

MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation ("MDOT" or "Department"), its modal agencies – the Maryland Aviation Administration (MAA), Maryland Port Administration (MPA), Motor Vehicle Administration (MVA), State Highway Administration (SHA), Maryland Transit Administration (MTA) – and related authorities to the Department, including the Maryland Transportation Authority (MdTA) and Washington Metropolitan Area Transit Authority (WMATA).

In this document, you will find a Project Information Form (PIF) for every major project, which includes project details, financial information and construction status as well as a list of minor capital projects. MDOT works together with residents, local jurisdictions, and local and State elected officials to include projects in the CTP that preserve investments, enhance transportation services, and improve accessibility throughout the State. In order to help Maryland's citizens review this document, the CTP includes a summary of the Department's financing and budgeting process and instructions for reading Project Information Forms (PIFs).

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For the hearing impaired, Maryland Relay 711.

For further information about this document, please contact the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document also is available online at: www.ctp.maryland.gov.

For more information on Maryland transportation, please visit us on the web at www.mdot.maryland.gov.

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (“MDOT” or “Department”) is pleased to present the State’s six year capital investment program for transportation, the Final FY 2014-2019 Consolidated Transportation Program (CTP).

The CTP is the capital budget outlook and a key part of the State Report on Transportation (SRT) that MDOT publishes each year. The SRT contains three important documents: the Maryland Transportation Plan (MTP), Consolidated Transportation Program (CTP), and annual Attainment Report (AR) on Transportation System Performance. The CTP contains projects and programs across the Department. Under the O’Malley/Brown Administration’s leadership, MDOT has updated the MTP, a 20-year vision for Maryland’s transportation system that is updated every four to five years through an extensive outreach effort with the public, local jurisdictions, and State agencies to ensure it reflects the needs and priorities of Marylanders. To learn more, visit the new plan website at www.mdot.maryland.gov/MTP. The CTP includes capital projects that are generally new, expanded or significantly improved facility or service that may involve planning, environmental studies, design, right-of-way acquisitions, construction, or the purchase of essential equipment related to the facility or service.

ESTABLISHING PRIORITIES

This year’s CTP reflects the priorities of the O’Malley/Brown Administration as embodied in the updated goals of the MTP and defined by studies, evaluation and analysis. These priorities must address federal and State requirements; local government mandates, interests, and concerns; and the public travel needs. Guided by these considerations, MDOT has a clear set of priorities that represent the core focus of the State’s investments in its transportation system.

The New 2035 MTP update being released with this CTP provides a framework for transportation investments in Maryland based on the priorities and needs of the State, local jurisdictions and Maryland’s citizens.

Recognizing the need to ensure adequate funding for transportation projects, the O’Malley/Brown Administration, with the approval of the Legislature, was able to secure additional revenue by passing the Transportation Infrastructure Investment Act of 2013. This Act allowed MDOT to add new projects and reintroduce projects from previous years, to address long-standing transportation issues across the State. The Department is in the fortunate position to make new investments to address many of the State’s needs and invest public dollars in the most efficient and cost effective way. While the expected revenues will go a long way towards addressing many needs, MDOT recognizes that these revenues cannot address every need. MDOT will need to use these resources strategically to ensure investments help implement the MTP vision and address the following priorities:

Priority: Supporting Economic Development and Jobs

Transportation infrastructure provides value, and investing in Maryland’s transportation system supports Maryland industries and businesses. Maryland employers depend upon high quality access to remain productive and competitive. By making investments in the transportation system, Maryland retains and enhances access to markets across the globe. MDOT’s goal is to ensure its investments support a healthy and competitive State economy. It will do this by undertaking projects that improve freight and commodity flows and the movement of goods and services in and through Maryland.

Priority: Transit Improvements

Maryland citizens, businesses and visitors need a dependable and affordable means to get to and from work, school, or other activities each day. Public transit investment can help working families save more money by providing less expensive transportation options while also addressing environmental issues like climate change and supporting the State's Smart, Green and Growing initiatives. When people choose public transportation, it translates into fewer cars on the road, fewer emissions in the air, and a healthier environment. This year's CTP provides funding for transit in a variety of Maryland contexts, including rural areas, cities and metropolitan regions. For longer commutes, MDOT provides MARC train and commuter bus services. Maryland is committed to providing easily accessible, high quality public transportation. In today's economy, transit is a wise and often necessary service that helps create opportunities and supports a better future for hundreds of thousands of people in Maryland. New revenue is supporting the advancement of new transit projects to meet current and future demand in the Washington and Baltimore regions, while also improving transit services and providing assistance to locally operated transit systems across the State.

Two major initiatives at the MTA are the Transit Modernization Program (TMP) and the MARC Growth and Investment Plan (MGIP) update.

Following nearly a decade since the last thorough review of Local Bus, Light Rail, Metro Subway, MARC Train, and Commuter Bus in Central Maryland, the MTA is conducting a comprehensive review of the region's transit network. The TMP will assess the needs and financial resources of the system as a basis for developing recommendations and an implementation strategy. The MTA study is designed to ensure that job centers are adequately served by public transit; families of all socioeconomic backgrounds have access to important resources like hospitals and educational centers; and that future transit service aligns with housing and job growth. The TMP will guide the strategic efforts that the MTA is taking to deliver quality service to public. The first step is to look at how MTA can make the bus network provide better connections between these key destinations and the fixed rail system. The ultimate goal is to deliver a system in which every mode of the system operates as an integral part of a comprehensive and connected network, while increasing ridership growth.

The MGIP update will provide a framework for the MARC service to increase ridership, improve service, maintain a good state of repair, and enhance the customer experience. The plan will look at improvements in the near-term, long-term, and future timeframes.



Priority: System Preservation

MDOT continues to place a high priority on allocating funds toward system preservation. The CTP reflects significant investments in the bridge program, road and runway resurfacing, rail car overhauls and replacements, bus replacements, and general facility rehabilitation, replacement and upkeep.

A key focus area is the condition of bridges across Maryland. SHA continues to make significant progress in reducing the number of structurally deficient bridges on the State's highway system to ensure safe travel for Maryland motorists and users of our system.

Since Governor O'Malley took office in 2007, SHA has repaired or rehabilitated 141 State-owned bridges that had been classified as structurally deficient. By April 2013, SHA had reduced the total number of State-owned structurally deficient bridges to 87 out of more than 2,500 structures statewide. This effort has reduced the number of State-owned structurally deficient bridges in Maryland to its lowest number in more than a generation. In addition, the MTA is currently overhauling 63 MARC III coaches, performing a mid-life overhaul on the entire Light Rail fleet, and repairing and

replacing the Metro Signal System to name just a few of the major system preservation efforts. MTA is also developing an Asset Management Plan, which will analyze asset information currently collected to provide insight into long term maintenance and capital replacement needs.

Priority: Smart, Green and Growing

The O'Malley/Brown Administration has given new energy and focus to Maryland's Smart Growth efforts by launching the Smart, Green and Growing initiative, supporting the creation of a statewide development plan (PlanMaryland), and implementing the Sustainable Communities Act of 2010. These statewide initiatives provide a framework for addressing transportation challenges and coordinating with other stakeholders toward smarter and more sustainable patterns of future growth. This focus has enabled MDOT to build these concepts solidly into the MTP and strengthen efforts to promote transportation alternatives (e.g. rideshare and telework), while also addressing air emissions, water quality, and other environmental impacts. The Smart, Green and Growing Initiative also has encouraged the preservation of resource lands, the revitalization of existing communities, and the promotion of compact, mixed-use development near existing and planned transit stations.

Priority: Transit-Oriented Development (TOD)

TOD is a key component of Maryland's efforts to ensure efficient use of our transportation system and promote sustainable, smart growth development for the State. Transit can be most efficient and effective when it serves to connect relatively dense clusters of houses, jobs, and destinations. A development that is "transit-oriented" typically comprises a mixture of land uses configured and oriented to maximize visibility and access to the transit station. TOD projects design street networks and parking to ensure the safety and comfort of pedestrians and bicyclists, while ensuring efficient traffic flow to automobiles, buses and carpoolers. TOD can help ensure that Maryland residents achieve maximum benefit for their investment in transit and related transportation infrastructure. By contributing to transit ridership, TOD can help reduce highway congestion, greenhouse gas emissions, and sprawl for the benefit of all Maryland residents.

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

The O'Malley/Brown Administration has promoted TOD as part of its Smart, Green, and Growing initiative by passing legislation and officially designating 15 transit stations as TODs. These station areas are the focus of coordinated efforts to plan for and implement appropriate transit-supportive development. They also will benefit from legislation that makes it easier for both State and local agencies to coordinate and advance their respective TOD agendas. Under the 2010 Sustainable Communities Act, these designated TODs are considered "Sustainable Communities" and are thereby eligible for enhanced support from State programs and potential local Tax Increment Finance (TIF) initiatives.



Priority: Bicycle & Pedestrian Travel

Providing safe infrastructure so that people can choose to walk or bike to meet their daily needs can result in fewer cars on the road, fewer emissions in the air, and a healthier Maryland. Supporting walking and bicycling is an essential element of Maryland's Smart Green and Growing and Cycle Maryland initiatives. MDOT continues to be committed to improving facilities for walking and biking across the statewide network, as evidenced in the 2012 adoption of a Complete Streets policy by SHA. Several recent studies have highlighted the high economic return that bicycle and pedestrian projects can have by generating both jobs and tourism activity. With household budgets stressed, walking and bicycling are affordable travel options that also support health and the environment. MDOT has completed an update of the statewide Bicycle and Pedestrian Master Plan released with this CTP. MDOT conducted extensive public outreach regarding priorities for pedestrian and bicycle travel. The new Plan establishes goals, strategies and initiatives to guide investments and work to enhance bicycle and pedestrian travel throughout Maryland.



MDOT includes accommodations for walking and bicycling in all projects where possible and has launched several programs specifically directing additional funding to walking and biking. This Final CTP includes nearly \$210 million for bicycle and pedestrian projects. These investments include an addition of \$5 million to the Bikeways Program to support local bicycle transportation project, providing necessary funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Master Plan. The Bikeways Program fills missing links in the statewide trails and bikeways network by connecting and extending on-road and off-road bicycle facilities across the State and improving connections to transit, work, schools, shopping, and other destinations. Maryland also provided \$2.5 million in grants to local governments for planning and implementing Bikeshare programs to promote the development of bicycle sharing infrastructure. The first Bikeshare stations in Maryland opened this fall in Montgomery County.

Priority: Environment

MDOT recognizes that transportation infrastructure can have a strong influence on the natural environment. The Department will need to develop new tools and strategies with which to combat and respond to climate change and impacts made on the natural environment. MDOT's commitment to Environmental Stewardship is one aspect of a larger commitment to a more sustainable future. That future will require Maryland's transportation system to be resilient and the strategies for the protection of our natural, cultural and community resources to be forward-looking and adaptive.

By coordinating land-use, transportation, and resource planning with partners in other agencies and local governments, MDOT helps to ensure that the investments made will meet multiple needs for the citizens of Maryland. Using the State's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT agencies are minimizing negative impacts and using project mitigation to support the State's broader conservation goals. As part of the State's response to the EPA's imposition of Total Maximum Daily Loads (TMDLs) for nutrients and sediment on the Bay and its tidal tributaries, the CTP supports a three-pronged approach. Retrofitting older parts of the transportation network with the latest stormwater management technology; restoring natural filters through stream restoration, forest establishment and wetland creation; and adopting protective operational practices will move the State closer to meeting the mandated water quality targets. The Transportation Act provides MDOT General Funds or General Obligation Bonds to address these requirements. These funds will go a long way in addressing the Phase 1 TMDL legal requirements.

MDOT is working to address climate change by reducing air emissions and managing energy consumption related to the transportation industry. These issues are being addressed by continued efforts to improve the public transportation network and provide alternatives to traveling by single occupant vehicles. MDOT also chairs the Maryland Electric Vehicle Infrastructure Council which was created by legislation in 2011 and has recommended a series of strategies to facilitate the successful integration of electric vehicles and electric vehicle infrastructure into Maryland's existing transportation system. MDOT is also working with other states' transportation and environmental agencies across the Northeast to assess the possibility of installing electric vehicle recharging stations across the region. Meanwhile, the State continues to build its hybrid-electric bus technology and hybrid and flex-fuel vehicle fleets. With the passage of the Clean Car legislation in 2007, the State has adopted the cleaner California car standards beginning with the 2011 model year. MDOT has installed electric vehicle recharging stations for public use at several locations including MDOT headquarters, BWI Marshall Airport, and at several park and ride lots throughout the State. MDOT has also partnered with the Maryland Energy Administration to install charging infrastructure at transit stations in the Baltimore-Washington Metropolitan Area. By paving the way for broader usage of cleaner vehicles, these efforts will help us reduce greenhouse gas emissions and contribute to our long-term efforts to fight climate change.

MDOT uses a variety of Travel Demand Management (TDM) strategies to support alternatives to driving alone and limit emissions from the transportation sector. TDM efforts can also help reduce congestion, lower commuting costs, and improve air quality. Some of these efforts are: carpooling, car sharing, transit, teleworking, and variable pricing infrastructure.

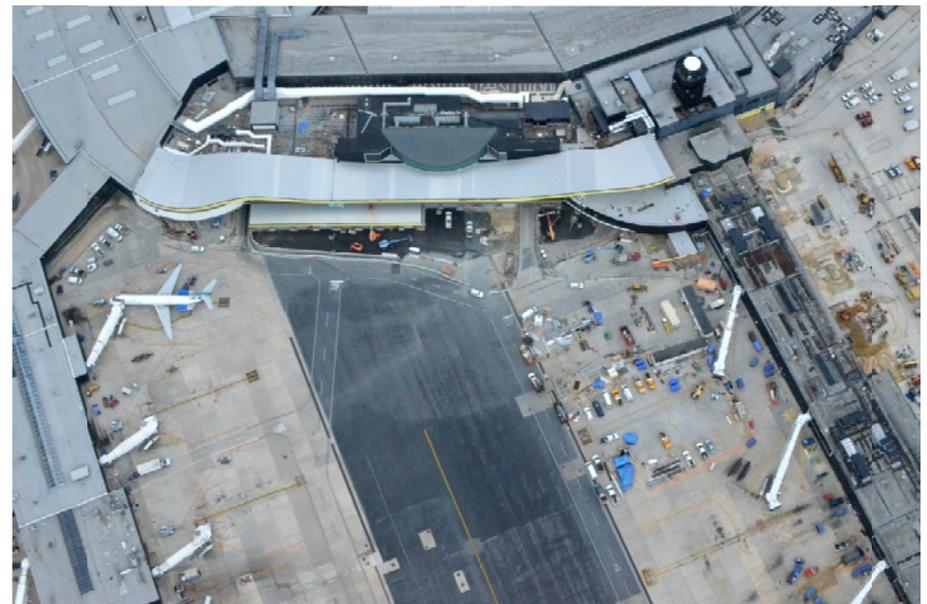
MDOT is implementing these strategies in cooperation with our partners in the metropolitan planning organizations (MPOs), the Maryland Department of the Environment, local governments, and the private and not-for-profit sectors. Also, MDOT is working closely with the Maryland Department of the Environment and other sister agencies to implement the Final Green House Gas Reduction Act Plan.

Priority: Safety & Security

Public safety and security is a top priority for MDOT. The Department works with our federal and local law enforcement partners on a daily basis and are constantly evaluating and implementing measures to reduce the vulnerability

of Maryland citizens and facilities. With federal and State investments, progress is being made on a variety of fronts.

Recent investments to enhance public safety and security include projects at BWI Marshall Airport to create state-of-the-art passenger security screening areas between Concourses B and C and between Concourses D and E. These projects will widen a portion of Concourse C to increase the width of the main egress corridor, provide for a post-security connection between concourses A, B and C, as well as between concourses D and E (the international terminal). BWI Marshall Airport is also in the midst of a \$48 million upgrade to various elements of its security network including enhancements to its video monitoring capability and access control system.



The Maryland Transportation Authority (MdTA) is investing \$12 million to upgrade security and surveillance at its five major bridge facilities including enhancements to its video monitoring capability on the Bay Bridge, Key Bridge, Hatem Bridge, Nice Bridge, and Tydings Bridge.

MDOT has been a primary source of funding for the State's 700 MHz radio system to connect Maryland's first responders on one secure radio network. The first phase of the implementation has been completed and covers central Maryland, Kent County and key infrastructure operated by the MdTA. With the implementation of Phase I, first responders responsible for two-thirds of

Maryland's population can now talk to one another in an emergency situation via one secure radio system.

The security of customers and highly visible transit infrastructure is the focus of a \$70 million anti-terrorism and emergency preparedness program being implemented by the MdTA. This program has been funded primarily by the Department of Homeland Security (DHS) Transit Security Grant Program funds awarded to MTA from FY 2005 to FY 2013. Enhancements include improved video monitoring of transit stations and vehicles, communication improvements and public education efforts to involve MTA's hundreds of thousands of daily customers in the security effort based on the premise that, "If you see something, say something." MDOT has supported the Statewide Computer Aided Dispatch, Record Management System (CAD/RMS) and Automated Field Reporting (AFR) systems. This project allows interoperability (use of the same software) and also facilitates timely information sharing with all of the participating State-level law enforcement agencies. Efficiencies are gained in crime analysis, trend analysis, report generation and general law enforcement activities. Through its financial support of WMATA, MDOT also supports security enhancements to the Washington region's bus and Metro subway system.

Governor Martin O'Malley's goal of making the Port of Baltimore one of the safest ports in the nation is the driving force behind the Maryland Port Administration's \$45 million Terminal Security Program. With the assistance of our federal partners, the latest state-of-the-art technology is being integrated into a comprehensive port security network that includes enhancements to video monitoring, access controls and other security infrastructure. This comprehensive approach to port security has earned the Port of Baltimore an "Excellent" evaluation rating from the United States Coast Guard for six years in a row.

Priority: Freight

Freight activity in Maryland and throughout the East Coast is expected to double by 2030. Maryland's location at the crossroads of the I-95 corridor and significant rail and marine corridors means that the infrastructure in Maryland is critical to the State, regional, and national economy. As much of Maryland's freight network is shared with passenger or vehicle operations, both freight and passenger growth will exacerbate already congested infrastructure throughout the State. The resulting chokepoints create significant challenges for freight and passenger movement in the region. It is imperative that MDOT work with freight stakeholders to plan and facilitate the

necessary improvements to accommodate freight demand and allow for the cost-effective and safe movement of goods by all modes.

To meet these needs, MDOT is taking an aggressive approach to implement multimodal freight solutions in Maryland and the greater multi-state region. Through planning activities, MDOT is working to cultivate partnerships with neighboring states, freight stakeholders and non-profits. MDOT also participates in freight efforts regionally with groups such as the I-95 Corridor Coalition. A full list of freight related projects is on MDOT's website at www.mdot.maryland.gov, click on Freight.



Photo by Bill McAllen Photography

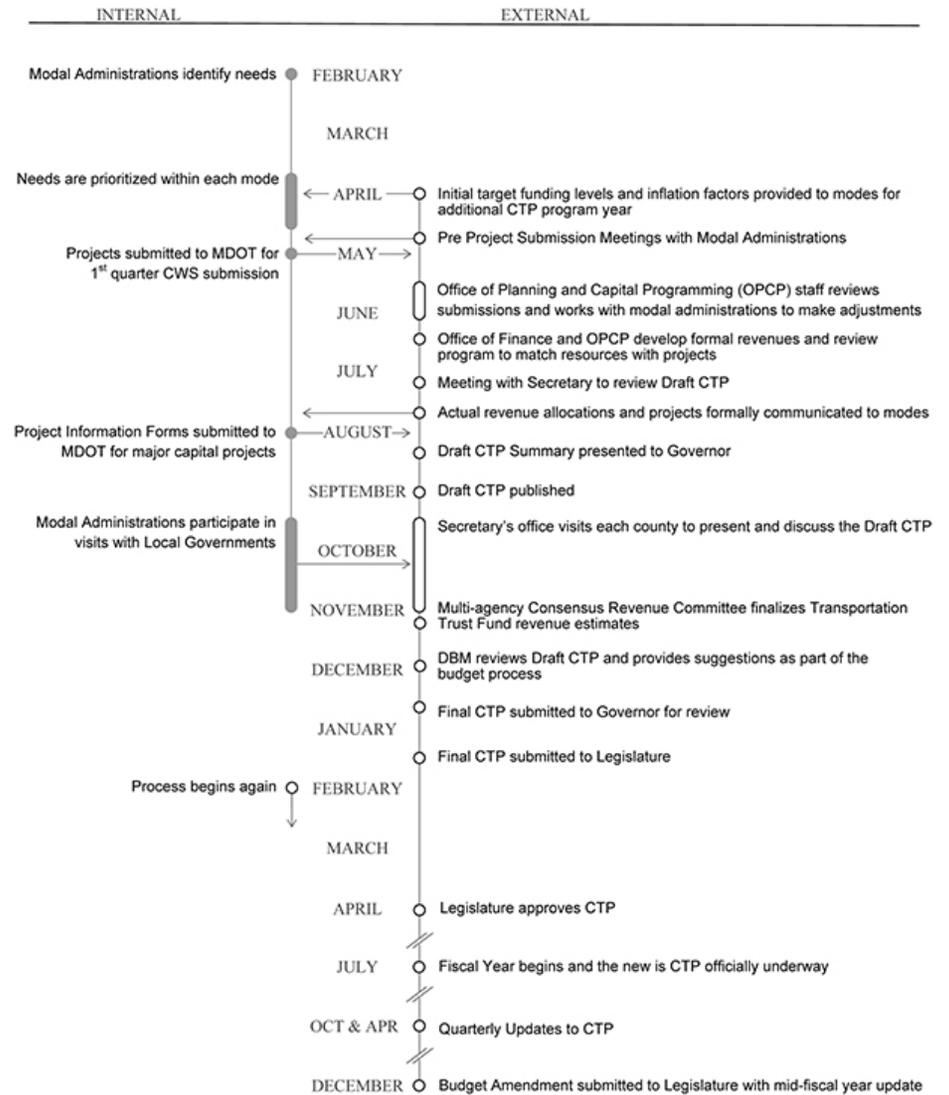
Process for CTP Development

The CTP takes nearly a full year to create, and the criteria used to prioritize program and project investment and its milestones are outlined generally below.

These criteria include:

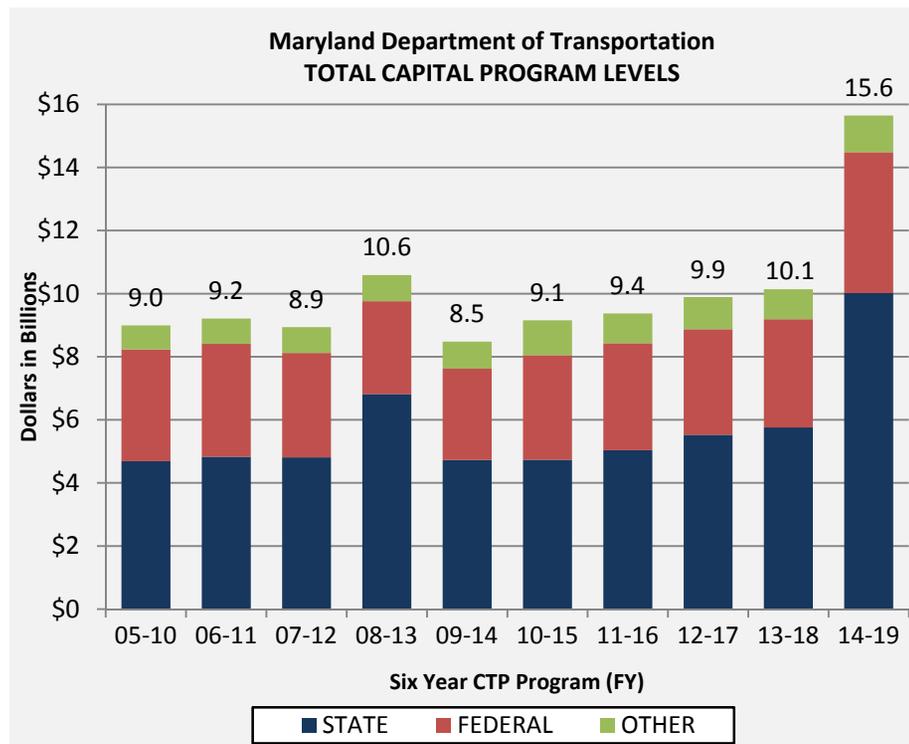
- Support existing project commitments and uphold intergovernmental agreements;
- Meet all federal and other legal mandates (e.g. TMDL compliance, PTC requirement by 2015, FAA regulations to maintain airport permit);
- Meet all federal match requirements to maximize federal revenue sources;
- Address critical safety issues;
- Support system preservation;
- Support local and/or statewide economic development;
- Support alternative modes of transportation (transit, bike and pedestrian);
- The single top priority (or one of two or three top priorities) within a local priority letter;
- Consistent with local plans;
- Included in the regional MPO long-range plan (if the project is located within an MPO boundary);
- Supports the Department's program priorities and goals and,
- Project supports State plans and objectives, such as priority revitalization area (e.g. TOD or a designated Sustainable Community).

CTP Development Process Maryland Department of Transportation



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, the Secretary and MDOT must account for both State and local economic growth, projections of State transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. During last year's legislative session of the General Assembly, Governor O'Malley worked closely with State lawmakers to enact legislation to invest in Maryland's critical transportation infrastructure and spark job creation. The Transportation Infrastructure Investment Act of 2013 (Transportation Act) phases in a variety of revenue increases, which when fully implemented will provide \$4.4 billion in new transportation funding over the next six years. This new revenue will enable MDOT to address critical capital and operating needs including congestion relief, safety improvements, transit availability; and maintain the competitiveness of the Port of Baltimore and BWI Marshall Airport.



State Revenue Projections

As Maryland's economy continues its recovery from the economic downturn the new revenues provided by the Transportation Act are a welcome "shot in the arm" enabling MDOT to ready Maryland's transportation network for the 21st century. Total projected revenues amount to \$27.7 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted to date.

Pertinent details are as follows:

- **Opening Balance:** MDOT's goal is to transition to a \$150 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Fuel Tax:** This revenue is projected to be \$5.8 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel. It also includes the revenue components provided by the Transportation Act. The Consumer Price Index (CPI) effect is estimated to average 0.5 cents per gallon over the program period. The sales and use tax equivalent piece will be phased in. The rate for fiscal year 2014 is 3.1 cents per gallon. When fully implemented, it is estimated to average 10 cents per gallon.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$4.6 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Following the recent down cycle, vehicle sales have stabilized and titling tax revenues are starting to recover. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$3.6 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$905 million. Legislation enacted during the 2011 session of the General Assembly altered the portion of the State's 8.25 percent corporate income tax that MDOT receives.

MDOT's share will be 16.6 percent for fiscal years 2014-2016, and 14.6 percent for each fiscal year thereafter.

- This plan assumes passage of the federal Marketplace Fairness Act, which enables states to require internet sellers to collect sales taxes. MDOT is slated to receive 4% of the State's sales and use tax revenue, after certain required distributions, beginning in fiscal year 2016. Revenue from this source is projected to be \$647 million. If federal legislation does not pass, the Transportation Act provides for additional increases to the sales and use tax equivalent rate applied to motor fuel. When fully phased in, this contingent revenue stream is estimated to be approximately equal to the 4% sales tax distribution.
- Federal Aid: This source is projected to contribute \$5.0 billion for operating and capital programs. This amount does not include \$660 million received directly by the WMATA. The majority of federal aid is capital; only \$562 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- Operating Revenues: These revenues are projected to provide a six-year total of \$2.7 billion, with \$1.1 billion from MTA, \$292 million from MPA, and \$1.3 billion from MAA. MTA revenues primarily include rail and bus fares, which will be indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Act. MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- Bond Proceeds: It is projected that \$3.7 billion of bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.

Other Sources: The remaining sources are projected to provide \$750 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

Enacted in July 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) is a two-year, \$105 billion authorization that continues federal funding for highway, transit and other multimodal projects through September 30, 2014. MAP-21 included policy changes, consolidated program funding

categories, and provided funding certainty through September 2014. However, MAP-21 did not address the long-term solvency of the Federal Highway Trust Fund (FHTF), which continues to constrain MDOT's ability to plan for future State transportation investments.

Since FFY 2008, Congress has transferred approximately \$53 billion in general funds to the FHTF to address the continuing imbalance in the FHTF between revenues and spending. Additional federal general fund transfers will become increasingly difficult to achieve as Congress must find cuts in other program areas to offset any transfer of general funds to the FHTF. According to the Congressional Budget Office, if Congress does not address the current gap between FHTF revenues and planned outlays, they will need to drastically reduce the amount of federal highway and transit aid provided to states in FFY 2015. If Congress does not raise additional revenues for the FHTF or provide a General Fund transfer, MDOT would need to address how the reduction in federal funding will impact projects that are currently programmed in Maryland's six-year CTP.

Federal aid, representing 19 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the State's FY 2014 - FY 2019 Consolidated Transportation Program (CTP). Given the fiscal concerns regarding the soundness of the FHTF, MDOT will continue to assess this risk and work with the Maryland Congressional Delegation to address the potential impact on Maryland transportation projects. The continued support of the federal highway trust fund is critical to our ability to enhance, improve and rebuild our infrastructure to compete in a modern economy.

Highways and Transit

Most of the federal funds received by MDOT come from the FHTF, which provides transportation investment for projects in the following areas: highways and transit, multimodal freight, safety and security, system preservation, bike and pedestrian, and congestion mitigation.

The CTP allocates these federal funds to projects in the program based on conservative projections for future federal funding. Because MAP-21 did not increase federal funding, the majority of funds authorized by MAP-21 are being used for projects already committed in our capital program and for unfunded system preservation needs.

Under MAP-21, MDOT expects to receive approximately \$585 million in highway formula funding and \$200 million in transit formula funding in FFY 2014, the same funding levels provided in FFY 2013. MDOT will request additional discretionary federal funding for the development of Maryland's New Starts projects, which include the Purple Line, Red Line, and Corridor

Cities Transitway. Both the Red Line and the Purple Line have received strong ratings from the Federal Transit Administration and are moving through the process to be eligible for New Starts funding.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY 2004, OA has ranged from 84 percent to 95 percent. Given fiscal concerns with the soundness of the FHFTF, this CTP assumes an OA level of 85 percent for FFY 2015 and 80 percent for FFYs 2016 through 2019. If Congress does not act to increase funding in the FHFTF these amounts will need to be reduced, possibly dramatically. The 95 percent OA level assumption for FFY 2014 is in line with the actual OA level received for FFY 2013.



Washington Metropolitan Area Transit Authority — WMATA

WMATA receives a significant amount of MAP-21 federal formula funds for bus and rail preservation activities. In FFY 2014, WMATA expects to receive approximately \$337 million, the same funding level provided in FFY 2013. Additionally, WMATA benefits from the 2008 Passenger Rail Investment and Improvement Act (PRIIA) that provided funding of up to \$1.5 billion over ten years. These federal funds need to be equally matched by Maryland, Virginia, and the District of Columbia. As required by the Act, all three jurisdictions agreed to the match and passed identical amendments to the WMATA Compact; these amendments were ratified by Congress and signed by the President into law on August 19, 2009.

MDOT has been fully supportive of the effort to secure additional financial resources for the nation's transit system. To this end, this CTP includes a total of \$300 million (\$50 million each year in federal fiscal years 2014 through 2019) as Maryland's matching contribution required by the federal legislation. To date, the three jurisdictions have fulfilled their promise by providing funds from FFY 2010 through FFY 2014. Due to sequestration, the federal FFY 2013 funds were subject to a \$7.5 million reduction, or five percent. WMATA continued to receive the full local portion in FFY 2013.

Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), is authorized to provide federal entitlement and discretionary funding for airport projects. The MAA estimates annual AIP entitlement funding will range from \$3.5 million to \$4.0 million for the BWI Marshall Airport during the six-year period. Entitlement funding is calculated using enplanement and cargo-based formulas for the BWI Marshall Airport and adjusted based on the airport's authority to collect Passenger Facility Charges (PFC). Future year entitlement and discretionary AIP funding of \$15 million or more is expected in FFY 2014 and FFY 2015. The MAA received \$15.2 million of federal discretionary funds in FFY 2013.

Port of Baltimore

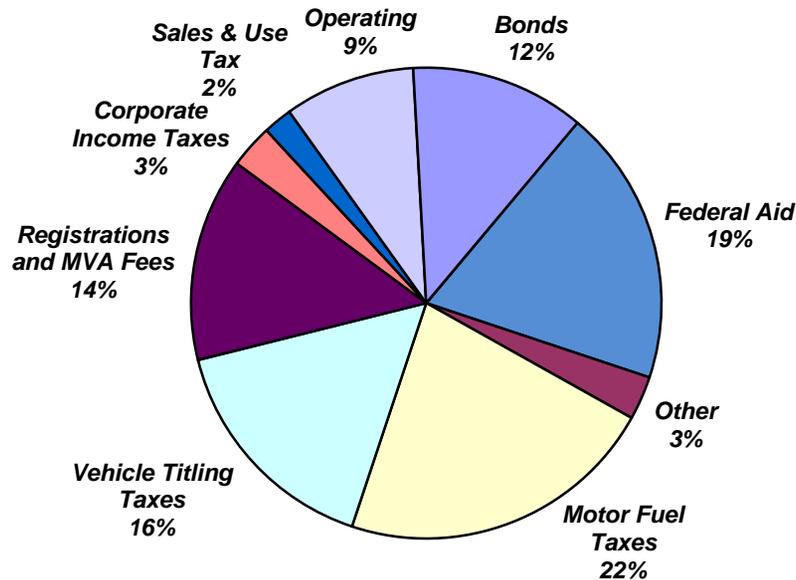
The Water Resources Development Act (WRDA) reauthorization bill, currently being debated by Congress, authorizes U.S. Army Corps of Engineers (COE) projects. This bill includes the authorization for funding to dredge Maryland's 135 miles of federal navigation channels leading into the Port of Baltimore. This legislation is necessary to support high priority projects such as maintaining deepened navigation channels and harbor maintenance, as well as key dredge placement projects such as Poplar Island and Mid-Chesapeake Bay Island. MDOT continues to work with the Maryland Congressional Delegation to ensure this critical funding is available to maintain access to the thriving Port of Baltimore.

With the support of Senators Mikulski and Cardin and our US House delegation, the Port has also benefited from a \$10 million U.S. Department of Transportation (USDOT) Transportation Investment Generating Economic Recovery (TIGER) grant. This grant will increase the Port's cargo handling capacity and provide rail access at its Fairfield Marine Terminal. The \$29 million project will use dredged material from the Port's main access channel to fill an aging basin and create a 7.6-acre cargo staging area in a prime location near the vessel berth. Rail access will also be added at Fairfield to improve the Port's handling of autos and roll on / roll off equipment.

WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall Airport. In addition to collecting revenue within the State, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress last enacted federal surface transportation authorizing legislation in July 2012, which provides investment in transportation infrastructure through FFY 2014.

Where The Money Comes From

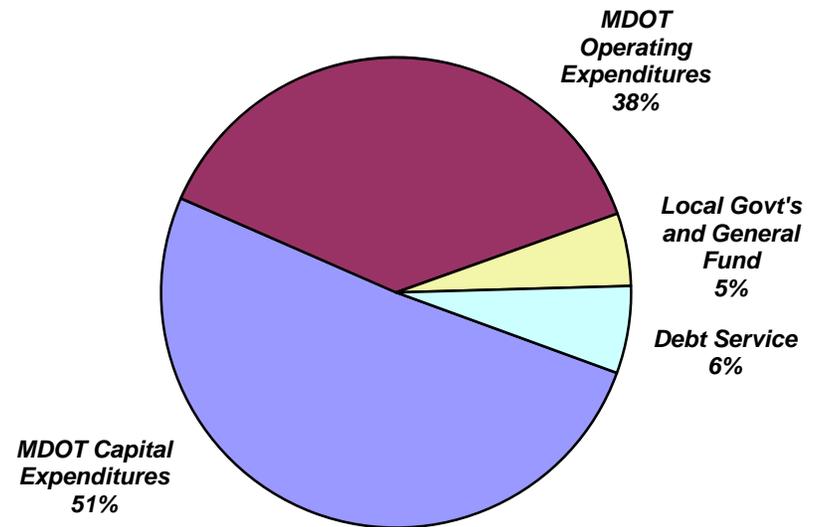


Total projected Trust Fund revenues amount to \$27.7 billion for the six-year period covered by this CTP. These amounts incorporate estimates for the additional revenues provided by the Transportation Infrastructure Investment Act of 2013 and are based on the assumption that the economy will continue along a moderate growth scenario for the next six years.

WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A portion of these funds is directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes toward funding capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects. This FY 2014 - 2019 CTP totals about \$15.6 billion, \$14.5 billion of which comes through the Trust Fund and \$1.1 billion from "Other" fund sources.

Where The Money Goes



Capital Expenditures

FY 2014 – 2019 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	245.5	85.3	0.0	330.8	2.1
MVA	119.8	2.4	0.0	122.2	0.8
MAA**	328.5	65.3	320.1	713.9	4.6
MPA	974.4	10.5	0.0	984.9	6.3
MTA	2,466.4	2,093.8	182.7	4,742.9	30.3
WMATA	860.0	0.0	660.5	1,520.5	9.7
SHA	5,021.7	2,211.3	0.0	7,233.0	46.2
TOTAL	10,016.3	4,468.6	1,163.3	15,648.2	100.0

Note: Figures may not add perfectly due to rounding error.

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

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

TSO – Transportation Secretary’s Office

MVA – Motor Vehicle Administration

MAA – Maryland Aviation Administration

MPA – Maryland Port Administration

MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

SHA – State Highway Administration

EVALUATING OUR PERFORMANCE

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop an Annual Attainment Report (AR) on Transportation System Performance. The main objectives of the AR are:

- to report on progress toward achieving the goals and objectives in the MTP and the CTP;
- to establish performance indicators that quantify achievement of these objectives; and
- to set long-term and intermediate-term performance targets.

The performance measures were developed in a collaborative effort between the Secretary’s Office, Modal Administrations, Maryland Transportation

Authority, and AR-Advisory Committee. The AR documents how MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

Since 1996, MDOT has undertaken Managing for Results (MFR) as part of the budget process. MFR is a strategic planning, performance measurement, and budgeting process that emphasizes use of resources to achieve measurable results, accountability, efficiency, and continuous improvement in State government programs.

MAP-21 requires the Secretary, in consultation with states, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below. USDOT must establish such measures within 18 months of enactment of MAP-21. The emphasis areas are:

- Pavement condition on the Interstate System and on the remainder of the National Highway System (NHS);
- Performance of the Interstate System and the remainder of the NHS;
- Bridge condition on the NHS;
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads;
- Traffic congestion;
- On-road mobile source emissions; and
- Freight movement on the Interstate System.

MDOT expects to be working with USDOT, the regional MPOs, and other stakeholders to respond to these new requirements once the regulations and guidance are promulgated and demonstrate the effectiveness of MDOT’s programs. To the extent these measures can be combined they will, but MDOT may be required to develop multiple reporting and metrics to address these requirements.

HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation (MDOT) is organized into agencies responsible for different modes of travel. These are referred to as MDOT's Modal Administrations (also called agencies and modes). Projects in the Consolidated Transportation Program (CTP) are listed under the mode responsible for the project's delivery.

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, its compliance status with smart growth, and a brief explanation of how it fits with the goals of the Maryland Transportation Plan (MTP). It also shows any significant change in the project since the previous year's CTP, as well as the funding for the project over the six-year cycle. The information in each PIF is meant to provide a general description of the project along with some specifics such as alignments, status of environmental permitting, or alternatives under study.

Funding Phases

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

Engineering – Engineering projects involved detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase these projects are candidates for future addition to the Construction Program.

Right-of-Way – This funding is to provide the necessary land for the project or to protect corridors for future projects.

Construction – This last stage includes the costs of actually building the designed facility.

Total – This is the sum of any funding shown for Planning, Engineering, Right-of-Way, and Construction.

Federal-Aid – This is the amount of the total that will utilize federal funding.

Construction does not begin until a project receives necessary environmental permits, the State meets air and water quality requirements and the contracts are bid. PIFs can include specific facilities and corridor studies that examine multimodal solutions to transportation needs. One example is the I-270/US15 multimodal corridor study, which is evaluating highway and transit improvements in Montgomery and Frederick counties.

The CTP also contains information on minor projects. These projects are smaller in scope and cost. They also can include road resurfacing, safety improvements, and sidewalk and bicycle trail construction. Following this introduction is an explanation of some of the significant changes from last year's CTP. This section lists major projects added to the CTP or projects that have advanced to a new stage of development. It also lists changes in construction schedules and projects removed from the CTP. The CTP also includes information regarding the economic trends and assumptions and future revenue projects that inform the capital programming process.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY							
	TOTAL ESTIMATED COST (\$000)	THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	2015	2016	2017	2018				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	77,892	55,392	6,500	6,300	3,200	2,700	1,900	1,900	22,500	0	0	0
Right-of-way	20,565	13,365	900	800	2,800	700	1,000	1,000	7,200	0	0	0
Construction	388,776	277,976	11,000	9,600	19,000	25,700	22,300	23,200	110,800	0	0	0
Total	487,233	346,733	18,400	16,700	25,000	29,100	25,200	26,100	140,500	0	0	0
Federal-Aid	129,621	73,221	13,500	1,600	5,400	13,200	10,900	11,800	56,400	0	0	0