Ephraim Road		34 e						100 / 0 / 0	
To:	MD 117 Bucklodge Road								<b>Total Funds:</b>	<b>1,470</b>
Description: Resurfacing and associated patching of Barnesville Road from Mount Ephraim Road to Bucklodge Road. The road is in immediate need of resurfacing and associated patching.										
Agency Project ID:		Title: <b>Pavement Resurfacing: Forest Glen Road</b>							Complete	2011
Facility:	Forest Glen Road		521 c						ARRA	535
From:	MD 97 Georgia Avenue		14 e						100 / 0 / 0	
To:	Brunett Avenue								<b>Total Funds:</b>	<b>535</b>
Description: Resurfacing and associated patching of Forest Glen Road from MD 97 (Georgia Avenue) to Brunett Avenue. This section of road is in immediate need of resurfacing and associated patching.										
Agency Project ID:		Title: <b>Pavement Resurfacing: Old Columbia Pike</b>							Complete	2011
Facility:	Old Columbia Pike		1,475 c						ARRA	1,510
From:	MD 198 Spencerville Road		35 e						100 / 0 / 0	
To:	US 29 Columbia Pike Ramp								<b>Total Funds:</b>	<b>1,510</b>
Description: Resurfacing and associated patching of Old Columbia Pike from MD 198 (Spencerville Road) to the US 29 (Columbia Pike) branch. The road is in immediate need of resurfacing and associated patching.										
Agency Project ID:		Title: <b>Pavement Resurfacing: Randolph Road</b>							Complete	2011
Facility:	Randolph Road		662 c						ARRA	690
From:			28 e						100 / 0 / 0	
To:									<b>Total Funds:</b>	<b>690</b>
Description: Resurfacing and associated patching of Randolph Road from East of Nebel Street to C/L Rock Creek Bridge.										
Agency Project ID:		Title: <b>Pavement Resurfacing: Shady Grove Road</b>							Complete	2011
Facility:	Shady Grove Road		1,480 c						ARRA	1,510
From:	I-270 C/L		30 e						100 / 0 / 0	
To:	Darnestown Road								<b>Total Funds:</b>	<b>1,510</b>
Description: Resurfacing and associated patching of Shady Grove Road from I-270 C/L to Darnestown Road. Road is in immediate need of resurfacing and associated patching.										

Proposed for Amendment on:  
5/20/2009

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
Agency Project ID:									
Title: Traffic Signals: Uninterruptible Power Supply/Battery Backup Units								Complete:	
Facility:		600 c						ARRA	600
From:								100 / 0 / 0	
To:								<b>Total Funds:</b>	<b>600</b>

Description: Uninterruptible power supply and battery back up units.

Agency Project ID:									
Title: Traffic Signs Upgrade								Complete:	
Facility: Countywide		250 c						ARRA	250
From:								100 / 0 / 0	
To:								<b>Total Funds:</b>	<b>250</b>

Description: Upgrade or replace approximately 2,370 traffic warning signs to fluorescent micro-prismatic sheeting signs for safety.

TPB R29-2009  
May 20, 2009

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

RESOLUTION APPROVING AN AMENDMENT TO  
THE FY 2009-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD \$3.04  
MILLION IN AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) FUNDING  
FOR PAVEMENT PRESERVATION AND SAFETY IMPROVEMENTS AND BRIDGE  
PAINTING, AS REQUESTED BY FREDERICK COUNTY

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on November 19, 2008 the TPB adopted amendments to the FY 2009-2014 TIP which was adopted on July 16, 2008; and

**WHEREAS**, on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (ARRA), which includes substantial new funding for the nation's transportation system, was enacted; and

**WHEREAS**, Frederick County has developed a list of transportation projects for ARRA funding in consultation with the Maryland Department of Transportation (MDOT); and

**WHEREAS**, in the attached letter of May 13, 2009, the Frederick County, Public Works Division has requested an amendment to the FY 2009-2014 TIP to add \$0.6 million for bridge painting, and \$2.44 million for pavement preservation and safety improvements, as described in the attached materials; and

**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD amends the FY 2009-2014 TIP to add \$0.6 million for bridge painting, and \$2.44 million for pavement preservation and safety improvements, as described in the attached materials .



# PUBLIC WORKS DIVISION FREDERICK COUNTY, MARYLAND

*Office of the Division Director*

118 North Market Street • Frederick, Maryland 21701  
301-600-1129 • FAX 301-600-1808 • TTY Use Maryland Relay  
[www.co.frederick.md.us](http://www.co.frederick.md.us)

May 13, 2009

## COMMISSIONERS

Jan H. Gardner  
*President*

David P. Gray  
*Vice President*

Kai J. Hagen

Charles A. Jenkins

John L. Thompson, Jr.

## COUNTY MANAGER

Ronald A. Hart

## PUBLIC WORKS DIVISION

Alan J. Hudak, P.E.  
*Division Director*

Mr. Ronald F. Kirby, Director  
Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, D.C. 20002

Re: 2009-2014 MWCOG TIP Updates for ARRA Projects in Frederick County

Dear Mr. Kirby:

As you are aware, the American Recovery and Reinvestment Act of 2009 (ARRA) was signed into law on February 17, 2009. Frederick County has developed a "Phase II" project list in consultation with the State Highway Administration of the Maryland Department of Transportation (MDOT). Frederick County would like to add the following ARRA projects to the Fiscal Year 2009-2014 Transportation Improvement Program. All of these projects are exempt from Air Quality Conformity.

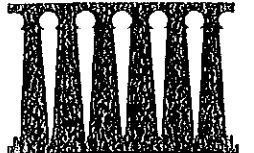
The County proposes to perform work on the following roads, bridges or intersections. As work will be fully or partially funded by ARRA funds, actual dollar amounts are approximate and will be adjusted via an administrative modification once finalized.

### • **Pavement Preservation and Safety Improvements**

#### ○ **Resurfacing/Rehabilitation and Safety Improvements, Various County Roads**

- Resurfacing/Rehabilitation: Browningsville Road from Windsor Road to Montgomery County Line; Gas House Pike from Frederick City Limits to Linganore Road; Gas House Pike from Linganore Creek to Central Church Road; Penn Shop Road from MD Route 80 to MD Route 27; Windsor Road from MD Route 75 to Browningsville Road; Christopher's Crossing from Whittier Drive to Poole Jones Road.
- Safety/guardrail improvements: Gas House Pike from Linganore Road to Linganore Creek.
- Safety/intersection improvement: Old National Pike at Bartholows Road intersection.

## **CHARACTER COUNTS!**



TRUSTWORTHINESS • RESPECT  
RESPONSIBILITY • FAIRNESS  
COURAGE • CITIZENSHIP

CHARACTER COUNTS! and the Six Pillars of Character are service marks of the CHARACTER COUNTS! Coalition, a project of the Josephson Institute of Ethics  
[www.charactercounts.org](http://www.charactercounts.org)



Mr. Ronald F. Kirby, Director  
Page 2  
May 13, 2009

• Bridge Projects

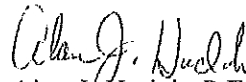
○ Bridge Painting, Various County Bridges

- Bridge Painting: Work is proposed for the following bridges:

<u>Bridge Number</u>	<u>Route Carried and Crossing</u>
F05-06	Bullfrog Road over Monocacy River
F04-07	Stevens Road over Hunting Creek
F16-15	East Church Hill Road over Middle Creek
F07-07	Reichs Ford Road over Bush Creek
F03-12	Station Road over Catoctin Creek
F04-01	Blacks Mill Road over Hunting Creek
F20-19	Mountaindale Road over Fishing Creek
F03-07	Roy Shafer Road over Cone Branch
F20-21	Hessong Bridge Road over Fishing Creek

If you have questions or need additional information, please contact me or John Thomas, Principal Planner in the Division of Planning at 301-600-6768 or at [jbthomas@fredco-md.net](mailto:jbthomas@fredco-md.net).

Sincerely,

  
Alan J. Hudak, P.E., Director  
Division of Public Works

AJH/JBT/AM/am

Enclosure

cc: Board of County Commissioners  
Ronald Hart, County Manager  
Barry Stanton, Assistant County Manager  
John Kroll, Director of Finance  
Mike Marschner, Director, Division of Utilities and Solid Waste Management  
Eric Soter, Director, Division of Planning  
Donald Halligan, MDOT  
Diana Ratcliff, MTA  
Timothy P. Davis, City of Frederick

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
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**Frederick County**

**Maintenance**

**Bridge Painting & Rehabilitation**

Agency Project ID: F3	Title: Bridge Painting							Complete: 2009	
Facility: Federal Aid Bridges Countywide		600 c						ARRA	600
From: Various Bridges Countywide								100 / 0 / 0	
To: Various Bridges Countywide								<b>Total Funds:</b>	<b>600</b>

Description: The proposed bridge painting project is a system preservation project aimed at maintaining the integrity of the steel super structures of truss and beam bridges throughout Frederick County. Under this contract, the County proposes to paint all, or portions of, the existing steel superstructure on the following bridges: F05-06, F04-07, F16-15, F07-07, F03-12, F04-01, F20-19, F03-07, and F20-21. If a need is identified prior to bidding the project, additional structures on the Frederick County Roadway Network may also be included.

ARRA Amendment Proposed for Amendment on: 5/20/2009  
Add project to FY 2009-2014 TIP with ARRA and local funding.

**Pavement Preservation & Safety Improvements**

Agency Project ID: F3	Title: Pavement Preservation & Safety Improvements							Complete: 2014		
Facility: Various Frederick County Federal Aid Eligible Roads		2,440 c	9,906 c	9,720 c	9,770 c	9,430 c	9,204 c	ARRA	2,440	
From: Various Frederick County Roads								Local	48,030	
To: Various Frederick County Roads								0 / 0 / 100		
									<b>Total Funds:</b>	<b>50,470</b>

Description: The proposed Pavement Preservation and Safety Improvements project is intended to preserve the condition, and improve the safety, of the selected County roadways, all of which are Federal Aid eligible roads. Proposed work includes patching, grinding, Full Depth Reclamation (Christopher's Crossing only), hot mix asphalt overlay, microsurfacing (Old National Pike only), pavement markings, raised pavement markers, guardrail upgrades, and signage upgrades. Under this contract, the County proposes to perform the work on the following roads or intersections: Browningsville Road, Gas House Pike, Penn Shop Road, Windsor Road, Christophers Crossing, & Old National Pike

ARRA Amendment Proposed for Amendment on: 5/20/2009  
Add project to FY 2009-2014 TIP with ARRA and local funding.

TPB R30-2009  
May 20, 2009

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

RESOLUTION APPROVING AN AMENDMENT TO  
THE FY 2009-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD \$7.397  
MILLION IN AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) FUNDING  
FOR THREE ROAD IMPROVEMENT AND PAVEMENT RESURFACING PROJECTS, AS  
REQUESTED BY PRINCE GEORGE'S COUNTY

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on November 19, 2008 the TPB adopted amendments to the FY 2009-2014 TIP which was adopted on July 16, 2008; and

**WHEREAS**, on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (ARRA), which includes substantial new funding for the nation's transportation system, was enacted; and

**WHEREAS**, Prince George's County has developed a list of transportation projects for ARRA funding in consultation with the Maryland Department of Transportation (MDOT); and

**WHEREAS**, in the attached letter of May 13, 2009, the Prince George's County Department of Public Works and Transportation has requested an amendment to the FY 2009-2014 TIP to add \$7.397 million in ARRA funding for a countywide resurfacing project on various county and municipally maintained roadways, as described in the attached materials; and

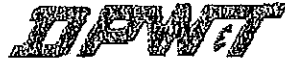
**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2009-2014 TIP add \$7.397 million in ARRA funding for a countywide resurfacing project on various county and municipally maintained roadways, as described in the attached materials .



Jack B. Johnson  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation  
Office of the Director

May 13, 2009

The Honorable Charles A. Jenkins  
Chairman, National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4201

Dear Chairman Jenkins:

The American Recovery and Reinvestment Act of 2009 (ARRA) has distributed transportation funding to the State of Maryland. Through a Phase II allocation of highway funds, \$7.397 million has been designated for Prince George's County.

After reviewing the federally eligible roads, we have proposed a countywide resurfacing project on various county and municipally maintained roadways. Accordingly, Prince George's County requests that the proposed ARRA resurfacing project countywide be added as an amendment to the Fiscal Year 2009-2014 Transportation Improvement Program (TIP).

The project in the proposed amendment is exempt from air quality conformity analysis. As such, Prince George's County requests this amendment be approved by the Transportation Planning Board at its meeting on May 20, 2009.

Thank you for your consideration of and action on this request

Sincerely,

A handwritten signature in black ink, appearing to read "Haltham A. Hijazi".

Haltham A. Hijazi, Ph.D., P.E.  
Director

Enclosure

cc: Ronald F. Kirby, MWCOG  
Donald A. Halligan, Director, Office of Planning & Capital Programming, MDOT  
Doug Simmons, Deputy Administrator/Chief Engineer for Planning, Engineering,  
Real Estate & Environment, SHA

Inglewood Centre 3  
(301) 883-5600

9400 Peppercorn Place, Suite 300  
FAX (301) 883-5709

Largo, Maryland 20774  
TDD (301) 985-3894

11/19/2008

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
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**Prince Georges County**

Agency Project ID:	Title: <b>Roadway Resurfacing on County and Municipal Roads</b>							Complete:	2009
Facility:		7,397 c						ARRA	7,397
From:								100 / 0 / 0	
To:								<b>Total Funds:</b>	<b>7,397</b>

Description: Resurface the following segments of road in Prince George's County:  
 Baden - Westwood Road from MD 381 to Baden-Naylor Road  
 Brandywine Road from Floral Park Road to Moores Road  
 Old Fort Road from Washington Lane to Livingston Road  
 Windbrook Drive from Kidder Road to Floral Park Road  
 East Swan Creek Road from MD 210 South to Fort Washington Road  
 Fort Foote Road...from Jessica Drive to Lark Lane  
 Old Branch Avenue from Allentown Road to Aley Road  
 Temple Hill Road from 560' South of Allentown Road to Jean Marie Drive  
 23rd Pkwy N. Bound from 23rd Place to Kirby Drive  
 23rd Pkwy S. Bound from 23rd Place to Olson Street  
 County Road from Walker Mill Road to Tilghmans Lane  
 Hampton Park Boulevard from MD 214 to 1600' S. on Edgeworth Drive  
 Old Marlboro Pike from Old Marlboro Pike Service Road to Ritchie Marlboro Road  
 Shady Glen Drive... from MD 214 to Walker Mill Road  
 Westphalia Road from Melwood Road to Matapake Drive  
 White House Road from Power Line X-ing @ House #10810 to MD 202  
 Cabin Branch Drive from Columbia Park Road to Sheriff Road  
 Whitfield Chapel Road from MD 450 to Ardmore Road and from Fowler Lane to MD 704  
 Hillmeade Road from Quick Fox Lane to Northbrook Drive  
 Highbridge Road from MD 450 to Old Chapel Road  
 Good Luck Road...from MD 193 to 96th Avenue  
 Ager Road/Service Road from 19th Place to E. Oglethorpe Street  
 Belcrest Road from Adelphi Road to MD 410  
 Brooklyn Bridge Road from Montgomery Street to Bond Mill Road  
 Rhode Island Avenue...from Odell Road to Powder Mill Road  
 Seat Pleasant Drive from Addison Road to 70Th Place  
 Capitol Heights Boulevard from MD 214 to Chamber Avenue  
 District Heights Parkway from Rochelle Avenue to County Road  
 Taylor Road from Lafayette Place to Decatur Street  
 57th Avenue...from Emerson Street to Jefferson St.  
 Cheverly Avenue...from Inwood Street to Hawthorne Street  
 Mount Oak Road...from US 301 to Artesian Lane  
 Hanover Parkway from MD 193 to Ora Glen Drive  
 72nd Avenue from Varnum Street to Taylor Street  
 Westbrook Drive from S.W. End to Lamont Drive  
 Clagget Road from College Heights Drive to Queens Chapel Road  
 Chillum Road from Queenstown Drive to Queens Chapel Road  
 Sandy Spring Road from Montgomery Road to West View Terrace

Proposed for Amendment on: 5/20/2009

**ARRA Amendment**

Add project to FY 2009-2014 TIP with \$7.397 million of ARRA funds in FY 2009.

TPB R31-2009  
May 20, 2009

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

RESOLUTION APPROVING AN AMENDMENT TO  
THE FY 2009-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD \$457,000  
IN AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) FUNDING FOR THREE  
ROAD IMPROVEMENT AND PAVEMENT RESURFACING PROJECTS, AS  
REQUESTED BY CHARLES COUNTY

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on November 19, 2008 the TPB adopted amendments to the FY 2009-2014 TIP which was adopted on July 16, 2008; and

**WHEREAS**, on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (ARRA), which includes substantial new funding for the nation's transportation system, was enacted; and

**WHEREAS**, Charles County has developed a list of transportation projects for ARRA funding in consultation with the Maryland Department of Transportation (MDOT); and

**WHEREAS**, in the attached letter of May 13, 2009, the County Commissioners of Charles County has requested an amendment to the FY 2009-2014 TIP to add \$475,000 in ARRA funding for improvements on Smallwood Drive West and St Charles Parkway and resurfacing of the Western Parkway from MD 228 to Plaza Drive, as described in the attached materials; and

**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

WAYNE COOPER, *President*  
EDITH J. PATTERSON Ed.D. *Vice President*  
REUBEN B. COLLINS, II  
SAMUEL N. GRAVES Jr.  
GARY V. HODGE



PAUL W. COMFORT Esq.  
*County Administrator*

JOYCE A. SCHMIDT  
*Chief of Staff*

## County Commissioners of Charles County

P O BOX 2150 ♦ LA PLATA, MARYLAND 20646  
www.charlescounty.org  
(301) 645-0550 ♦ METRO 870-3000 ♦ TOLL FREE (877) 867-8790  
TDD 1-800-735-2258 or 7-1-1 ♦ FAX (301) 645-0560

May 13, 2009

The Honorable Charles A. Jenkins  
Chairman, National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4201

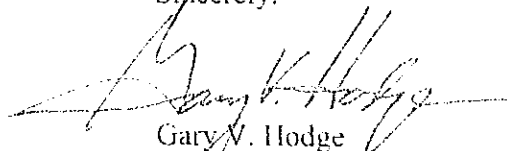
Dear Chairman Jenkins:

The American Recovery and Reinvestment Act of 2009 (ARRA) has distributed transportation funding to the State of Maryland. Through a Phase II allocation of highway funds, \$7.397 million has been designated for Charles County.

We have reviewed the map of federally eligible County roads that fall within the St. Charles Urbanized Area of Charles County, and developed a list of roadway safety and enhancement projects. These projects include resurfacing, installation of traffic loop sensors, and reflective pavement markers. Therefore, Charles County requests that the attached ARRA projects be added as an amendment to the Fiscal Year 2009-2014 Transportation Improvement Program (TIP).

As with projects of this nature, the subject projects listed in this requested amendment are exempt from air quality conformity analysis. The Commissioners of Charles County request this amendment be approved by the Transportation Planning Board at its meeting on May 20, 2009. Thank you for your consideration of our requested amendment.

Sincerely,



Gary V. Hodge  
County Commissioner



CHARLES COUNTY MARYLAND  
Where Eagles Fly

SAY NO TO DRUGS ~ EQUAL OPPORTUNITY COUNTY



Attachments (3 Forms)

Cc: Ronald F. Kirby, MWCOG  
Donald A. Halligan, MDOT  
Doug Simmons, SIA  
Charles County Commissioners  
Mr. Stephen Staples, Charles County  
Jason R. Groth, Charles County

11/19/2008

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

FY 2009 - 2014

	Previous Funding	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Source Fed/St/Loc	Source Total
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**Charles County**

**Secondary**

Agency Project ID:	Title:							Complete	2009
145 c	Smallwood Drive West Improvements							ARRA	145
Facility: Smallwood Drive West								100 / 0 / 0	
From: US 301 Crain Highway									
To: Middletown Road								<b>Total Funds:</b>	<b>145</b>

Description: Replacement of traffic loop detectors at select intersections, the installation of needed recessed reflective pavement markers, and the installation of new pavement markings.  
 - Replace traffic loop sensors \$ 100,000  
 - Install recessed reflective pavement markers \$ 25,000  
 - Pavement markings \$20,000

**ARRA Amendment**

Add project to FY 2009-2014 TIP with \$145,000 of ARRA funding in FY 2009.

Proposed for Amendment on: 5/20/2009

Agency Project ID:	Title:							Complete	2009
165 c	St. Charles Parkway Improvements							ARRA	165
Facility: St. Charles Parkway								100 / 0 / 0	
From: Leonardtown Road									
To: Billingsley Road								<b>Total Funds:</b>	<b>165</b>

Description: Replacement of traffic loop detectors at select intersections, the installation of needed recessed reflective pavement markers, and the installation of new pavement markings.  
 - Replace traffic loop sensors \$100,000  
 - Install recessed reflective pavement markers \$40,000  
 - Pavement markings \$25,000

**ARRA Amendment**

Add project to FY 2009-2014 TIP with \$165,000 of ARRA funding in FY 2009.

Proposed for Amendment on: 5/20/2009

Agency Project ID:	Title:							Complete	2009
165 c	Western Parkway Resurfacing							ARRA	165
Facility: Western Parkway								100 / 0 / 0	
From: MD 228 Berry Road									
To: Plaza Drive								<b>Total Funds:</b>	<b>165</b>

Description: Resurfacing and patching from MD 228 to Plaza Drive, replacement of the traffic loop detectors at select intersections, and installation of needed pavement markings.

- Pavement resurfacing \$135,000
- Replace traffic loop sensors \$25,000
- Pavement markings \$5000

**ARRA Amendment**

Add project to FY 2009-2014 TIP with \$165,000 of ARRA funding in FY 2009.

Proposed for Amendment on: 5/20/2009



U.S. Department  
of Transportation  
Federal Highway  
Administration

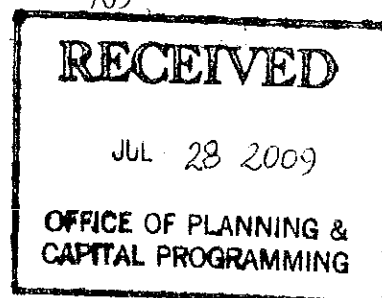
DELMAR Division – Maryland

10 S. Howard St., Suite 2450  
Baltimore, Maryland 21201

July 27, 2009

In Reply Refer To: HDA-MD  
709

Mr. Don Halligan Director,  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076



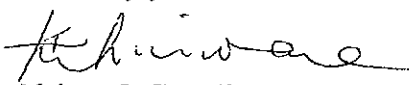
Dear Mr. Halligan:

We have completed our review of the state request (MDOT Control # 08-31) to amend the Fiscal Year (FY) 2008 Statewide Transportation Improvement Program (STIP) to include the American Recovery and Reinvestment Act (ARRA) funded highway project Phase II for the Washington Metropolitan Region. Specifically, the STIP/TIP is being amended to add \$5.715 million ARRA funding for five pavement resurfacing projects, \$2.775 million for five streetlight and traffic management improvement projects, and \$6.9 million to purchase buses and bus dispatch software.

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP modifications please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

  
Nelson J. Castellanos  
Division Administrator

cc:

Heather Murphy MDOT  
Mike Nixon, MDOT  
Lyn Erickson, MDOT  
Jeff Smith SHA  
Mary Deitz, SHA  
Sandra Jackson FHWA  
Jitesh Parikh FHWA  
Gail McFadden-Roberts, FTA  
Ronald Kirby Metropolitan Washington Council of Government





**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Acting Secretary

July 23, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street  
Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to include Amendments to the Wilmington, Cumberland and Hagerstown/Eastern Panhandle Metropolitan Planning Organizations' Transportation Improvement Programs (TIP) to program funds made available through the American Recovery and Reinvestment Act. MDOT Control #08-32.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation hereby amends the FY 2008-2012 Statewide Transportation Improvement Program to reflect amendments to the Wilmington, Cumberland and Hagerstown/Eastern Panhandle Metropolitan Planning Organizations' Transportation Improvement Programs to add funding that is available through the American Recovery and Reinvestment Act for local highway and road projects.

The Wilmington Area Planning Council (WILMAPCO) amended the FY 2009-2012 TIP on July 9, 2009 to include funds for resurfacing, guardrail improvements, striping and signage on four local roads.

Mr. Nelson J. Castellanos  
Ms. Letitia Thompson  
Page Two

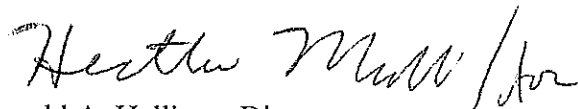
The Cumberland Metropolitan Planning Organization amended the FY 2008-2011 Transportation Improvement Program on July 2, 2009 to include funds for construction, resurfacing and bridge repair on three local roads.

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization amended the FY 2009-2011 Transportation Improvement Program on June 17, 2009 to include funds for resurfacing at various locations on local roads.

Documentation which is attached includes MPO resolutions and project information forms.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll-free at 888-713-1414 or via email at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,



Donald A. Halligan, Director  
Office of Planning and Capital Programming

Attachments

cc: Ms. Lyn Erickson, Manager, Regional Planning and Federal Liaison, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Michael Nixon, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Mary Deitz, Division Chief, Regional and Intermodal Planning Division, State Highway Administration

## RESOLUTION

No. 09-16

Resolution approving the Revised FY 2008-2011 Transportation Improvement Program.

WHEREAS, the Cumberland Area Metropolitan Planning Organization was established to manage and provide policy direction to the Unified Planning Program in accordance with Federal requirements, and the Allegany County Commissioners have been designated as the temporary Metropolitan Planning Organization for this area as approved by Maryland Governor Harry Hughes on May 17, 1982; and

WHEREAS, the staff of the Maryland Department of Transportation and the Allegany County Department of Community Services have together prepared the revised the Transportation Improvement Program for Fiscal Year 2008-2011 in compliance with applicable Federal programs and regulations; and

WHEREAS, ARRA FY 2009 funding for New Hope Road Bridge Repairs will add \$130,000.00; and

WHEREAS, ARRA FY 2009 funding for Cash Valley Road repaving will add \$755,886.00; and

WHEREAS, ARRA FY 2009 funding for Maryland Avenue, City of Cumberland Change Order will add \$498,000.00; and

NOW, THEREFORE, BE IT RESOLVED that the Allegany County Commissioners acting as the Temporary Cumberland Area Metropolitan Planning Organization approved the revised Fiscal Year 2008 – 2011 Transportation Improvement Program.

ADOPTED THIS 2nd day of July, 2009

COUNTY COMMISSIONERS OF  
ALLEGANY COUNTY, MARYLAND

Absent from meeting  
James J. Stakorn, President

Robert M. Hutcheson  
Robert M. Hutcheson, Commissioner

Dale R. Lewis  
Dale R. Lewis, Commissioner

ATTEST:

Carol A. Gaffney  
Carol A. Gaffney, Clerk to the  
Allegany County Commissioners

**Cumberland Urbanized Area  
Metropolitan Planning Organization  
FY 2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code \_\_\_\_\_ STIP# \_\_\_\_\_

Project Name Cash Valley Road Paving Limits US 40 / Long Drive to MD 36 at  
Corriganville

Improvement Description Repaving 17,100 LF of rural two lane road, pavement markings, ect.

Responsible Agency Allegany County Commissioners, c/o Allegany County Department of Public Works

Current Lanes (2) 9 Ft lanes Current Road Type \_\_\_\_\_ Proposed Lanes N. C.

Miles 3.24± Highway System Non NHS Funding ARRA 2009 Ratio 100/0

Related Projects N/A

Comments \_\_\_\_\_

\_\_\_\_\_

Phase	BIENNIAL		ELEMENT		FY 2008-2011
	FY 2008	FY 2009	FY 2010	FY 2011	TOTAL
PP			0		0
PE			0		0
ROW			0		0
CNSTR			755.89		755.89
TOTAL			755.89		755.89

Project Costs (000's)

MPO Approval

**Cumberland Urbanized Area  
Metropolitan Planning Organization  
FY 2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code \_\_\_\_\_ STIP# \_\_\_\_\_

Project Name New Hope Road Bridge Repairs Limits At bridge

Improvement Description Remove unsound concrete and replace with mortar

Responsible Agency Allegany County Commissioners, c/o Allegany County Department of Public Works

Current Lanes Two Current Road Type Rural Proposed Lanes Two

Miles .1 Highway System Non NHS Funding ARRA 2009 Ratio 100/0

Related Projects N/A

Comments \_\_\_\_\_

\_\_\_\_\_

Phase	BIENNIAL	ELEMENT	FY 2008-2011		
	FY 2008	FY 2009	FY 2010	FY 2011	TOTAL
PP			0		0
PE			0		0
ROW			0		0
CNSTR			130		130
TOTAL			130		130

Project Costs (000's)

MPO Approval



**Cumberland Urbanized Area  
Metropolitan Planning Organization  
FY 2008-2011  
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code \_\_\_\_\_ STIP# \_\_\_\_\_

Project Name Maryland Avenue Change Order Limits Jefferson Street To Short Street

Improvement Description Complete reconstruction including base, surface, curbs, walks, drainage inlets and water line.

Responsible Agency City of Cumberland

Current Lanes 2 with parking on one side Current Road Type Bituminous Concrete Proposed Lanes 2 - 12' w/ 8' parking

Miles 0.13 Miles Highway System FAR No. 7509 Funding ARRA 2009 Ratio 100/0

Related Projects N/A

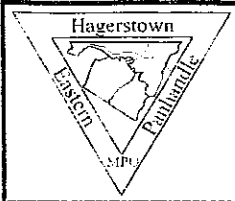
Comments This project was included as an add-alternate to an existing ARC Funded contract, but the City did not have funds to award the extra work.

The existing Contract information is: SHA Contract No. AL361ZM1  
Federal Contract No. APL-000A(213)E

Phase	BIENNIAL	ELEMENT		FY 2008-2011	
	FY 2008	FY 2009	FY 2010	FY 2011	TOTAL
PP			0		0
PE			0		0
ROW			0		0
CNSTR			498		498
TOTAL			498		498

Project Costs (000's)

MPO Approval



Hagerstown/Eastern Panhandle Metropolitan Planning Organization  
33 W. Washington St., 4th Floor, Suite 402, Hagerstown, MD 21740  
Phone: 240-313-2080, Fax: 240-313-2084  
www.hepmpo.net

RECEIVED

JUL

OFFICE OF PLANNING &  
CAPITAL PROGRAMMING

A RESOLUTION BY THE HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION (HEPMPMO)

AMENDING THE F.Y. 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM

RECITALS

**WHEREAS**, the attached project amendments have been proposed by the Maryland and West Virginia Departments of Transportation for inclusion in the Hagerstown Eastern Panhandle Metropolitan Planning Organization's (HEPMPMO) FY 2008-2011 TIP and the FY 2009 State Transportation Improvement Programs (STIP); and

**WHEREAS**, the proposed amendments have been determined to be programmatically exempt for purpose of Air Quality Conformity, and

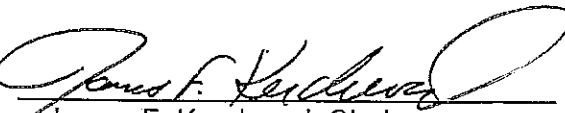
**WHEREAS**, the MPO Technical Advisory Committee has reviewed the proposed amendments and recommended Interstate Council approval; and

**WHEREAS**, the public review and comment process for the proposed amendments has been initiated according to the adopted MPO public participation process.

**NOW, THEREFORE, BE IT RESOLVED** by the Hagerstown-Eastern Panhandle Metropolitan Planning Organization that the F.Y. 2008-2011 Transportation Improvement Program is hereby-amended contingent upon receiving no adverse public comments and as outlined in the attached pages.

PASSED AND DULY ADOPTED after motion this 17th day of June 2009

HAGERSTOWN/EASTERN PANHANDLE  
METROPOLITAN PLANNING ORGANIZATION

By   
James F. Kercheval, Chairman

FY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM

WASHINGTON COUNTY PROJECTS

(FY 2012 and FY 2013 are shown for information only)

PROJECT I.D. #	ROUTE, LOCATION, AND DESCRIPTION	LENGTH IN ENGLISH	TOTAL COST (000)	FUND TYPE	PHASE	FUNDING BY FISCAL YEAR						COMMENTS	RESPON. AGENCY	
						Prior	FY2008	FY2009	FY2010	FY2011	FY2012			FY 2013
MPO ID: REV# W2009-10 0	Dynamic Message Sign Deployment		\$700	ARRA	CON			\$700					Expected to support 19 jobs	MD DOT
State ID:	Phase II ARRA project													
Federal ID: Pending	Installation of new and upgrade of existing dynamic message signs													
MPO ID: REV# W2009-11 0	Traffic Detection at Signalized Intersections		\$300	ARRA	CON			\$300					Expected to support 8 jobs	MD DOT
State ID:	Phase II ARRA project													
Federal ID: Pending	Installation of traffic detection equipment													
MPO ID: REV# W2009-12 0	ARRA - Wash County Resurfacing Projects		\$2,303	STATE LOCAL ARRA	CON CON CON			\$115 \$230 \$1,958					Proj ID: Portions of Cearfoss & Marsh Pk, Bower Ave, Sterling, Edward Doub, Longmeadow, Leitersburg/Smithsburg, Leiters Mill, Hopewell, & Mt. Aetna Rds, Massey & Halfway Blvd, & Robinwood Dr	WASHINGTON COUNTY
State ID:	Various State and County Roads													
Federal ID:	Areawide resurfacing projects													

NEW

# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark Delaware 19711  
302-737-6205; Fax 302-737-9584  
From Cecil County: 888-808-7088  
e-mail: [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)  
web site: [www.wilmapco.org](http://www.wilmapco.org)

**WILMAPCO Council:**  
**Stephen Kingsberry, Chair**  
*Delaware Transit Corporation  
Executive Director*

**Joseph L. Fisona, Vice-chair**  
*Mayor of Elkton*

**James M. Baker**  
*Mayor of Wilmington*

**Cleon L. Cauley**  
*Delaware Office of the Governor  
Deputy Legal Counsel*

**Christopher A. Coons**  
*New Castle County  
County Executive*

**Vance A. Funk III**  
*Mayor of Newark*

**Donald A. Halligan**  
*Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming*

**Jim Mullin**  
*Cecil County Commissioner*

**Carolann Wicks**  
*Delaware Dept. of Transportation  
Secretary*

**WILMAPCO Executive Director**  
Tigist Zegeye

## RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

### AMENDING THE FY2009-FY2012 TRANSPORTATION IMPROVEMENT PROGRAM CECIL COUNTY ELEMENT

**WHEREAS**, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

**WHEREAS**, the United States Department of Transportation's (USDOT) Regulations of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

**WHEREAS**, the WILMAPCO TIP format incorporates a four-year period for the listing of priority projects to be implemented, as well as a list of program development projects; and

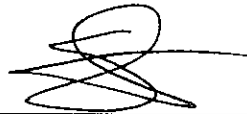
**WHEREAS**, the FY2009-2012 TIP has undergone appropriate community and technical reviews; and

**WHEREAS**, the TIP must be determined to be air quality conforming in accordance with SAFETEA-LU and Clean Air Act and Amendments (CAAA) of 1990 requirements; and;

**WHEREAS**, the FY2009-2012 TIP has been found to be financially constrained, as directed by 23 CFR 450.324 (e), and consistent with the Regional Transportation Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Wilmington Area Planning Council does hereby amend the FY2009-2012 Transportation Improvement Program to include the Cecil County roadway preservation project as presented, using funding from the federal economic stimulus legislation.

July 9, 2009  
Date:



Stephen Kingsberry, Chairperson  
Wilmington Area Planning Council



Partners with you in transportation planning

## TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION/AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

Date of Submission:: 6/10/09

Sponsoring Agency: Cecil County/SHA

Project Name: Cecil County American Recovery and Reinvestment Act (ARRA) Projects

Project Category: Preservation

Project Description: Partial resurfacing, guardrail improvement, striping and signage in the following locations:

1. Leeds/Elk Mills Road from MD 545 to Brewster Bridge Road
2. Old Elk Neck Road from US 40 to Jones Chapel Road
3. Dogwood Road from MD 213 to MD 545
4. Blue Ball Road from Bridge CE0021 (North of Warburton Road) to MD 273

Project Justification: Improve pavement and roadway condition to improve safety.

Funding: Federal \$1,504,000 State \_\_\_\_\_ Local \_\_\_\_\_ Total \$1,504,000

Funding	Phase	Current	FY 2010	FY 2011	FY 2012	FY 2013	Total
Federal	C	\$1,504,000					\$1,504,000
Total		\$1,504,000					\$1,504,000



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Acting Secretary

July 30, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
Philadelphia PA 19103

RE: Administrative Modification of the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to reflect an Administrative Modification of the FY 2008 Baltimore Region Transportation Improvement Program by the Baltimore Regional Transportation Board's Executive Committee. MDOT Control #08-33.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation hereby administratively modifies the FY 2008-2012 Statewide Transportation Improvement Program to reflect the administrative modification of the FY 2008 Baltimore Region Transportation Improvement Program by the Baltimore Regional Transportation Board's Executive Committee on July 17, 2009 to add the following two items:

1. MD45 Traffic Signal Reconstruction – An additional traffic signal project will be added to the previously approved list of Traffic & Safety Projects adding \$100,000 using American Recovery and Reinvestment (ARRA) funds. (Previous STIP Amendment MDOT Control #08-22).
2. Support Activities for Baltimore City's Traffic Management Center adding \$200,000 in Congestion Mitigation Air Quality (CMAQ) funds.

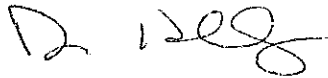
My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Nelson J. Castellanos  
Ms. Letitia Thompson  
Page Two

Documentation of this Administrative Modification is attached.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll-free at 888-713-1414 or via email at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,



Donald A. Halligan, Director  
Office of Planning and Capital Programming

Attachments

cc: Ms. Lyn Erickson, Manager, Regional Planning and Federal Liaison, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Theo Ngongang, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Mary Deitz, Division Chief, Regional and Intermodal Planning Division, State Highway Administration

# Baltimore Metropolitan Council



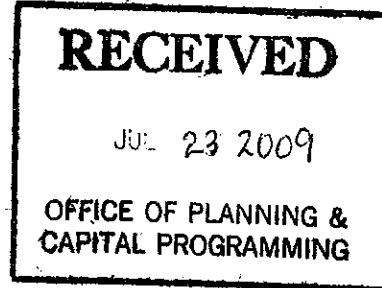
2700 Lighthouse Point East, Suite 310  
Baltimore, MD 21224-4774

Telephone: (410) 732-0500  
Fax: (410) 732-8248  
www.baltometro.org

Anne Arundel County  
Baltimore City  
Baltimore County  
Carroll County  
Harford County  
Howard County

July 21, 2009

Mr. Don Halligan, Director  
Office of Planning and Capital Programming  
**ATTENTION: Mike Nixon**  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076



Dear Mr. Halligan:

The Maryland Department of Transportation (MDOT), on behalf of the State Highway Administration (SHA), has requested a change, as attached, to the Baltimore Region 2008-2012 Transportation Improvement Program (TIP). Following established guidelines, the Executive Committee of the BRTB has reviewed and approved an Administrative Modification to the TIP. The modification reflects the addition of \$100,000 of American Recovery and Reinvestment Act funds for Traffic Signal Reconstruction at MD 45 to the project list from SHA approved in Resolution #09-21.

In order to meet the intent of SAFETEA-LU and the requirements of the Metropolitan Planning Regulations, documentation has been submitted by the requesting agencies. In keeping with the recommendation by the Interagency Consultation Group for traffic signal reconstruction as exempt, the project at MD 45 is also exempt.

**Approval of this Administrative Modification to the Baltimore Region 2008-2012 Transportation Improvement Program was given by the Baltimore Regional Transportation Board's Executive Committee on July 17, 2009.**

The enclosed chart summarizes the conformity determination status, while the attached letter documents justification of prioritization, flexible funding and financial reasonableness for this project. If you have any questions, please contact Regina Aris at 410-732-9572.

Sincerely,

Harvey S. Bloom, Director  
Transportation Planning

Enclosures

cc: BRTB Members



**Resolution #09-21 (Attachment 1)**  
**Approved April 28, 2009**

American Recovery Reinvestment – Maryland Highway Projects Baltimore Region Phase

2

Location	Description	Cost (\$M)	Estimated Jobs
<b>ENVIRONMENTAL</b>			
Regional	Wetland planting and reforestation in District 5	0.1	tbd
Regional	Wetland planting and reforestation in Districts 4 & 7	0.5	tbd
	Total	0.6	
<b>TRAFFIC &amp; SAFETY PROJECTS</b>			
Anne Arundel	Traffic Signal Reconstruction at: MD 2 and MD 710	2.3	tbd
Regional	Dynamic Message Signs Deployment	1.3	tbd
Regional	Sign Lighting System (Lumitrak)	0.5	tbd
Regional	Uninterrupted Power Supply (UPS)/Light Emitting Diode (LED) in Districts 3, 6 & 7	1.7	tbd
Regional	UPS/LED in Districts 1, 2, 4 & 5	1.5	tbd
Regional	Interstate Highway Lighting	5.6	tbd
Regional	Traffic Detection at Signalized Intersections	0.6	tbd
Baltimore Co	Traffic Signal Reconstruction at: MD 7, MD 157, MD 45 and MD 700 <b>(ADD MD 45)</b>	2.4 <b>Add \$0.1</b>	tbd
Carroll	Geometric Improvements: MD 27 at MD 140 Ramps	1.0	tbd
Carroll	Left turn lane: MD 26 at Klees Mill Road	2.3	tbd
	<b>Total</b>	<b>19.4 19.2</b>	
<b>RESURFACING PROJECTS</b>			
Baltimore Co	I-83: Downes Road to PA Line and ramps at MD 45, Mt. Carmel Road and Middletown Road	4.6	tbd
Howard	US 29: Brokenland Parkway to Middle Patuxent River (southbound)	5.1	tbd
	Total	9.7	tbd
<b>BRIDGE PROJECTS</b>			
Baltimore City	Argonne Drive Bridge	8.0	tbd
	Total	8	
Baltimore Region total (\$ millions)		37.4	



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swalm-Staley**  
Acting Secretary

July 10, 2009

Mr. Harvey S. Bloom  
Director, Transportation Planning  
Attn: Regina Aris  
Baltimore Metropolitan Council  
2700 Lighthouse Point, East Suite 310  
Baltimore MD 21224-4774

Dear Mr. Bloom:

The State Highway Administration has programmed an additional traffic signal reconstruction project on MD45 in Baltimore County at a cost of \$100,000 using American Recovery and Reinvestment (ARRA) funds.

I am therefore requesting that you take the appropriate action to request an administrative modification to the previously approved Transportation Improvement Program amendment (Resolution #09-21- April 28, 2009) by the Baltimore Regional Transportation Board's Executive Committee. The project should be added to the Baltimore County line item in the Traffic & Safety Projects category.

Please contact me if you have any questions or need additional information. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink that reads "Michael W. Nixon".

Michael W. Nixon, Manager of Regional Planning  
Office of Planning and Capital Programming

cc: Mr. Theo Ngongang, Regional Planner, Office of Planning and Capital Programming  
Maryland Department of Transportation

# Baltimore Metropolitan Council



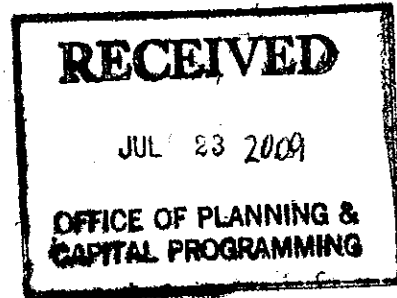
2700 Lighthouse Point East, Suite 310  
Baltimore, MD 21224-4774

Telephone: (410) 732-0500  
Fax: (410) 732-8248  
www.baltometro.org

Anne Arundel County  
Baltimore City  
Baltimore County  
Carroll County  
Harford County  
Howard County

July 22, 2009

Mr. Don Halligan, Director  
Office of Planning and Capital Programming  
**ATTENTION: Mike Nixon**  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076



Dear Mr. Halligan:

Baltimore City has requested a change, as attached, to the Baltimore Region 2008-2012 Transportation Improvement Program (TIP). Following established guidelines, the Executive Committee of the BRTB has reviewed and approved an Administrative Modification to the TIP. The modification reflects the addition of \$200,000 of Congestion Mitigation and Air Quality (CMAQ) funds for Baltimore City's Traffic Management Center (TMC).

In order to meet the intent of SAFETEA-LU and the requirements of the Metropolitan Planning Regulations, documentation has been submitted by the requesting agencies. In keeping with the recommendation by the Interagency Consultation Group for traffic operations centers as exempt, the Baltimore City TMC project is also exempt.

**Approval of this Administrative Modification to the Baltimore Region 2008-2012 Transportation Improvement Program was given by the Baltimore Regional Transportation Board's Executive Committee on July 17, 2009.**

The enclosed chart summarizes the conformity determination status, while the attached letter documents justification of prioritization, flexible funding and financial reasonableness for this project. If you have any questions, please contact Regina Aris at 410-732-9572.

Sincerely,

Harvey S. Bloom, Director  
Transportation Planning

Enclosures

cc: BRTB Members

2008 - 2012 Transportation Improvement Program

Baltimore City

Emission Reduction Strategy

**Traffic Management Center**

<b>TIP Id #</b>	12-0616-07	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Local Project	<b>Project Type</b>	ITS
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP/CTP Page#</b>	N/A		

<b>Description</b>	<b>Justification</b>
A Design/Build contract to upgrade the existing Traffic Management Center was recently completed. Now open, this activity provides operating support for technicians, signal engineering, control system operators and other staff which operate the City's Traffic Management Center.	A state-of-the-art traffic management center opened in Baltimore City to coordinate emergency efforts, better control signals and the Variable Message Sign system and direct traffic for special events. This more efficient traffic management center will maintain better traffic movement throughout Baltimore City therefore reducing congestion and auto emissions.  *Supports regional M&O initiatives.

**CMAQ – Congestion Mitigation and Air Quality**

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2008 Federal Funds	FY 2008 Matching Funds	FY 2009 Federal Funds	FY 2009 Matching Funds	FY 2010 Federal Funds	FY 2010 Matching Funds	FY 11-12 Federal Funds	FY 11-12 Matching Funds	Estimated Project Total
CON	\$840	\$210				\$300					\$1,350
OTH					\$200						\$200
PE											\$0
PP											\$0
ROW											\$0
<b>Totals</b>	<b>\$840</b>	<b>\$210</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,550</b>



CITY OF BALTIMORE

SHEILA DIXON, Mayor



DEPARTMENT OF TRANSPORTATION

ALFRED H. FOXX, Director  
417 E. Fayette Street  
Baltimore, Maryland 21202


July 9, 2009

Mr. Harvey Bloom

Dear Mr. Bloom:

Enclosed you will find a requested administrative modification to the 2008 Transportation Improvement Program, adding 2.2 million from the Congestion Mitigation Air Quality program to fund the operations of the City's Transportation Management Center.

Should you have any questions, please contact me at 410 396 6804.

  
Jamie Kendrick  
Deputy Director



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Acting Secretary

July 31, 2009

Mr. Nelson J. Castellanos  
Division Administrator  
Attn: Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Letitia Thompson  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2008 Maryland Statewide Transportation Improvement Program to add Non-Urban Statewide Local Highway Projects to be Funded through the American Recovery and Reinvestment Act (ARRA).  
MDOT Control #08-34.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation hereby amends the FY 2008-2012 Statewide Transportation Improvement Program to include non-urban statewide local highway projects. These projects will be completed using funding made available through the American Recovery and Reinvestment Act of 2009. These projects were selected by the respective Counties and have been reviewed and determined to be "federal aid eligible" by the State Highway Administration.

A project list by county is attached.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming at 410-865-1295, toll-free at 888-713-1414 or via email at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

Mr. Nelson J. Castellanos  
Ms. Letitia Thompson  
Page Two

Attachments

cc: Mr. Ian Beam, Regional Planner, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Michael Nixon, Manager of Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Lyn Erickson, Manager Regional Planning and Federal Liaison, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Mary Deitz, Division Chief, Regional and Intermodal Planning Division, State Highway Administration



## *ARRA Local Highway Projects*

<b>County</b>	<b>Cost</b>
<b>CALVERT</b>	<b>\$1,343,000</b>
<b>CAROLINE</b>	<b>\$961,000</b>
<b>CHARLES</b>	<b>\$1,948,000</b>
<b>DORCHESTER</b>	<b>\$1,063,000</b>
<b>GARRETT</b>	<b>\$1,204,000</b>
<b>KENT</b>	<b>\$540,000</b>
<b>QUEEN ANNE'S</b>	<b>\$1,113,000</b>
<b>ST. MARY'S</b>	<b>\$1,496,000</b>
<b>SOMERSET</b>	<b>\$642,000</b>
<b>TALBOT</b>	<b>\$1,100,000</b>
<b>WORCESTER</b>	<b>\$1,319,000</b>
<b>Total</b>	<b>\$12,729,000</b>

### *ARRA Local Highway Projects*

CALVERT	DESCRIPTION	PROJECT LIMITS	TYPE OF WORK	COST
	RESURFACE 5TH STREET AND BRICKHOUSE ROAD	N/A	RESURFACE	\$1,343,000
			<b>TOTAL</b>	<b>\$1,343,000</b>

CAROLINE	DESCRIPTION	PROJECT LIMITS	TYPE OF WORK	COST
	VARIOUS LOCATIONS IN CAROLINE COUNTY	N/A	SIGNING	\$202,669
	VARIOUS LOCATIONS IN CAROLINE COUNTY	N/A	PAVEMENT MARKINGS	\$342,330
	ALLOCATED TO DENTON	N/A	RECONSTRUCTION	\$416,000
			<b>TOTAL</b>	<b>\$961,000</b>

CHARLES	DESCRIPTION	PROJECT LIMITS	TYPE OF WORK	COST
	WESTERN PARKWAY	ROUTE 228 TO PLAZA DRIVE	SAFETY AND RESURFACE	\$165,000
	ST. CHARLES PARKWAY		SAFETY	\$165,000
	SMALLWOOD DRIVE WEST		PAVEMENT MARKING	\$45,000
	ROSEWICK ROAD		PAVEMENT MARKING	\$10,000
	ROSEHILL ROAD		SAFETY AND RESURFACE	\$404,000
	MITCHELL ROAD	ROUTE 301 TO ROUTE 225	SAFETY AND RESURFACE	\$419,000
	WASHINGTON AVENUE		PAVEMENT MARKING	\$20,000
	ROSEWICK ROAD @ PROPOSED HERITAGE GREEN PARKWAY		GEOMETRIC IMPROVEMENTS	\$362,452
	SMALLWOOD DRIVE WESTBOUND @ MCDANIEL ROAD		GEOMETRIC IMPROVEMENTS	\$218,160
	VARIOUS LOCATIONS IN THE TOWN OF LA PLATA		ADA SIDEWALKS	\$96,425
	VARIOUS LOCATIONS IN THE TOWN OF INDIAN HEAD		ADA SIDEWALKS	\$42,963
				<b>TOTAL</b>

DORCHESTER	DESCRIPTION	PROJECT LIMITS	TYPE OF WORK	COST
	LINKWOOD ROAD	US 50 TO MD 392	WIDEN AND RESURFACE	\$500,000
	MAPLE DAM ROAD	CAMBRIDGE CITY LIMITS TO KEY WALLACE DRIVE	RESURFACE	\$400,000
	SANDY HILL ROAD	HAMBROOKS BLVD. TO ALGONQUIN ROAD	RESURFACE	\$31,500
	HAMBROOKS BLVD.	SANDY HILL ROAD TO QUEEN ANNE AVE.	RESURFACE	\$49,000
	VARIOUS LOCATIONS IN DORCHESTER COUNTY		PAVEMENT MARKING	\$82,500
			TOTAL	\$1,063,000

GARRETT	DESCRIPTION	PROJECT LIMITS	TYPE OF WORK	COST
	NEW GERMANY ROAD		RESURFACE	
	CHESTNUT RIDGE ROAD		RESURFACE	
			TOTAL	\$1,204,000

KENT	DESCRIPTION	PROJECT LIMITS	TYPE OF WORK	COST
	HIGH STREET	MORGNEC ROAD TO CROOSS STREET	MILL AND RESURFACE	
	COLLEGE AVENUE	HIGH STEET TO CAMPUS AVENUE	MILL AND RESURFACE	
	CAMPUS AVENUE	COLLEGE AVENUE TO ROLLING ROAD	MILL AND RESURFACE	
	SPRING STREET	HIGH STREET TO MAPLE AVENUE	MILL AND RESURFACE	
			TOTAL	\$540,000

QUEEN ANNE'S	DESCRIPTION	PROJECT LIMITS	TYPE OF WORK	COST
	VARIOUS BRIDGES IN QUEEN ANNE'S COUNTY		GUARDRAIL REPLACEMENT	
	VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY		PAVEMENT MARKINGS & SIGNING	
	TANYARD RD. & CARMICHAEL RD.		SAFETY	
			TOTAL	\$1,113,000

	DESCRIPTION	PROJECT LIMITS	TYPE OF WORK	COST
ST. MARY'S	MECHANICSVILLE ROAD OVER CHAPTICO CREEK		BRIDGE REPLACEMENT	
	PEGG ROAD	MD 237 TO FOREST RUN DRIVE	RESURFACE	
				TOTAL

	DESCRIPTION	PROJECT LIMITS	TYPE OF WORK	COST
SOMERSET	REVELLS NECK RD	END OF STATE MAIN. TO STEWARTS NECK RD.	RESURFACE	
	OLD PRINCESS ANNE RD	MD 675 TO DUBLIN RD.	RESURFACE	
	WEST POST OFFICE RD.:	MEADOW BRIDGE RD. TO 1.986 MILES W.	RESURFACE	
	SOMERSET AVENUE		RESURFACE	
	KING MILLER ROAD		RESURFACE	
			TOTAL	\$642,000

	DESCRIPTION	PROJECT LIMITS	TYPE OF WORK	COST
TALBOT	DUTCHMAN'S LN. OVER WINDMILL BRIDGE		BRIDGE REPLACEMENT	\$1,100,000
				TOTAL

	DESCRIPTION	PROJECT LIMITS	TYPE OF WORK	COST
WORCESTER	SEAHAWK ROAD	US 50 TO SINEPUXENT ROAD	RESURFACE	
	NASSAWANGO ROAD	MD 12 TO SCOTTY ROAD	RESURFACE	
	ST. LUKES ROAD	MD 12 AND @ STEVENS ROAD	RESURFACE	
				TOTAL