

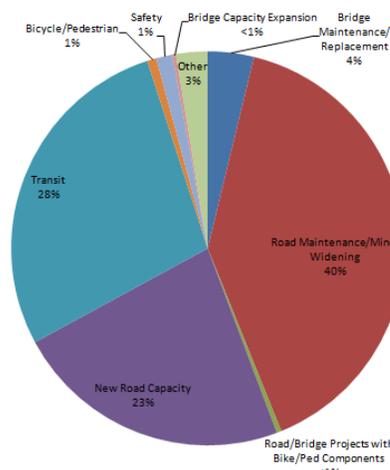


Maryland

An examination of Maryland’s 2011-2015 Statewide Transportation Improvement Program* reveals that road maintenance/minor widening projects** account for the largest chunk of the planned spending (40 percent). Transit projects follow, comprising 28 percent. New road capacity projects make up 23 percent of the STIP. Bridge maintenance/replacement projects account for 4 percent, and projects classified as “other”*** make up 3 percent. Safety projects and bicycle/pedestrian projects follow, at 1 percent each. Bridge capacity expansion projects make up less than 1 percent of the planned spending, as do road or bridge projects with bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway).

Proposed Spending, FY 2010-FY2015*

Project Type	Cost (\$millions)
Bridge Maintenance/Replacement	421.30
Road Maintenance/Minor Widening**	4,453.48
Road/Bridge Projects with Bike/Ped Components	43.12
New Road Capacity	2,534.32
Transit	3,101.72
Bicycle/Pedestrian	83.97
Safety	147.98
Bridge Capacity Expansion	32.28
Other***	288.83
Total	\$11,107.0



* Maryland’s 2011-2015 STIP is comprised of projects listed in its 2010-2015 Consolidated Transportation Program (CTP), and provides project costs for the six years. TSTC used all six years of project costs for this analysis. TSTC used five sections of the CTP for the analysis: The Secretary’s Office, Washington Metropolitan Area Transit, Maryland Transit Administration, Maryland Transportation Authority, and State Highway Administration.

** 98% of this category is from line items identified as "Safety, Congestion Relief and Community Enhancements," "Other System Preservation," and "System Preservation and Minor Projects." These categories were classified as road maintenance/minor widening, but projects in this category may fall into categories such as new road capacity, bicycle/pedestrian improvements and safety improvements.

*** This category includes \$46.5 million in line items called "capital salaries, wages and other costs."

These summary sheets were produced by the Tri-State Transportation Campaign, a non-profit organization working toward more balanced, transit-friendly and equitable transportation policies in Connecticut, New York and New Jersey. The report is available at Trackstatedollars.org. The analysis was conducted using the Statewide Transportation Improvement Plan (STIP). TSTC staff analyzed each individual project listing in the STIP, categorizing projects by either an assigned project type where available, or by the project description and supporting documentation. States are required to list all transportation projects that receive federal aid in the STIP, though many states also include projects that only receive state dollars as well. However, there may be certain projects not included in the STIP, such as those undertaken by toll road authorities of state infrastructure banks. All percentages have been rounded. For more information on the methodology utilized, please contact TSTC. Image of Maryland from 50states.com. This project was made possible by support from the Rockefeller Foundation.

