

2014 STATE REPORT ON TRANSPORTATION  
FY 2014 – 2019

# CONSOLIDATED TRANSPORTATION PROGRAM

DRAFT

# 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, its modal agencies – the Maryland Aviation Administration (MAA), Maryland Port Administration (MPA), Motor Vehicle Administration (MVA), State Highway Administration (SHA) and the Maryland Transit Administration (MTA) and related authorities within the Department, including, the Maryland Transportation Authority (MdTA), as well as the Washington Metropolitan Area Transit Authority (WMATA).

In this document, you will find a Project Information Form (PIF) for every major project in the state which includes project details, financial information and construction status as well as a list of minor capital projects. The Maryland Department of Transportation (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 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](http://www.ctp.maryland.gov).**

**For more information on Maryland transportation, please visit us on the web at [www.mdot.maryland.gov](http://www.mdot.maryland.gov).**

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## MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the State's six year capital investment program for transportation, the Draft FY 2013-2018 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 in total: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP) and the annual Attainment Report (AR) on Transportation System Performance. The CTP contains projects and programs across the Department. Under the leadership of the O'Malley-Brown Administration, MDOT is updating the Maryland Transportation Plan, a 20-year vision for Maryland's transportation system. The MTP is updated every 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](http://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 acquisition, 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 goals of the Maryland Transportation Plan and defined by studies, evaluation and analysis. These priorities must address federal and state requirements and mandates and the interests and concerns of local governments and the travel needs of the public. 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 2035 Maryland Transportation Plan update, which will be finalized in January 2014, 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. As a result, it was possible to add new projects and to reintroduce projects from previous years, as a means to address long-standing transportation issues across the State. MDOT is fortunately in a position to make many new investments that address many of the State's needs, but understands these resources are finite so it must make tough decisions about how to invest public dollars in the most efficient and cost-effective way. Although the expected revenues will go a long way towards addressing many needs, MDOT recognizes that these revenues cannot address *all* of these needs. MDOT will need to be strategic in using these resources 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 keep more money in the bank by providing them with 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 to ride 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 Maryland Transit Administration (MTA) is conducting a comprehensive review of the region's transit network. The Transit Modernization Plan 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; that 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 we can make the bus network provide better connections between these key destinations and our 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 update of the MARC Growth and Investment Plan 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 immediate, near 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 area of focus is the condition of bridges across Maryland. The State Highway Administration 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 2007, when Governor O'Malley took office, 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 Maryland Transit Administration 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 for 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 Maryland Transportation Plan (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)

Transit-oriented development (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 to 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 Transit-Oriented Developments. These station areas are the focus of coordinated efforts to plan for and implement appropriate transit-supportive development. They also will benefit from legislation which 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 will complete an update of the statewide Bicycle and Pedestrian Master Plan in January 2014. MDOT conducted extensive public outreach regarding priorities for pedestrian and bicycle travel. The new Plan will establish 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 of its projects, wherever possible, and has launched several programs specifically directing additional funding to walking and biking. This Draft CTP includes almost \$195 million for bicycle and pedestrian projects. These investments include an addition of \$5 million to the Bikeways Program to support local bicycle transportation projects. The Bikeways Program will provide needed funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Master Plan. The Bikeways Program is filling 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 are scheduled to open this fall.

## 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 we make on our natural environment. Our commitment to Environmental Stewardship is one aspect of a larger commitment to a more sustainable future. That future will require our transportation system to be resilient and our strategies for the protection of our natural, cultural and community resources to be forward-looking and adaptive.

By coordinating land-use, transportation and resource planning with partners in other agencies and local governments, MDOT helps to ensure that the investments we make 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 our water quality targets. The Transportation Infrastructure Investment Act of 2013 provides MDOT additional General Obligation Bonds to address these requirements. These funds will go a long way in addressing the Phase 1 TMDL 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 to 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' departments of 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 to 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, the Maryland Department of the Environment, local governments and the private and not-for-profit sectors. Also, we are working closely with the Maryland Department of the Environment and our sister agencies to implement the Final Green House Gas Reduction Act Plan.

### Priority: Safety & Security

Public safety and security is a top priority for the Maryland Department of Transportation. We work with our federal and local law enforcement partners on a daily basis and are constantly evaluating and implementing measures to

reduce the vulnerability of our citizens and our facilities. With federal and State investment, progress is being made on a variety of fronts.

Recent investments to enhance public safety and security include a project at Baltimore Washington International Thurgood Marshall Airport to create a state-of-the-art passenger security screening area between Concourses B and C, 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, and make improvements to enhance compliance with modern building codes. Baltimore Washington International Thurgood 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 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 Maryland Transportation Authority. 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 Maryland Transit Administration. 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 2012. 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 the Washington Metropolitan Area Transit Authority, 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 five 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, and participates in freight efforts regional and with groups such as the I-95 Corridor Coalition. For a full list of freight projects in the CTP, please visit the Office of Freight and Multimodalism website at:

<http://www.mdot.maryland.gov/Office%20of%20Freight%20and%20Multimodalism/Freight>.



*Photo by Bill McAllen Photography*

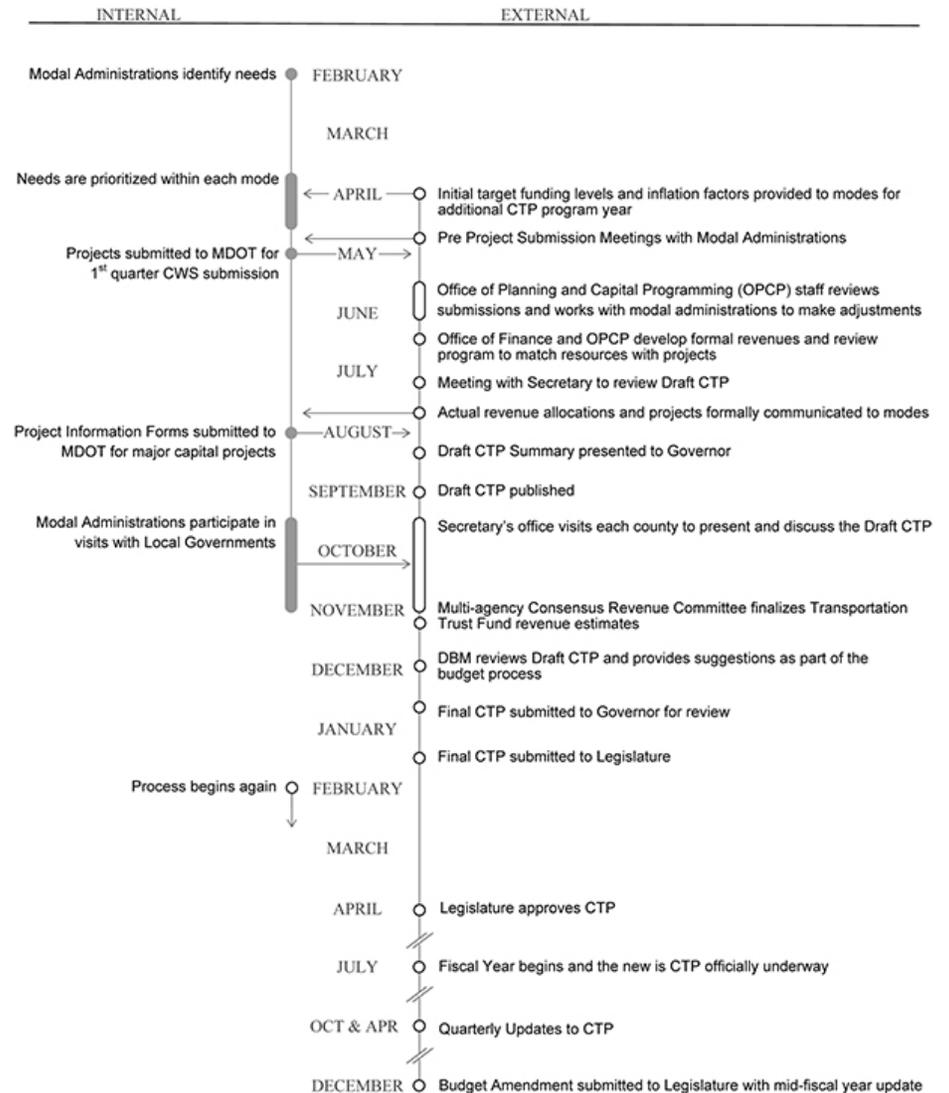
# Process for CTP Development

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:

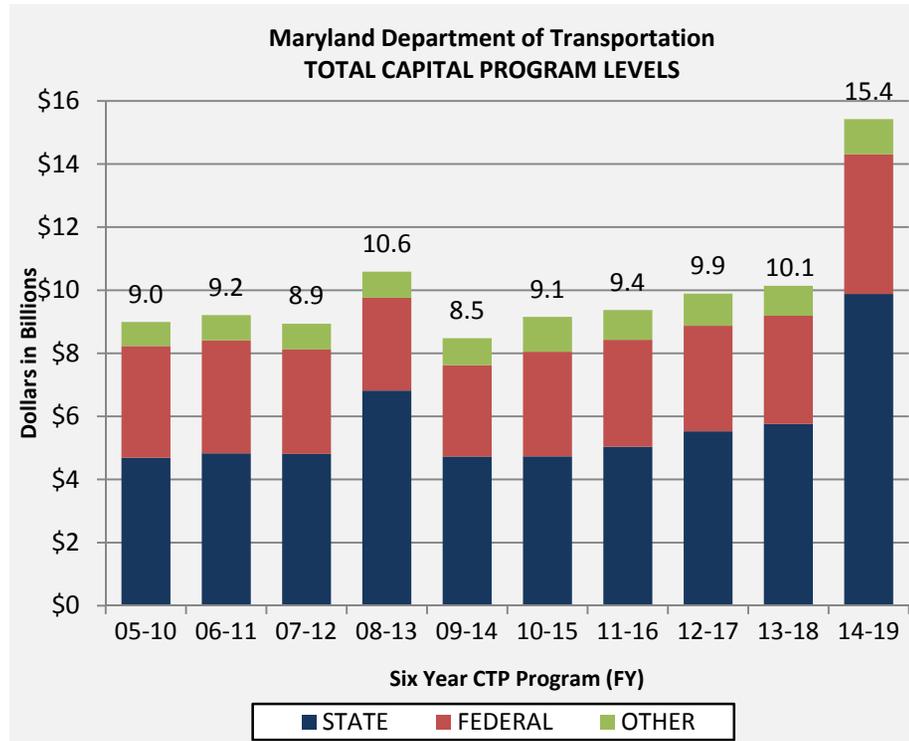
- Support existing project commitments and uphold intergovernmental agreements;
- Meet all federal and other legal mandates (e.g. TMDL compliance, PTC requirement by 2015, FAA regulations to maintain airport permit);
- Meet all Federal match requirements to maximize Federal revenue sources;
- Address 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 this 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 in the State. The Transportation Infrastructure Investment Act of 2013 phases in a variety of increases in revenues, 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, and transit availability; as well as, maintain the competitiveness of the Port of Baltimore and Baltimore Washington Thurgood Marshall International Airport.



## State Revenue Projections

As Maryland's economy continues its recovery from the economic downturn the new revenues provided by the Transportation Infrastructure Investment Act of 2013 are a welcome "shot in the arm" enabling MDOT to ready Maryland's transportation network for the 21<sup>st</sup> century. Total projected revenues amount to \$27.5 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 Infrastructure Investment Act of 2013. 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 \$4.7 billion. The titling tax of 6.0 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used 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 \$3.5 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 \$984 million. Legislation enacted during the 2011 session of the Maryland 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 \$724 million.
- **Federal Aid:** This source is projected to contribute \$5.0 billion for operating and capital programs. This amount does not include \$638 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only \$582 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.6 billion, with \$1 billion from MTA; \$293 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 Infrastructure Investment Act of 2013. 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 \$3.4 billion of bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.

**Other Sources:** The remaining sources are projected to provide \$637 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

## FEDERAL AID ASSUMPTIONS

On July 6, 2012, the President signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21), P.L. 112-141. This two-year, \$105 billion legislation authorizes highway and transit programs through FFY 2014 at levels generally equivalent to what was provided in FFY 2013. In FFY 2013 Maryland received approximately \$580 million for highways and \$200 million for transit.

Our Consolidated Transportation Program (CTP) allocates 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 will be used for projects already committed in our capital program and for unfunded system preservation needs.

MAP-21 made policy changes regarding the use of federal funds, consolidated several funding categories and provided funding certainty for the next two years. However, the bill did not address the long-term solvency of the federal Highway Trust Fund (HTF) which continues to constrain MDOT's ability to plan for future investments throughout the State. Since FFY 2009, Congress has transferred approximately \$35 billion in general funds to the HTF to protect against projected shortfalls but additional general fund transfers are increasingly unlikely. If Congress does not address the current gap between HTF revenues and outlays, they will need to reduce the amount of federal aid provided to states. The Congressional Budget Office projects drastic cuts to highway and transit programs in FFY 2015 based on current estimates. This action would have a dramatic impact on programs that are currently funded in the CTP.

## Transit

The majority of Maryland's federal transit funds are distributed by formula. FTA formula funding for Maryland in FFY 2014 is expected to be similar to what was provided in FFY 2013. Additional discretionary federal funding will be requested for the development of Maryland's New Starts projects, which include the Purple Line, the Red Line and the Corridor Cities Transitway. Both the Red Line and the Purple Line received strong ratings from the Federal Transit Administration and have been approved to enter Preliminary Engineering.

## Highways

Federal highway programs are authorized by multi-year legislation (MAP-21). The funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY 2004, OA has ranged from 84 percent to 93 percent. Given fiscal concerns with the soundness of the Highway Trust Fund, this CTP assumes an OA level of 87.5 percent for 2014, 85 percent for 2015 and 80 percent for 2016 through 2018. This is lower than the OA level received for FFY 2013 of 95.9 percent.



## Washington Metropolitan Area Transit Authority — WMATA

WMATA also receives a significant amount of federal formula funds for bus and rail preservation activities. In FFY 2013, WMATA received \$337 million. Additionally, in 2010 Congress passed legislation amending the National Capital Transportation Act of 1969 to authorize additional federal contributions for rehabilitation and replacement of capital infrastructure for the WMATA system. This legislation authorized FTA funding of up to \$1.5 billion over 10 years. These federal funds need to be equally matched by Maryland, Virginia and the District of Columbia. 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 2018) as

Maryland's matching contribution required by the federal legislation. To date, the three jurisdictions have fulfilled their promise by providing the first four installments in FFY 2010, FFY 2011, FFY 2012, and FFY 2013. Due to sequestration, FFY 2013 funds were subject to a \$7.5 million reduction, or five percent.

As required by the Act, all three jurisdictions passed identical amendments to the WMATA Compact; these amendments were ratified by Congress and signed by the President into law on August 19, 2009.

## Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), provides federal entitlement and discretionary funding for airport projects. Entitlement funding is calculated using enplanement and cargo-based formulas for the Baltimore Washington Thurgood Marshall International Airport (BWI Marshall) and adjusted based on the airport's authority to collect Passenger Facility Charges (PFC). The Maryland Aviation Administration (MAA) estimates annual AIP Entitlement funding will range from \$3.5 million to \$4.0 million for BWI Marshall during the six-year period.

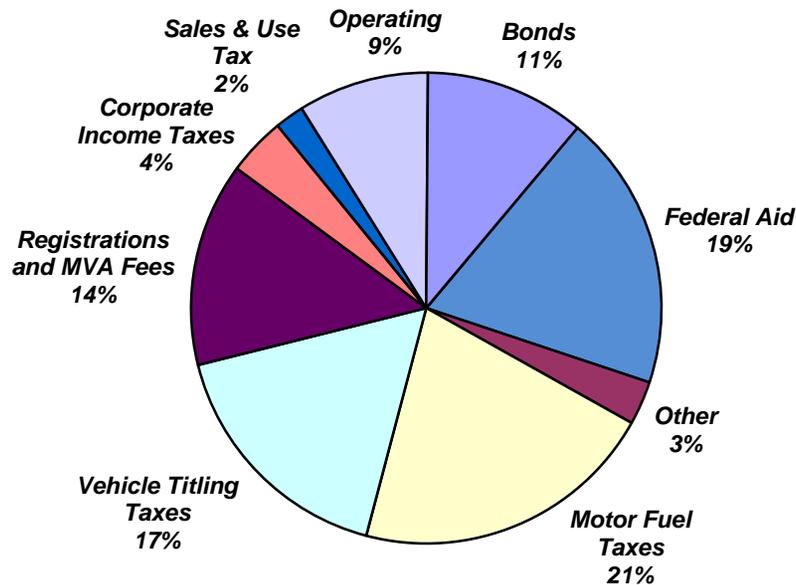
Congress has completed a multi-year authorization of FAA programs. The MAA anticipates receiving additional discretionary AIP funding for BWI Marshall and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the Runway Safety Areas (RSA). An environmental assessment to determine the viable RSA options was completed and an FAA Finding of No Significant Impact (FONSI) was received for these projects. These improvements must be completed by the end of calendar year 2015. The MAA will augment federal AIP funding with FAA approved PFC funding as required.

Future year entitlement and discretionary AIP funding of \$15 million or more is expected in FFYs 2013, 2014 and 2015. The MAA received \$15.2 million in federal fiscal year 2013.

## 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 the BWI Thurgood 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 June 2012 which provides investment in transportation infrastructure through FFY 2014.

### Where The Money Comes From

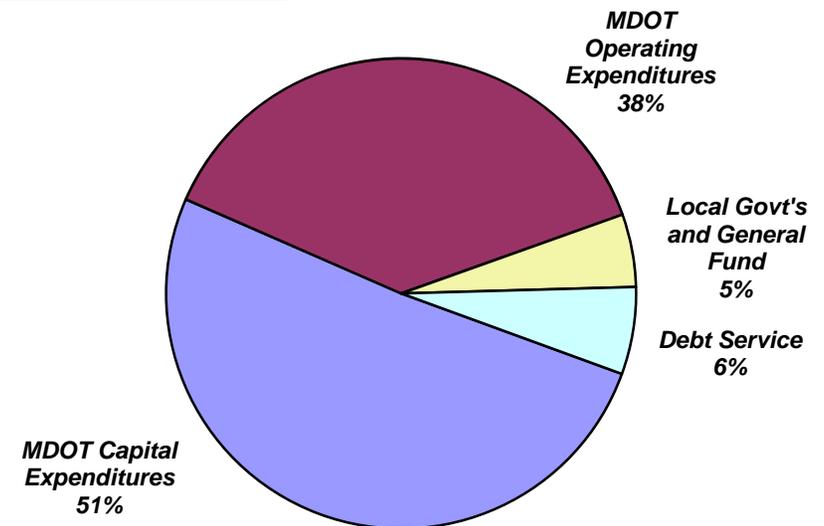


Total projected Trust Fund revenues amount to \$27.5 billion for the six-year period covered by this CTP. These amounts incorporate estimates for the additional revenues provided by the Transportation Infrastructure Investment Act of 2013 and are based on the assumption that the economy will continue 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 \$15.4 billion; \$14.3 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	207.3	83.9	15.4	306.7	2.0
MVA	105.7	2.4	0.0	108.1	0.7
MAA**	300.8	64.7	299.7	665.2	4.3
MPA	950.2	2.7	0.0	952.9	6.2
MTA	2462.6	2091.3	163.8	4717.7	30.6
WMATA	859.9	0.0	638.1	1498.0	9.7
SHA	4995.7	2181.8	0.0	7177.5	46.5
<b>TOTAL</b>	<b>9882.2</b>	<b>4426.8</b>	<b>1117.0</b>	<b>15426.1</b>	<b>100.0</b>

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 Maryland Transportation Plan 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, the modal administrations, the Maryland Transportation Authority and the AR-Advisory Committee. The Attainment Report 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
- Freight movement on the Interstate System

MDOT expects to be working with USDOT, the regional Metropolitan Planning Organizations 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 agencies, or 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. 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 less costly. 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

**MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2013-2018 CTP**

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

**PROJECTS ADDED TO THE CONSTRUCTION PROGRAM**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Transit Administration</b>	
Metro Signal System Preservation and Replacement	313.7
<b>State Highway Administration</b>	
MD 648, Baltimore Annapolis Boulevard; Bridge over Cattail Creek (Anne Arundel)	1.8
I-695, Baltimore Beltway; at Harford Road. (Baltimore)	4.8
MD 30 Bus. Main Street; North Woods Trail to CSX Railroad (Carroll)	23.5
MD 234, Budds Creek Road; Bridge over Allens Fresh Run (Charles)	3.7
MD 7, Philadelphia Road; Bridge over James Run (Harford)	4.9
MD 500, Queens Chapel Road; MD 208 to MD 410 (Prince George's)	13.8
I-81, Maryland Veterans Memorial Highway; Bridge over Potomac River (Washington)	44.0
<b>Maryland Transportation Authority</b>	
I-95 Fort McHenry Tunnel - Replace Weathering Steel High Mast Light Poles North and South of the Tunnel	17.1
MD 695 Francis Scott Key Bridge - Clean and Paint Paint Approach Spans on Bridges over Curtis Creek	11.5
<b>Total</b>	<b>438.8</b>

**PROJECTS ADDED TO THE D&E PROGRAM**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
<b>Maryland Aviation Administration</b>		
Airport Layout Plan Environmental Assessment at Martin State Airport	Planning	1.4
Airport Layout Plan Environmental Assessment at BWI Marshall Airport	Planning	2.0
<b>State Highway Administration</b>		
MD 5, Point Lookout Road; Bridge over St. Mary's River, MD 246 and MD 471 (St. Mary's)		5.0
	<b>Total</b>	<b>8.4</b>

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

**PROJECT DESCRIPTION**

**ADDITIONAL COST**  
**(\$ MILLIONS)**

**Maryland Aviation Administration**

D/E Connector at BWI Marshall Airport	125.0
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**Maryland Transit Administration**

Baltimore Red Line	2,220.7
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Purple Line	1,439.6
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Corridor Cities Transitway (CCT)	205.6
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**State Highway Administration**

I-695, Baltimore Beltway; Bridge over Benson Ave./Leeds Ave./US 1/Amtrak (Baltimore)	64.0
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I-695, Baltimore Beltway; MD 41 to MD 147 (Baltimore)	31.1
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I-695, Baltimore Beltway; US 40 to MD 144 (Baltimore)	97.1
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MD 404, Shore Highway; West of MD 309 to Cemetery Road. (Queen Anne's, Caroline)	49.8
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US 15, Catoctin Mountain Highway; Interchange at Monocacy Boulevard. (Frederick)	83.1
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MD 22, Aberdeen Thruway; at MD 462 (Harford)	20.3
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MD 22, Aberdeen Thruway; at Beards Hill Road (Harford)	15.8
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US 40. Pulaski Highway; at MD 7/159 (Phase 2) (Harford)	19.9
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US 29, Columbia Pike; Seneca Drive to MD 175 (Howard)	55.1
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MD 355, Rockville Pike; BRAC Intersection Improvements at Cedar Lane. (Montgomery)	16.4
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MD 187, Old Georgetown Road; BRAC Intersection Improvements at West Cedar Lane (Montgomery)	7.3
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MD 185, Connecticut Ave.; at Jones Bridge (Phase 3) (Montgomery)	18.3
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MD 97, Georgia Ave.; South of Brookeville to north of Brookeville (Montgomery)	27.2
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I-270/Watkins Mill Road Extended; Interchange at Watkins Mill Road extended (Montgomery)	165.3
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MD 320, Piney Branch Road; BRAC Intersections at Sligo Creek (Montgomery)	1.5
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MD 210, Indian Head Highway; Interchange at Kirby Hill / Livingston Rd (Prince George's)	101.7
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**PROJECTS MOVED FROM THE D&E PROGRAM TO THE CONSTRUCTION PROGRAM (Cont'd)**

**PROJECT DESCRIPTION**

**ADDITIONAL COST**  
**(\$ MILLIONS)**

**State Highway Administration**

I-95/I-495, Capital Beltway; Improve access from MD 5 and I-95/495 to Branch Ave. Metro (Phase II) (Prince George's)	69.8
MD 4, Pennsylvania Avenue; Interchange at Suitland Parkway (Prince George's)	160.7
US 301, Blue Star Memorial Highway; at MD 304 (Queen Anne's)	61.0
MD 822, University of Maryland Eastern Shore Access Road; at MD 675 (Somerset)	4.9
MD 331, Dover Road; Replace Bridge over Choptank River (Talbot, Caroline)	56.3
	<hr/>
<b>Total</b>	<b>5,117.5</b>

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>JUSTIFICATION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Transportation Authority</b> Upgrade Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge	Project scope has increased; Bay and Hatem Bridges added.	0.3
		<hr/> <b>Total</b> <b>.3</b>

**PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM**

The following projects have been removed from the Construction Program:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>JUSTIFICATION</u></b>
<b>State Highway Administration</b> Pedestrian Access To Transit; Pedestrian Access to Transit (State Wide)	PE, CO	Funds moved to ADA retrofit and Bicycle Retrofit

**CONSTRUCTION SCHEDULE DELAYS**

The start of construction has been postponed from the schedule shown in the FY 2013-2018 CTP, for the following two major projects:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>JUSTIFICATION</u></b>	<b><u>FISCAL YEAR</u></b>
<b>Maryland Aviation Administration</b>		
Homeowner Assistance Program	Federal Noise Land Re-use Plan funding dependent upon update of Noise Exposure Map.	FY 2013 to FY 2014
<b>Maryland Transit Administration</b>		
MARC Positive Train Control	Negotiations regarding additional work items.	FY 2013 to FY 2014

## **COST & SCOPE CHANGES**

In total, one-hundred and thirty-one major construction projects experienced significant changes in project cost or scope, for a net increase of \$2.10 billion. Eighty-nine projects increased in cost by a total of \$2.27 billion, while thirty-six projects experienced decreases totaling \$154.3 million. The scope of three projects changed, which caused a net increase totalling \$85.3 million, while two projects experienced a reduction in scope totalling \$97.5 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).

**FY 2013 ACCOMPLISHMENTS**  
**MAJOR PROJECT COMPLETIONS**

The Department completed twenty-six major projects in FY 2013, at a total cost of \$531.1 million. These projects are listed below:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Aviation Administration</b>	
Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall	14.9
Integrated Life-Safety and Security Systems at BWI Marshall Airport	48.2
<b>Maryland Transit Administration</b>	
MARC Edgewood Station	5.1
Metro Railcar Truck Assembly Overhaul (ARRA)	18.0
Metro Fire and Security Management Systems	68.3
Metro Electrical Substation Improvements	13.1
Trunked Radio Site Locations	12.2
<b>Washington Metropolitan Area Transit</b>	
WMATA American Recovery and Reinvestment Act (ARRA) Capital Program	72.4
<b>State Highway Administration</b>	
US 220, McMullen Highway; Replace Bridge over the Potomac River (Allegany)	13.0
I-695, Baltimore Beltway; Replace Bridge at MD 26 (Liberty Road) (ARRA) (Baltimore)	26.6
I-695, Baltimore Beltway; Replace Bridge on MD 139 over I-695 (Baltimore)	53.8
MD 328, New Bridge Road; Replace Bridge over Tuckahoe Creek (Caroline, Talbot)	16.9
MD 550, Woodsboro Road; Replace Bridge over Israel Creek (Frederick)	2.3
MD 76, Motters Station Road; Replace Bridge over Motter Run (Frederick)	2.4
I-270, Eisenhower Memorial Highway; Replace deck and widen bridges over MD 80 and Bennett Creek (Frederick)	11.0
US 40, Baltimore National Pike; US 40 WB Ramp to US 29 EB over US 40 EB (Howard)	5.8
I-495, Capital Beltway; Rehabilitate Bridge over Northwest Branch (Montgomery)	10.0
I-295/I-495, National Harbor; Interchange access ramps. (Prince George's)	35.4

**FY 2013 ACCOMPLISHMENTS**  
**MAJOR PROJECT COMPLETIONS (Cont'd.)**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Transportation Authority</b>	
I-95 Fort McHenry Tunnel - Moravia Road to the Tunnel Modifications	14.8
Authority-Wide - Upgrade MDTA Radio Communication Systems (700 MHz System)	23.7
MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck	14.4
MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans to Francis Scott Key Bridge and Miscellaneous Repairs	7.1
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure	3.1
US 50/301 Bay Bridge - Repair Substructure Westbound Bridge	5.2
US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel	9.0
Authority-Wide - Procure, Upgrade, Repair and Replace Signs Including Dynamic Message Signs and Sign Structures	24.4
<b>Total</b>	<b>531.1</b>

**SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
Rehabilitation and resurfacing of forty-one (41) segments of highway	115.3
Rehabilitation or replacement of fifteen (15) bridges	37.2
Safety and Geometric Improvements at six (6) locations	13.0
Fifty-seven (57) projects including environmental preservation, enhancement, crash prevention, guardrail end treatments, drainage, ADA, commuter action improvements, traffic management, intelligent transportation systems and intersection capacity improvements	60.0
Eighty-two (82) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	153.1
<b>Total</b>	<hr/> <b>378.6</b>

## AWARDS

Highlights of projects awarded by the Department during FY 2013 are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
TSO Fiber Optics Installation	.3
MVA VEIP Roof Replacements	.8
MAA Runway 15R-33L Standards Compliance at BWI	21.8
MAA Taxiway P & Runway Deicing Pad Pavement Rehabilitation at BWI	14.2
MAA Runway 15L-33R Safety Compliance at BWI	5.0
MAA Comprehensive Interior/Exterior Modification at BWI & Martin Airports	15.0
MAA Comprehensive Paving Improvements at BWI & Martin Airports	20.0
MPA Berth 1-4 Repairs at Dundalk	5.4
MPA Fire Protection System Upgrades at South Locust Point & Dundalk	3.0
MPA Electrical Feeder Rehab at Dundalk	3.9
MTA Langley Park Transit Center	12.5
MTA Dunkirk Park and Ride Facility	4.6
MTA Miscellaneous Paving & Parking Area Construction for Metro	10.0
MTA Rehabilitation of Light Rail Aerial Structures	1.6
SHA Construction of Salt Storage Facility - Clarksburg	1.7
MdTA Roof Replacement - Ft. McHenry Tunnel Maintenance Building	.8
<b>Total</b>	120.6

**MARYLAND DEPARTMENT OF TRANSPORTATION  
CAPITAL PROGRAM SUMMARY  
BY FISCAL YEAR  
(\$ MILLIONS)**

	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	
The Secretary's Office *	104.2	102.1	43.6	24.8	18.3	13.6	306.7
Motor Vehicle Administration	27.8	21.8	17.7	15.3	12.5	13.0	108.1
Maryland Aviation Administration	180.3	193.1	174.5	32.2	45.3	39.9	665.2
Maryland Port Administration	159.5	109.5	147.0	105.5	220.8	210.7	952.9
Maryland Transit Administration	676.8	573.6	660.2	733.8	1,046.2	1,027.1	4,717.7
Washington Metropolitan Area Transit *	243.3	242.7	246.9	255.3	254.8	255.0	1,498.0
State Highway Administration	1,081.0	1,275.2	1,320.8	1,268.3	1,181.3	1,050.9	7,177.5
<b><u>TOTAL CAPITAL</u></b>	<b><u>2,472.8</u></b>	<b><u>2,517.9</u></b>	<b><u>2,610.8</u></b>	<b><u>2,435.1</u></b>	<b><u>2,779.3</u></b>	<b><u>2,610.3</u></b>	<b><u>15,426.2</u></b>
Special	1,410.9	1,554.4	1,654.3	1,640.7	1,965.6	1,656.4	9,882.4
Federal	849.4	740.7	743.5	636.5	658.3	798.4	4,426.8
Other Funds **	212.5	222.7	212.9	158.0	155.4	155.4	1,117.0

\* Capital funds for Washington Metropolitan Area Transit are budgeted in the Secretary's Office. They are shown separately for informational purposes.

\*\* Other funding not received through the Trust Fund. Includes some funds from Customer Facility Charges (CFC), Passenger Facility Charges (PFC), and \$638.1 million in federal funds received directly by WMATA that are not included in the MDOT budget.

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

The following listing estimates system preservation program levels for FY 2014 through FY 2019. Anticipated projects for FY 2014 and FY 2015 within these totals are listed in the project detail section of this document.

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2016	2017	2018	2019	
	<u>2014</u>	<u>2015</u>					
<b><u>The Secretary's Office</u></b>							
Agency Projects	20.7	4.2	4.2	4.3	4.4	4.4	42.3
Minor Projects	<u>33.1</u>	<u>20.9</u>	<u>8.2</u>	<u>7.8</u>	<u>3.9</u>	<u>2.3</u>	<u>76.1</u>
TOTAL	53.8	25.0	12.4	12.1	8.4	6.8	118.5
<b><u>Motor Vehicle Administration</u></b>							
Building Improvements	7.8	8.3	7.9	7.9	5.6	5.2	42.7
Information Technology	13.7	8.1	5.3	4.6	5.0	4.9	41.7
Information Technology Project	<u>0.5</u>	<u>1.2</u>	<u>2.1</u>	<u>0.6</u>	-	-	<u>4.4</u>
TOTAL	21.9	17.6	15.4	13.1	10.6	10.1	88.8
<b><u>Maryland Aviation Administration</u></b>							
Airport Technology	4.2	1.7	1.2	1.2	1.2	1.2	10.8
Airside Development	4.9	4.1	0.9	-	-	-	9.8
Annual	0.6	0.3	0.2	0.1	0.1	0.1	1.3
Baltimore Washington	4.1	4.3	7.4	14.5	31.9	26.5	88.8
Consol Rental Car Facility	2.8	1.1	0.2	-	-	-	4.1
Environmental Compliance	1.4	1.3	-	-	-	-	2.7
Equipment	7.8	7.2	3.5	3.7	2.7	2.7	27.6
Landside Development	4.6	0.7	-	-	-	-	5.3
Martin State	0.3	1.0	-	-	-	-	1.3

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)**

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR					
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	
<b><u>Maryland Aviation Administration</u></b>							
Regional Aviation	4.4	2.9	2.4	2.4	2.4	2.4	16.6
Security	2.8	1.5	0.3	-	-	-	4.6
Terminal Development	7.1	6.6	8.7	3.3	-	-	25.7
TOTAL	44.8	32.6	24.8	25.1	38.3	32.9	198.5
<b><u>Maryland Port Administration</u></b>							
All Terminals	10.6	10.2	14.8	15.8	19.4	19.9	90.8
Dundalk Marine Terminal	12.2	11.1	20.6	1.9	1.9	2.0	49.7
Facilities and Equipment	1.3	1.1	0.9	0.9	1.0	1.0	6.2
Masonville Auto Terminal	-	1.1	-	1.2	1.2	1.2	4.6
North Locust Point	-	0.2	1.3	1.3	1.4	1.4	5.5
Open-Ended Consulting	9.2	7.5	6.5	5.6	5.8	5.9	40.6
Port-Wide	0.6	0.6	1.2	0.6	0.6	0.6	4.3
South Locust Point	1.6	0.2	1.3	1.3	1.3	1.4	7.1
World Trade Center	1.9	3.1	2.1	1.1	1.1	1.2	10.4
TOTAL	37.5	34.9	48.8	29.7	33.7	34.6	219.1
<b><u>Maryland Transit Administration</u></b>							
Agency Wide	34.6	18.6	17.2	17.3	17.7	16.2	121.6
Bus	8.2	8.5	3.4	2.8	3.1	3.1	29.1
Freight	4.1	3.9	0.5	0.2	0.8	0.8	10.3
Information Technology	4.4	1.5	2.5	0.2	-	-	8.6
Light Rail	11.6	8.1	4.8	3.6	4.9	5.1	38.1
MARC	8.8	4.2	2.6	3.8	20.1	2.8	42.2
Metro	13.7	11.6	4.4	5.4	5.3	5.0	45.4
Mobility	2.4	0.2	0.6	1.0	0.7	0.7	5.6
TOTAL	87.8	56.6	36.0	34.3	52.6	33.5	300.9

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)**

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR					
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	
<b><u>State Highway Administration</u></b>							
Safety, Congestion, Relief, Highway and Bridge	647.5	634.3	592.9	605.3	621.1	622.8	3,723.9
Total Maximum Daily Load	34.7	80.2	91.8	106.8	123.3	108.3	545.1
Noise Barriers	6.7	8.3	14.2	7.9	2.5	5.1	44.7
Community Safety and Enhancements	28.6	61.2	62.3	62.3	55.2	48.2	317.8
Enhancements Program	13.8	13.9	11.0	11.5	11.8	12.3	74.3
Facilities	17.5	18.4	18.9	21.3	23.8	22.3	122.2
Communications	11.6	11.7	11.0	7.1	5.4	7.2	54.0
Equipment	28.4	18.3	20.0	20.0	20.0	20.1	126.8
Environmental Compliance	6.3	8.6	8.3	8.5	8.8	9.2	49.7
Truck Weight	<u>6.9</u>	<u>4.7</u>	<u>10.2</u>	<u>5.7</u>	<u>5.8</u>	<u>7.5</u>	<u>40.8</u>
TOTAL	802.0	859.6	840.6	856.4	877.7	863.0	5,099.3
<b>CTP SYSTEM</b>							
<b>PRESERVATION PROJECTS</b>	<b>1,047.9</b>	<b>1,026.3</b>	<b>977.9</b>	<b>970.8</b>	<b>1,021.3</b>	<b>980.9</b>	<b>6,025.1</b>

## **MAJOR BRIDGE PROJECTS**

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

<u><b>PIF LINE#</b></u>	<u><b>PROGRAM/PROJECT</b></u>	<u><b>DESCRIPTION</b></u>
<u><b>Allegheny County</b></u>		
<u><b>Construction Program</b></u>		
1.	I-68, National Freeway -- Interstate	Rehabilitate Bridge on I-68 over Willis Creek/CSX/Cumberland Thruway and Bridge #01092 on MD 51.
2.	I-68, National Freeway -- Interstate	Replace Bridge decks over Kelley Ave., CSXT & Patterson Ave.
<u><b>Anne Arundel County</b></u>		
<u><b>Construction Program</b></u>		
3.	MD 648, Baltimore Annapolis Boulevard -- Secondary	Bridge over Cattail Creek
<u><b>Development and Evaluation Program</b></u>		
7.	MD 175, Annapolis Road -- Secondary	MD 295 to MD 170
<u><b>Baltimore County</b></u>		
<u><b>Construction Program</b></u>		
1.	I-83, Harrisburg Expressway -- Interstate	Replace Bridge on Middletown Rd. over I-83
2.	I-695, Baltimore Beltway -- Interstate	Replace Bridge at MD 26 (Liberty Road) (ARRA)
3.	I-695, Baltimore Beltway -- Interstate	Replace Bridge on MD 144 over I-695
4.	I-695, Baltimore Beltway -- Interstate	Replace Bridge over MD 372 (Wilkins Ave.)
5.	I-695, Baltimore Beltway -- Interstate	Replace Bridge over Milford Mill Road
8.	I-695, Baltimore Beltway -- Interstate	Bridge over Benson Ave./Leeds Ave./US 1/Amtrak
10.	US 40, Baltimore National Pike -- Secondary	Replace Bridge over Patapsco River

**MAJOR BRIDGE PROJECTS (Cont'd.)**

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>DESCRIPTION</u></b>
<b><u>Calvert County</u></b>		
	<b><u>Construction Program</u></b>	
1.	MD 261, Willows Road -- Secondary	Replace Bridge over Fishing Creek
<b><u>Caroline County</u></b>		
	<b><u>Construction Program</u></b>	
2.	MD 287, Sandtown Road -- Secondary	Replace Bridge over the Choptank River
3.	MD 328, New Bridge Road -- Secondary	Replace Bridge over Tuckahoe Creek
4.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
<b><u>Cecil County</u></b>		
	<b><u>Construction Program</u></b>	
1.	MD 272, Mauldin Ave -- Secondary	Replace Bridge over Amtrak
<b><u>Charles County</u></b>		
	<b><u>Construction Program</u></b>	
1.	MD 234, Budds Creek Road -- Secondary	Bridge over Allens Fresh Run
<b><u>Frederick County</u></b>		
	<b><u>Construction Program</u></b>	
2.	I-270, Eisenhower Memorial Highway -- Interstate	Replace deck and widen bridges over MD 80 and Bennett Creek
4.	US 15, Catoctin Mountain Highway -- Primary	Replace Bridge on Motter Ave.
5.	MD 140, Taneytown Pike -- Primary	Replace Bridge over Monocacy River
<b><u>Harford County</u></b>		
	<b><u>Construction Program</u></b>	
1.	MD 7, Philadelphia Road -- Secondary	Bridge over James Run

**MAJOR BRIDGE PROJECTS (Cont'd.)**

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>DESCRIPTION</u></b>
<b><u>Howard County</u></b>		
<b><u>Construction Program</u></b>		
7.	US 40, Baltimore National Pike -- Secondary	Replace Bridge over Patapsco River
8.	US 40, Baltimore National Pike -- Secondary	US 40 WB Ramp to US 29 EB over US 40 EB
<b><u>Montgomery County</u></b>		
<b><u>Construction Program</u></b>		
2.	I-495, Capital Beltway -- Interstate	Rehabilitate Bridge over Northwest Branch
9.	MD 193, University Boulevard -- Secondary	Replace Bridge over I-495
<b><u>Prince George's County</u></b>		
<b><u>Construction Program</u></b>		
5.	MD 4, Pennsylvania Avenue -- Primary	Replace Bridges over MD 223
<b><u>St. Mary's County</u></b>		
<b><u>Development and Evaluation Program</u></b>		
4.	MD 5, Point Lookout Road -- Secondary	Bridge over St. Mary's River, MD 246 and MD 471
<b><u>Talbot County</u></b>		
<b><u>Construction Program</u></b>		
1.	MD 328, New Bridge Road -- Secondary	Replace Bridge over Tuckahoe Creek
2.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
<b><u>Washington County</u></b>		
<b><u>Construction Program</u></b>		
1.	I-70, Eisenhower Memorial Highway -- Interstate	Bridge over Conococheague Creek
2.	I-70, Eisenhower Memorial Highway -- Interstate	Replace Bridges over MD 63

**MAJOR BRIDGE PROJECTS (Cont'd.)**

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>DESCRIPTION</u></b>
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**Washington County**

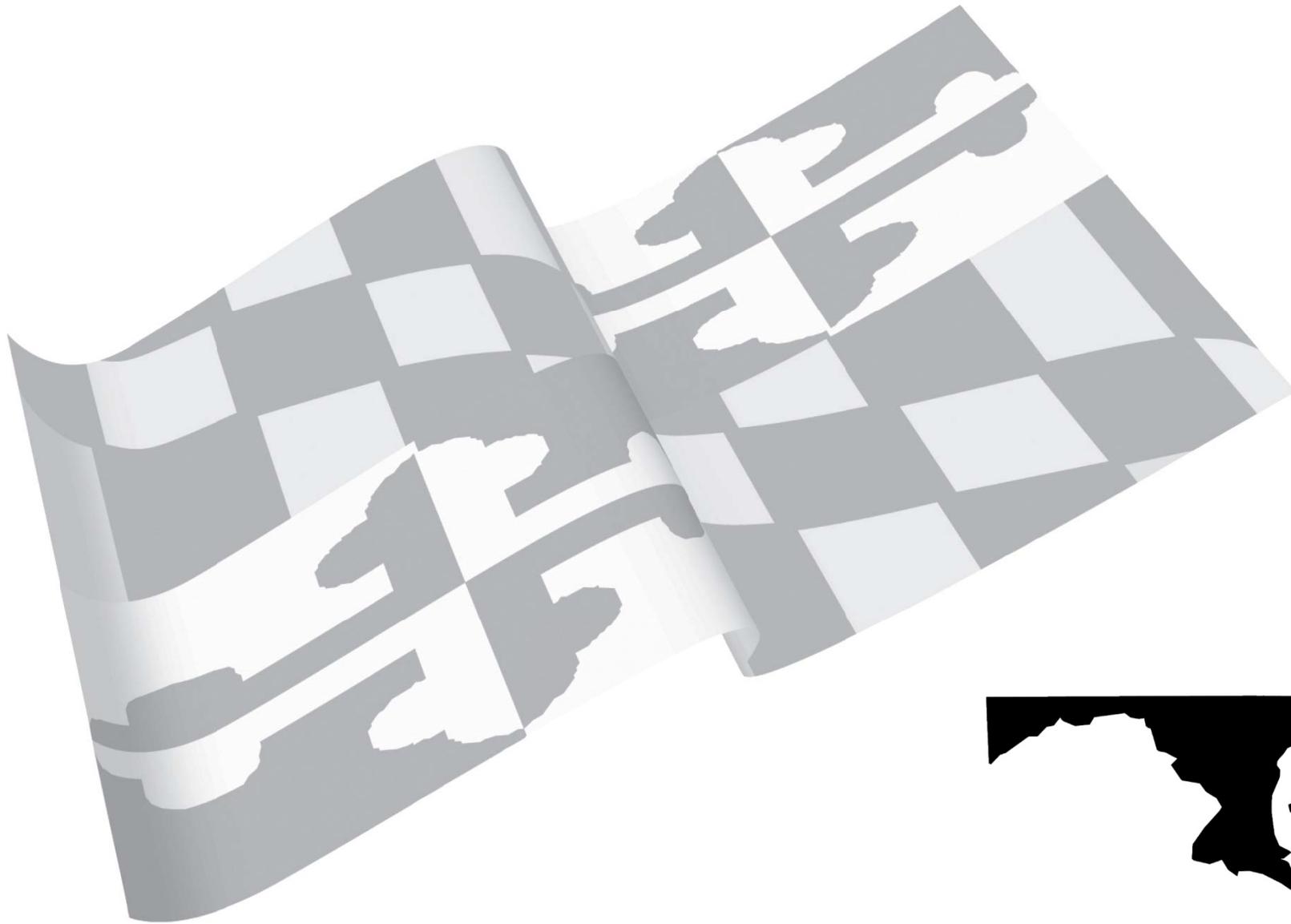
**Construction Program**

- |    |  |                               |
|----|--|-------------------------------|
| 3. | I-81, Maryland Veterans Memorial Highway -- Interstate | Bridge over Potomac River     |
| 4. | MD 68, Lappans Road -- Secondary                       | Replace Bridge over James Run |

**Worcester County**

**Development and Evaluation Program**

- |    |                                 |                                    |
|----|---------------------------------|------------------------------------|
| 1. | US 50, Ocean Gateway -- Primary | Replace Bridge over Sinepuxent Bay |
|----|---------------------------------|------------------------------------|



## **BICYCLE & PEDESTRIAN PROJECTS**

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

The Maryland Department of Transportation has various funding programs for bicycles and pedestrian programs. Program funds are used for both design and construction. Several programs are administered as competitive grant programs, in which available funds are awarded to projects managed by local governments and other partners. Funds that have been awarded through these programs, but not yet spent are identified below as "ongoing grant awards and earmarks".

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

	<b>Ongoing Grant Awards and Earmarks</b>	<b>Projects currently funded for construction as of July 2013</b>	<b>FY14-19 Ped/Bike Program Funding<sup>^</sup></b>
<b>Sidewalk Construction for Pedestrian Access</b>		<b>2,635,000</b>	<b>28,100,000</b>
<b>Sidewalk Reconstruction for Pedestrian Access</b>		<b>15,300,000</b>	<b>83,600,000</b>
<b>Bicycle Retrofit</b>		<b>2,447,000</b>	<b>17,900,000</b>
<b>Community Safety and Enhancement</b>		<b>47,250</b>	<b>13,449,250*</b>
<b>Minor Urban Reconstruction</b>		<b>0</b>	<b>212,750*</b>
<b>Primary/Secondary Program</b>		<b>2,493,000</b>	<b>2,493,000**</b>
<b>Bikeways Program</b>	<b>5,194,000</b>	--	<b>9,612,000</b>
<b>Bikeshare Program</b>	<b>2,488,000</b>	--	<b>0</b>
<b>Transportation Enhancements/Alternatives</b>	<b>20,423,000</b>	--	<b>32,445,000***</b>
<b>Recreational Trails</b>	<b>4,410,000</b>	--	<b>4,775,000***</b>
<b>Safe Routes to School Program</b>	<b>7,728,000</b>		<b>2,295,000^^</b>
<b>Federal Earmark projects</b>	<b>17,040,700</b>	--	<b>0^^^</b>
<b>Total</b>	<b>57,283,700</b>	<b>22,922,250</b>	<b>194,882,000</b>

<sup>^</sup>Includes planning, design and construction funds

\*Funding is estimated as a portion of total program funding based on recent bike/ped expenditures

\*\*Additional funding is expected as major projects advance to construction and bicycle and pedestrian costs are itemized

\*\*\*Funding is estimated based on projected federal appropriations and historic program spending on bicycle and pedestrian projects

<sup>^^</sup> Carryover funding. This program was consolidated into Transportation Alternatives under the new federal transportation bill, MAP-21

<sup>^^^</sup> No additional earmark projects are expected at this time

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

**PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF JULY 2013**

The following projects, funded for construction as of July 2013, are typical of projects that will be developed through the bicycle and pedestrian programs.

**STATE HIGHWAY ADMINISTRATION**

**Sidewalk Construction Program** (FY 2014)

Charles County

MD 228 - Chestnut Dr. to Marsh Hawk Dr.

150,000

Frederick County

MD 17 - Eagle Bay Drive to Cedar Street

400,000

Montgomery County

MD 355 - Grafton St. to Bradley Lane in MO Co. - \$1,500,000

1,500,000

Prince George's County

MD 564 - Maple Avenue to 11th Street

140,000

Washington County

US 40 Alt - Willow Circle to Kenly Avenue

400,000

Worcester County

MD 374 - Ann Dr. to Esham Ave.

45,000

**TOTAL**

**2,635,000**

**Sidewalk Reconstruction Program** (FY 2014-15)

Areawide Contracts

13,300,000

Anne Arundel County MD 424 - MD 3 to MD 450

2,000,000

**TOTAL**

**15,300,000**

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

**Bicycle Retrofit Program** (FY2014-15)

Anne Arundel County

MD 170 - MD 648 to Andover Road

1,900,000

Harford County

MD 543 - Gilmer Way to Church Creek Road

547,000

**TOTAL**

**2,447,000**

**Community Safety and Enhancements** (FY 2014)

Charles County

MD 5 Business, Waldorf

47,250

(\$994,000 total construction cost, estimated \$47,250 for ped/bike elements)

**TOTAL**

**47,250**

**Primary/Secondary Program** (FY 2014-19)

The following lists the estimated costs for pedestrian and bicycle elements associated with major projects currently funded for construction

Baltimore County

US 40 - Bridge over Patapsco River

shoulders

0.1 miles

15,000

MD 261 - Bridge over Fishing Creek

shoulders

0.1 miles

15,000

Caroline County

MD 404 - MD 309 to Cemetery Road

shoulders

1.1 miles

163,500

Calvert County

MD 287 - Bridge over Choptank River

shoulders

0.1 miles

15,000

MD 328 - Bridge over Tuckahoe Creek

shoulders

0.1 miles

15,000

MD 331 - Bridge over Choptank River

shoulders

0.1 miles

15,000

Cecil County

MD 272 - Bridge over Amtrak

shoulders

0.1 miles

15,000

sidewalks

0.1 miles

13,728

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

Frederick County

US 15 - Monocacy Boulevard	sidewalks	1.0 miles	137,280
	wide curb lanes	1.0 miles	150,000

MD 140 - Bridge over Monocacy River	shoulders	0.1 miles	15,000
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Harford County

MD 7 - Bridge over James Run	shoulders	0.1 miles	15,000
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Howard County

US 40 - Bridge over Patapsco River	shoulders	0.1 miles	15,000
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Montgomery County

I-270 - Watkins Mill Road Extended	sidewalks	0.5 miles	75,000
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MD 97 - Randolph Rd.	wide curb lanes	1.0 miles	150,000
	sidewalks	1.0 miles	137,280

MD 97 - Brookeville	shoulders	0.7 miles	105,000
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MD 185 - At Jones Bridge Road Phase 1 & 2	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000

MD 185 - At Jones Bridge Road Phase 3	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000

MD 320 - pedestrian bridge over Anacostia Tributary	sidewalks	0.1 miles	13,728
	wide curb lan	0.1 miles	15,000

MD 355 - Cedar Lane	shoulders	1.0 miles	150,000
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Prince George's County

I-95 - At Contee Road Relocated	sidewalks	2.0 miles	274,560
	wide curb lanes	2.0 miles	300,000

I 95/495 - Branch Avenue Metro	sidewalks	0.5 miles	68,640
	wide curb lanes	0.5 miles	75,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

MD 4 - at Suitland Parkway	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 210 - at Kerby Hill Road/ Livingston Road	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 500 - MD 208 to MD 410	sidewalks	1.0 miles	137,280
<u>Queen Anne's County</u>			
MD 404 - MD 309 to Cemetery Road	shoulders	1.1 miles	163,500
US 301 - at MD 304	shoulders	0.1 miles	15,000
<u>Somerset County</u>			
MD 822 - at MD 675	sidewalks	0.5 miles	68,640
<u>Talbot County</u>			
MD 328 - Bridge over Tuchahoe Creek	shoulders	0.1 miles	15,000
MD 331 - Bridge over Choptank River	shoulders	0.1 miles	15,000
<hr/>			
wide curb lanes	5.0 miles	sub-total	750,000
shoulders	5.1 miles	sub-total	762,000
sidewalks	7.1 miles	sub-total	981,048

**TOTAL 2,493,048**

**ONGOING GRANT AWARDS AND EARMARKS**

The following bicycle and pedestrian projects have been awarded grant or earmark funds. Projects are in various stages of design and construction.

**Bikeways Program**

Typical projects, awarded FY 2013

Freedom Area Trail Network Design	55,000
Montgomery County Woodglen Road bike accommodation	100,000
Shore Transit bike racks	6,300

**TOTAL ONGOING AWARDS 5,194,000**

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

**Bikeshare Program**

Frederick City feasibility study	12,000
Howard County feasibility study	40,000
Baltimore City bikeshare	993,000
Montgomery County bikeshare	1,008,000
University of Maryland	187,500
City of College Park	187,500
Prince George's County/Greenbelt feasibility study	60,000

**TOTAL ONGOING AWARDS                    2,488,000**

**Transportation Enhancements Program**

Allegany County

Amtrak Station Entryway Improvement	243,100
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Anne Arundel County

South Shore Trail Phase II	1,437,700
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Baltimore City

Baltimore Bicycle Safety Education Network	44,500
Baltimore Waterfront Promenade Inner Harbor East	2,000,000
Jones Falls Greenway Phase IV	2,000,000
Jones Falls Greenway Phase V	2,050,000
Herring Run Greenway	1,980,000
Key Highway bicycle pedestrian path	554,000

Frederick County

Ballenger Creek Trail Phase 1	857,000
Ballenger Creek Trail Phase 2	360,000
Carroll Creek Park Trail Phase II	3,000,000

Howard County

Broken Land Parkway Pathway	386,000
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**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

<u>Prince George's County</u> Bowie Heritage Trail, Phase 1	574,000
<u>St. Mary's County</u> Three Notch Trail Phase VI	1,435,000
<u>Talbot County</u> Easton Rail Spur Line	827,000
<u>Washington County</u> Western Maryland Rail Trail Phase IV	2,450,000
<u>Wicomico County</u> Northeast Collector Road Bikepath Phase II	225,000
<b>TOTAL</b>	<b>20,423,300</b>

**Recreational Trails Program**

Typical projects, awarded FY 2013	
Howard County Conservancy Accessible Trail Improvements	24,750
Brunswick Trailside Amenities	10,100
Boardwalks for Upper Rock Creek Trail	32,800
DNR Algonquin Cross Country trail	25,000
DNR Potomac Garrett State Forest Trail Guides	26,000
<b>TOTAL ONGOING AWARDS</b>	<b>4,410,000</b>

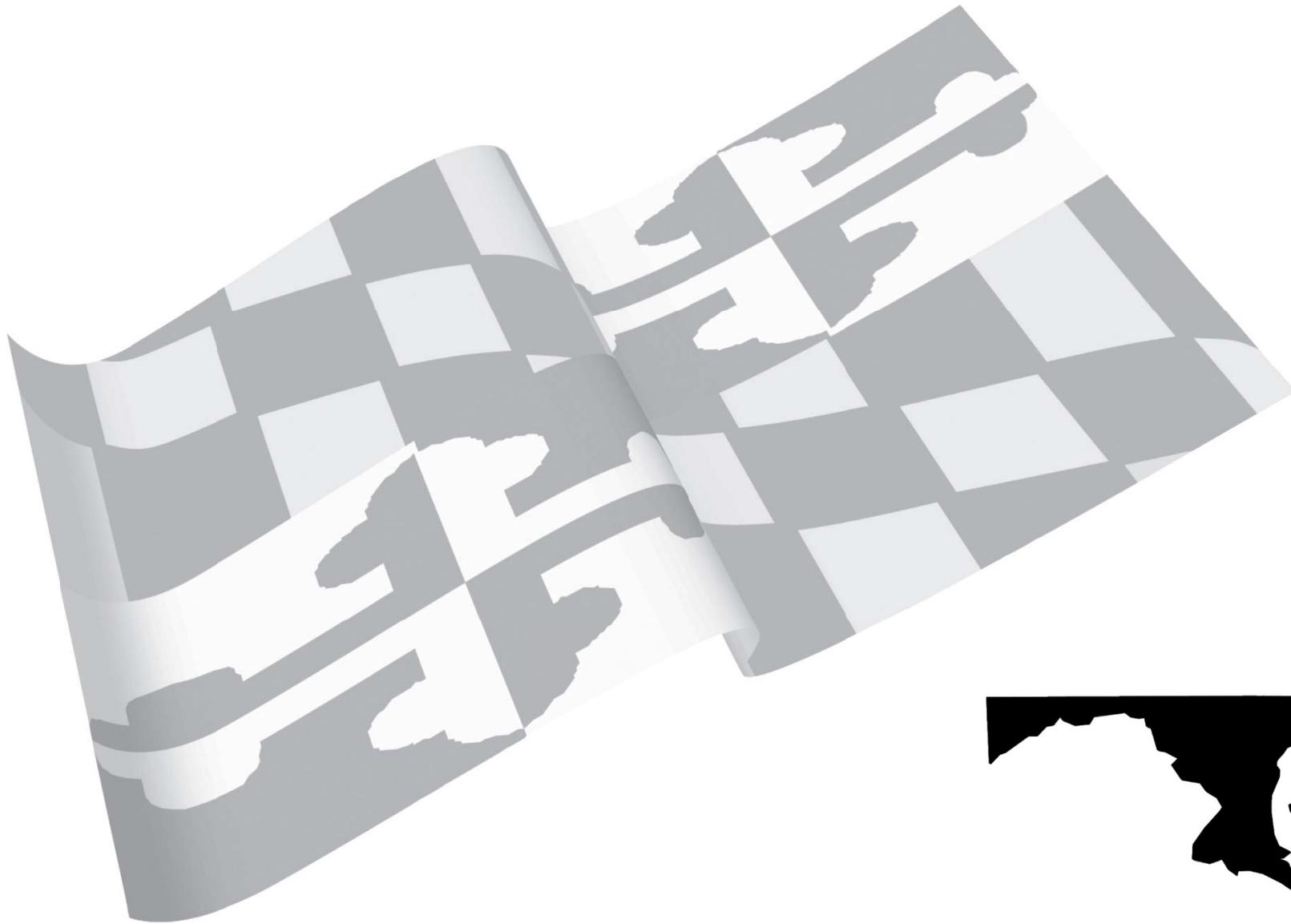
**Safe Routes to School**

Typical projects	
Dorchester County Health Department	46,600
Garrett County municipalities	196,800
Mount Rainier Police Department	80,000
<b>TOTAL ONGOING AWARDS</b>	<b>7,728,000</b>

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

**Federal Earmark Projects**

<u>Allegany County</u>	
Allegany Highlands Trail	738,500
<u>Anne Arundel County</u>	
Broadneck Peninsula Trail	1,200,000
<u>Baltimore City</u>	
Gwynns Falls Trail/CSX Bridge	335,000
West Baltimore Trail (West Side Trail)	720,000
Jones Falls Trail Phase II	3,200,000
Reconstruct East North Avenue (US 1)	4,000,000
<u>Montgomery County</u>	
Rockville Pedestrian Access Improvements	150,000
Gaithersburg Revitalization - Teachers Way	1,120,000
Rockville Intermodal Access, Maryland Avenue and Market Street	3,200,000
Rockville Intermodal Access, pedestrian safety improvements and Baltimore Rd	800,000
Complete Streets Near Metro Stations	827,200
Long Branch Village Center Access Improvements	750,000
<b>TOTAL ONGOING AWARDS</b>	<b>17,040,700</b>



**REGIONAL AVIATION GRANTS**

**GENERAL AVIATION GRANTS-IN-AID**  
**Fiscal Year 2014**

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

**MARYLAND AVIATION ADMINISTRATION**

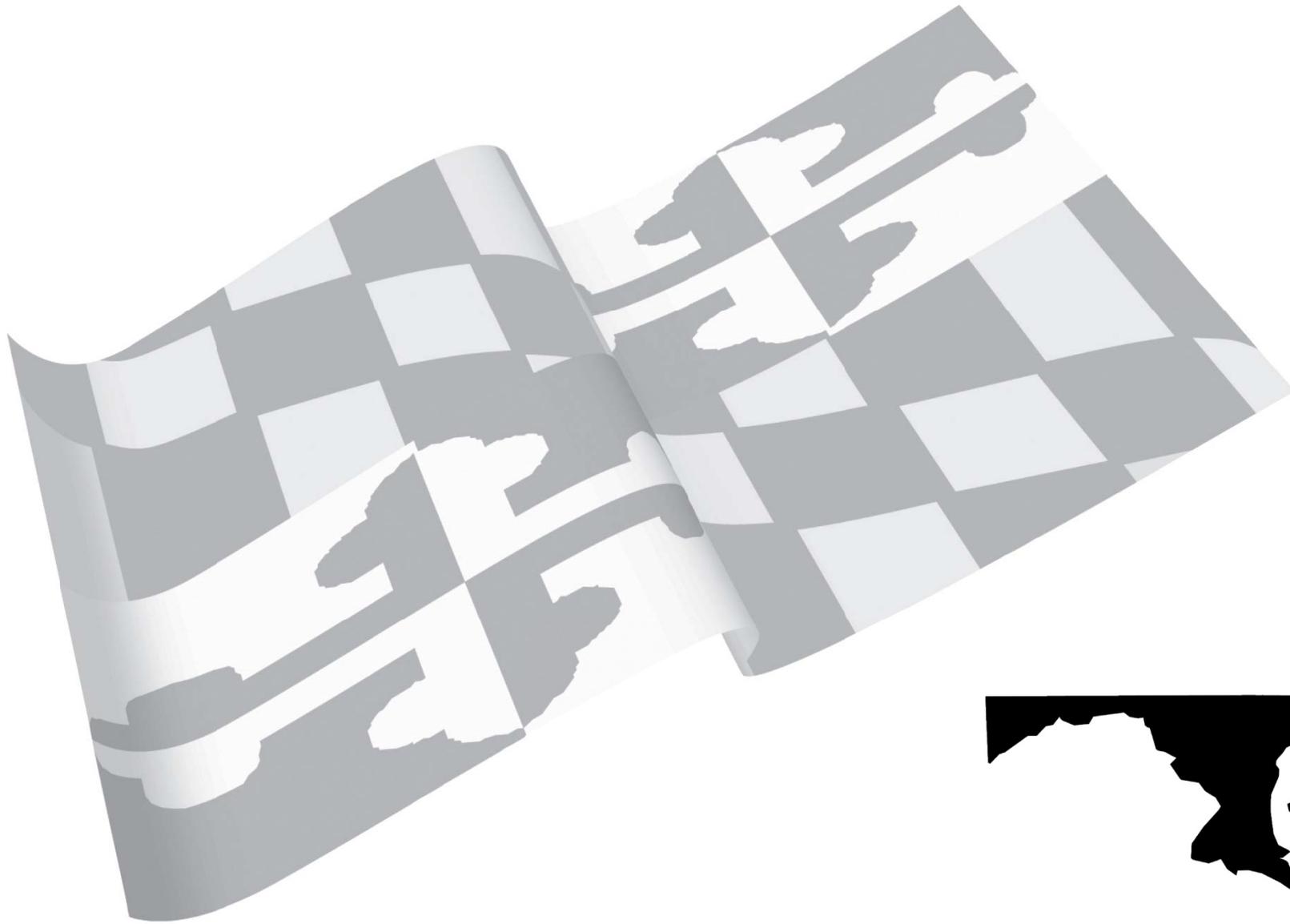
<u>COUNTY</u>	<u>AIRPORT</u>	<b>GRANT AMOUNT (\$000's)</b>			<b>Total</b>
		<b>Federal</b>	<b>State</b>	<b>Local/Owner</b>	
Allegany	Greater Cumberland Regional	90	5	5	100
Anne Arundel	Lee (Edgewater)	0	33	3	36
Anne Arundel	Tipton	153	109	42	304
Baltimore	Essex Skypark	0	180	20	200
Baltimore City	Pier 7 Heliport	0	427	47	474
Carroll County	Carroll County Regional Airport	270	15	15	300
Frederick County	Frederick Municipal Airport	932	396	167	1,495
Garrett County	Garrett	112	60	13	185
Harford County	Fallston	0	36	4	40
Harford County	Harford County	0	\$318	35	353
Montgomery County	Montgomery County Airpark	0	337	112	449

**GENERAL AVIATION GRANTS-IN-AID**  
**Fiscal Year 2014**

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

**MARYLAND AVIATION ADMINISTRATION**

<b><u>COUNTY</u></b>	<b><u>AIRPORT</u></b>	<b>GRANT AMOUNT (\$000's)</b>			<b>Total</b>
		<b>Federal</b>	<b>State</b>	<b>Local/Owner</b>	
Montgomery County	Davis Airport	0	150	17	167
Prince George's County	College Park	0	230	76	306
Prince George's County	Potomac Airfield	0	54	6	60
Queen Anne's County	Kentmorr Airpark	0	67	24	91
St. Mary's County	St. Mary's County Regional Airport	489	27	27	543
Somerset County	Crisfield-Somerset County Airport	218	12	12	242
Talbot County	Easton Airport	173	197	72	442
Washington County	Hagerstown Regional Airport	2,298	360	205	2,863
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	603	508	788	1,899



**REVENUE INCREASE SUMMARY**

## REVENUE INCREASE SUMMARY

The **Transportation Infrastructure Investment Act of 2013** (Transportation Act) is very welcome news to the Maryland Department of Transportation (MDOT). Despite the great recession, MDOT continued to properly manage fiscal resources while focusing on safety and system preservation projects. However, thanks to the leadership of Governor Martin O'Malley, Lieutenant Governor Anthony G. Brown, Senate President Thomas V. Mike Miller, Jr., House Speaker Michael E. Busch and members of the Maryland General Assembly, the Transportation Act was signed into law on May 16, 2013. The Transportation Act is a historic transportation bill that allows Maryland to move forward with the first new major transportation projects in more than eight years. With the Transportation Act, which allows Maryland to activate long-term strategies to invest in Maryland's transportation systems, the State is putting people back to work in the transportation industry with \$4.4 billion in new investments in the next six years. Maryland will create hundreds of millions of dollars in economic activity and provide Marylanders with the transportation infrastructure necessary to grow and prosper for decades to come. The Transportation Act supports 57,200 jobs and creates a sustainable transportation funding source that is sensitive to inflation, enabling Maryland's Transportation Trust Fund to keep pace with the ever-increasing demand for highways, transit and rail projects, and the growing cost of materials and labor needed to build major infrastructure projects. Improving Maryland's transportation infrastructure is vital to quality of life and economic prosperity.

Before the passage of the Transportation Act, the **Maryland State Highway Administration** (SHA) faced many financial challenges trying to tackle statewide system preservation priorities, safety improvements and advance the occasional phase of a major project. The passage of the Transportation Act created an opportunity for SHA to start many delayed transportation expansion improvements across Maryland that will now be constructed in the next six years. The increased funding provided by the Transportation Act has also been programmed to deliver safety and system preservation needs beyond previous funding levels. The additional funds will result in SHA maintaining current performance levels set for the highway system in high risk areas such as safety, pavement condition, bridge condition, drainage and for various supporting assets. SHA will allocate funding to specifically focus on projects such as resurfacing, bridge replacement/rehabilitation, safety improvements, bicycle and pedestrian accommodations, community safety and enhancement, traffic management, drainage improvement, etc. *Key projects are listed in the matrix at the end of this section.*

Additionally, SHA will be able to deliver environmental investments to manage water quality impacts associated with storm water runoff from SHA facilities and meet the mandated Chesapeake Bay Restoration – Watershed Implementation Plan and the Total Maximum Daily Load requirements from the U.S. Environmental Protection Agency. This is an aggressive program that will invest approximately \$1 billion in water quality improvement projects by 2025. The allocation of General Obligation Bonds from FY15 to FY19 has significantly reduced the need to utilize Transportation Trust Fund revenues traditionally targeted for transportation improvements delivered by SHA. The significant additional funding provided will allow SHA to program the appropriate water quality strategies to meet the established FY 2017 milestone goals per the Watershed Implementation Plan and to keep this initiative

## REVENUE INCREASE SUMMARY

on track through FY 2019. With this additional funding made available, SHA will fund stormwater facility improvements, pipe outfall stabilization, street sweeping, inlet cleaning, stream restoration and reforestation projects that are crucial to improving the watersheds that SHA's facilities cross.

The Transportation Act enables the **Maryland Transit Administration** (MTA) to proceed with investments in renewal of aging infrastructure, including replacement of Metro Subway railcars and construction of the second and final phase of a new bus garage to replace the 65-year old Kirk Division. The Transportation Act also allows MTA to expand the statewide transit network. Examining a new MARC maintenance and storage facility and adding new diesel locomotives position the MTA for future expansion of the MARC Train which serves nine counties. Investments advancing rapid bus lines in both Howard and Montgomery counties will look to meet local transportation needs by reducing travel times in heavily traveled corridors.

MTA also will add more service for the key Baltimore/Washington Region commuter rail lines. This will include weekend service on the Penn Line between Baltimore and Washington for the first time and more trains on the Camden Line. The Transportation Act also will be adding operating funds to local bus service subsidies that have been falling short of the State's obligation in recent years. *Key capital projects and operating service are listed in the matrix at the end of this section.*

Among MDOT's highest priorities is the advancement of projects that expand the fixed guideway transit network, including two light rail projects and a bus rapid transit project. Known as the "New Starts" program, each project provides faster, more direct, high capacity transit in corridors where ridership warrants this investment. The projects are closely coordinated with local and regional long range plans, and could foster development and redevelopment adjacent to new stations. Each line includes connections to existing rail and bus services, either by providing boarding locations adjacent to existing services or, in the case of the Red Line, an underground pedestrian tunnel. These projects represent a significant investment, and rely in part on federal grants that are awarded for this purpose. Specifically, the Federal Transit Administration offers discretionary Section 5309 grants to state and local governments for the development of new and improved transit facilities, and MTA has received past earmarks for both the Red Line and the Purple Line. Through the planning and preliminary engineering processes, MTA has developed project delivery plans for each project which determines how each is to be financed.

The **Baltimore Red Line** is a 14-mile double track light rail line between Woodlawn in Baltimore County and Bayview Medical Center in Baltimore City. The Red Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing rail lines and bus service, increase transit capacity in congested corridors, support economic development consistent with local master plans, and reduce overall environmental impacts.

## REVENUE INCREASE SUMMARY

MTA intends to develop the Red Line using a primarily design-bid-build approach, and award a sequence of contracts according to a contract packaging plan. The exception is a group of project elements that could be delivered through a public-private partnership (P3), a long-term, performance-based agreement between MTA and a private entity where appropriate risks and benefits will be allocated in a cost-effective manner between the contractual partners. Design-bid-build contracts will be utilized to deliver the majority of project elements including tunnels, structures, surface segments, surface and underground stations, elevators and escalators, utility relocations and stormwater management facilities. A group of transit elements will be examined for third-party P3 provision to include the railcars, operations and maintenance facility, track, signals, and power, as well as maintenance of those elements. The private entity would be responsible for designing, constructing, operating, and maintaining the specific assets that are within the scope of the rolling stock and systems elements of the overall project. In return, MDOT will pay the private entity periodic payments, subject to performance deductions, which will provide strong incentives for the concessionaire to deliver high quality service for the assets under its responsibility. The Red Line is proposed to be funded with Transportation Trust Funds, federal funds, regional contributions and investments by the private entity.

The funding plan assumes that MTA receives a grant of \$900 million in federal Section 5309 New Starts funds, including a federal fiscal year (FFY) 2010 earmark of \$3 million and reimbursement of \$55.2 million in formula funds to be expended in FY 2014. New Starts funds would fund 34% of the total Red Line cost. To realize the value of the federal grant within the peak construction period, MDOT would issue short term bonds (Grant Anticipation Notes) backed by the federal grant. Uses of federal funds, including issuance of Grant Anticipation Notes, are presented in Table 1.

Table 1: Red Line Uses of Section 5309 Funds (YOE \$M)

FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Total
\$3	-	\$55.2	-	\$44.8	\$100	\$192	\$393.7	\$114.3	-	-	-	-	\$900

In recognition of both regional and local benefits of the project, MDOT is seeking regional contributions. Regional contributions may be county funds or in-kind contributions such as right of way, utility relocations or environmental mitigation that serves the purpose of reducing the project cost. For the Red Line, regional contributions are assumed to total \$250 million, of which \$75 million is received during the FY 2014-19 period. To date, Baltimore City and Baltimore County governments have pledged investments and in-kind contributions. Investments by the private entity are also assumed to finance the project cost. This amount will be determined through the solicitation process.

## REVENUE INCREASE SUMMARY

The **Purple Line** is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Purple Line meets MDOT policy objectives by providing faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase transit capacity in congested corridors, support economic development consistent with regional long range transportation plans and local master plans and reduce overall environmental impacts.

With preliminary consent by the Board of Public Works, MTA intends to pursue a public-private-partnership for the Purple Line. This delivery method would involve a long-term, performance-based agreement between MTA and a private entity where appropriate risks and benefits will be allocated in a cost-effective manner between the contractual partners. The private entity will perform some functions normally undertaken by the government, but MTA remains ultimately accountable for the Purple Line and its public function, including fare policy and environmental commitments. MTA is anticipating a 35-year contract, including approximately five years of construction and 30 years of operations. The private entity will be responsible for finishing designing, constructing, operating, and maintaining the asset, as well as financing a portion of construction. In return, MDOT will pay the private entity periodic payments during the operating period. The payments will be subject to performance deductions, which will provide strong incentives for the private entity to deliver high quality service, similar to operating contracts MTA has in place for MARC train, commuter bus and mobility paratransit services.

During construction, MTA will be responsible for completing federal environmental documentation, acquiring right-of-way, and providing quality control and oversight. These elements are included in the capital cost as MTA-retained costs. MTA also will fund a portion of construction in the form of construction progress payments.

In addition to Transportation Trust Funds, the Purple Line is funded with federal funds, regional contributions and investments by the private entity. The funding plan assumes that federal Section 5309 New Starts funds would fund 38% of the total Purple Line cost. In federal fiscal year (FFY) 2010, it received a \$3 million earmark in Section 5309 appropriations and these funds were spent in FY 2012 during the Preliminary Engineering phase. MTA is requesting a total of \$900 million in New Starts funds, including \$15 million in FFY 2015. Uses of federal funds are presented in Table 2.

## REVENUE INCREASE SUMMARY

Table 2: Purple Line Uses of Section 5309 Funds (YOE \$M)

FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Total
\$3	-	-	\$15	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$100	\$82	\$900

In recognition of both regional and local benefits of the project, MDOT is seeking regional contributions. Regional contributions may be county funds or in-kind contributions such as right of way, utility relocations or environmental mitigation that serves the purpose of reducing the project cost. For the Purple Line, regional contributions are assumed to total \$220 million, of which \$60 million is received during the FY 2014-19 period. To date, county governments have pledged investments and in-kind contributions. Investments by the private entity are also assumed to finance the project cost. This amount will be determined through the solicitation process.

The **Corridor Cities Transitway (CCT)** is a 15-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove MARC Station and from Metropolitan Grove MARC Station to COMSAT. The CCT will provide faster, more direct transportation between residential and major employment areas in the I-270 corridor. It will enhance access to the Shady Grove METRO station and employment areas, increase transit capacity in congested corridors, support economic development consistent with local master plans and reduce overall environmental impacts.

The CCT is currently in the project planning phase. Definitive cost and schedule estimates are under development, and the project delivery approach will be developed during the current fiscal year. The CTP does reflect a preliminary commitment of \$225 million of Transportation Trust Funds which will be fully allocated when a delivery approach and matching funds are identified.

The **Maryland Aviation Administration (MAA)** has a multi-phase development plan to modernize the terminal at the Baltimore Washington Thurgood Marshall International Airport. Funding from the Transportation Act will help this plan by enabling the financing of the construction of a new secure connector between Concourse D and Concourse E, create a new security checkpoint to serve domestic and international travelers and configure airline gates to support additional international flights. The project will move forward with a \$25 million investment from the Transportation Act and \$100 million provided by Passenger Facility Charges collected with each airline ticket. The planned improvements will help ensure excellent service for our airport customers while providing the opportunity for further growth by the airlines serving Maryland and beyond.

## SHA Revenue Increase Projects

(all figures in thousands of dollars)

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total
<b><u>Safety Projects</u></b>							
BA - I-695 at Leeds Avenue (CO)	-	9,976	21,258	18,907	9,239	-	59,380
CO/TA – replace MD 331 Dover Bridge (CO)	3,736	18,999	19,538	11,169	-	-	53,442
HO - I-95 Lawyers Hill Sound Barrier (CO)	-	2,209	4,456	1,915	-	-	8,580
MO – MD 97 Relocated (Brookville) (CO)	-	-	-	8,902	15,396	834	25,132
PG - US 1 College Park Phase I (R/W)	5,880	9,800	3,896	-	-	-	19,576
QA - US 301/MD 304 (R/W, CO)	720	9,858	19,187	22,197	-	-	51,962
SM - MD 5 at MD 246 and MD 471 intersection improvements (PE)	750	1,000	1,000	1,000	1,000	250	5,000
SO - UMES Roundabout (MD 675 from MD 363 to MD 822) (CO)	1,696	2,004	-	-	-	-	3,700
<i>Sub-total for Safety Projects</i>	12,782	53,846	69,335	64,090	25,635	1,084	226,772
<b><u>Economic Development Projects</u></b>							
AA - MD 175 at MD 295 (BRAC Ft. Meade) (R/W)	2,000	15,000	10,000	2,000	-	-	29,000
HA - BRAC intersection improvements at APG (R/W, CO)	3,572	6,337	12,930	12,484	7,332	421	43,076
FR - US 15/Monocacy Blvd. (R/W, CO)	3,748	13,523	13,757	12,986	12,986	12,986	69,986
MO - I-270/Watkins Mill (entire project) (CO)	-	-	9,760	30,415	37,225	45,169	122,569
PG - MD 210/Kerby Hill Road Intg. (R/W, CO)	11,025	13,489	16,461	21,682	24,996	6,215	93,868
PG - I-495/MD 5 Branch Avenue Phase II (R/W, CO)	6,952	12,050	11,663	11,994	14,347	-	57,006
PG - Greenbelt Metro Access (PE)	500	1,000	1,000	1,500	1,500	1,500	7,000
<i>Sub-total for Economic Development Projects</i>	27,797	61,399	75,571	93,061	98,386	66,291	422,505
<b><u>Community Safety and Enhancement Projects</u></b>							
CA - MD 231 @ MD 765 (R/W, CO)	2,050	2,927	3,657	1,466	-	-	10,100
CL - MD 30 from CSX Railroad to North Woods Trail (CO)	-	1,998	8,238	5,997	3,278	-	19,511
FR - MD 144 from New Market Elementary to Bye Alley (CO)	276	1,928	2,350	1,446	-	-	6,000
HA - MD 755 from Willoughby Beach Road to MARC Station (CO)	1,010	4,777	872	-	-	-	6,659
PG - MD 5/MD 637 Branch Ave and Naylor Rd Metro Stations (RW,CO)	2,582	4,879	1,986	-	-	-	9,447
PG - MD 201 from Kenilworth Towers to MD 410 (R/W,CO)	749	2,690	2,517	150	-	-	6,106
PG - MD 500 from MD 410 to MD 208	631	6,137	3,832	-	-	-	10,600
<i>Sub-total for Community Safety and Enhancement Projects</i>	7,298	25,336	23,452	9,059	3,278	-	68,423

## SHA Revenue Increase Projects

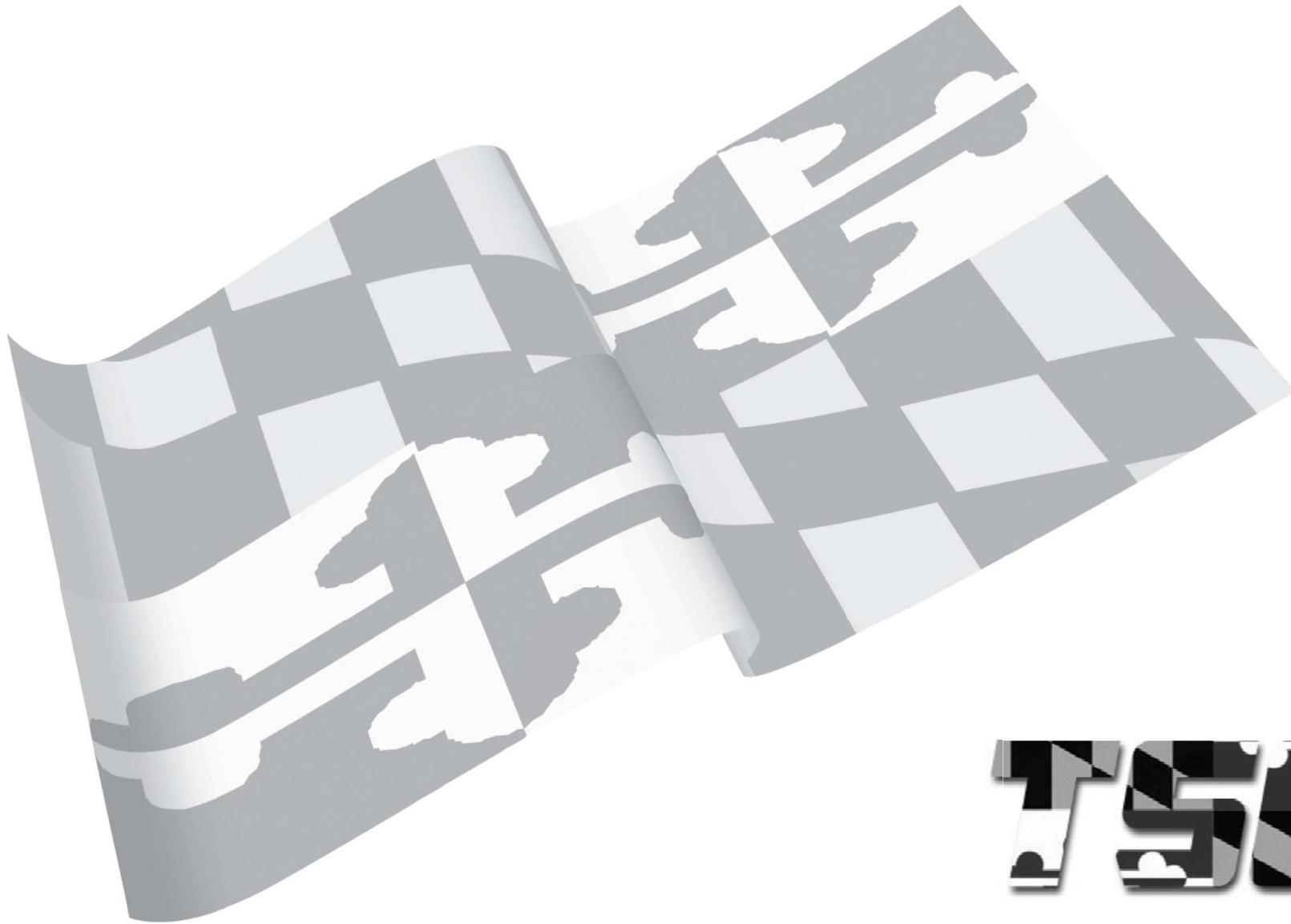
(all figures in thousands of dollars)

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total
<b><u>Capacity/Congestion Relief</u></b>							
AA- US 50 Severn River Bridge (PP)	500	1,000	500	-	-	-	2,000
AL - US 220 Tier 2 Planning Study (PP)	29	1,400	1,400	1,400	771	-	5,000
BA - MD 140 at Painter's Mill (RW)	550	1,189	1,190	-	-	-	2,929
BA – widen outer loop I-695 US 40 to MD 144 (CO)	-	-	18,219	25,189	25,981	16,160	85,549
BA - I-695 from MD 41 to MD 147 (CO)	5,000	7,000	7,000	5,700	-	-	24,700
BA - Harford Road interchange improvements (CO)	-	3,532	279	-	-	-	3,811
CA - MD 2/4 Phase 2 (R/W)	1,000	7,500	3,800	985	-	-	13,285
CH - US 301 Waldorf Study - finish NEPA (PP)	-	581	1,257	1,581	1,581	-	5,000
CO/TA – MD 404 Phase 1B (CO)	3,257	11,889	14,376	12,502	-	-	42,024
HO – widen northbound US 29 (Phase 1B) (CO)	15,653	17,629	14,776	-	-	-	48,058
HO - US 29 Middle Patuxent River to Broken Land Pky Phase II (PE)	750	750	750	750	-	-	3,000
MO - MD 124 widening Phase 2 (PE)	-	292	550	1,058	-	-	1,900
MO - US 29 at Musgrove/Fairland (PE)	500	1,000	1,500	1,500	1,500	1,000	7,000
MO - MD 28, improvements between MD 97 and MD 182 (PP)	300	900	1,100	700	-	-	3,000
PG - MD 4 @ Suitland Parkway, interchange construction (R/W, CO)	7,000	24,359	46,703	42,816	29,903	-	150,781
PG - MD 197 from Kenhill Drive to MD 450 relocated (PE)	250	750	1,000	1,000	1,000	7,000	11,000
PG - MD 5/MD 373 interchange (R/W)	2,500	4,500	5,093	-	-	-	12,093
SM/CA – Engineer TJ bridge replacement (PE)	1,875	3,750	3,750	3,750	1,875	-	15,000
SM - MD 4 at MD 235 right turn lane extension (CO)	1,696	2,004	-	-	-	-	3,700
WA – widen I-81 bridge over Potomac (CO)	-	-	-	12,086	15,853	16,042	43,981
WO - US 113 Phase 3 (R/W)	3,567	3,567	2,972	-	-	-	10,106
<i>Sub-total for Capacity/Congestion Relief</i>	44,427	93,592	126,215	111,017	78,464	40,202	493,917
<b>Total Projects</b>	<b>\$ 92,304</b>	<b>\$ 234,173</b>	<b>\$ 294,573</b>	<b>\$ 277,227</b>	<b>\$ 205,763</b>	<b>\$ 107,577</b>	<b>\$ 1,211,617</b>
<b>SHA System Preservation</b>							<b>\$ 512,000</b>
<b>SHA WIP Projects</b>							<b>\$ 427,100</b>
<b>HIGHWAY TOTAL</b>							<b>\$ 2,150,717</b>

## MTA Revenue Increase Projects

(all figures in thousands of dollars)

	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Total
<b><u>MTA Capital Projects</u></b>							
Metro Railcar Replacement/Metro Signal System Replacement	152	3,048	15,000	34,000	32,000	162,000	246,200
MARC - Purchase New Locomotives	15,000	20,000	3,000	2,000	-	-	40,000
Agencywide Parking Improvements	512	1,901	2,000	2,000	2,000	2,000	10,413
Kirk Bus Division - Phase II	2,610	93	45,000	20,000	7,000	-	74,703
Charles Center TOD - Entrance Relocation Study - Planning	392	536	-	-	-	-	928
LOTS Calvert County Transit Center - Design	-	2,000	-	-	-	-	2,000
Southern Maryland Transit Corridor - US301/MD-5	1,000	3,000	1,000	-	-	-	5,000
Howard County, Bus Rapid Transit System - Planning	-	2,000	-	-	-	-	2,000
Montgomery County, Bus Rapid Transit System - Engineering	-	5,000	5,000	-	-	-	10,000
Light Rail - Safety Enhancements	-	2,000	1,200	-	-	2,200	5,400.0
Red Line	32,455	76,313	21,140	91,254	325,795	142,323	689,280
Purple Line	46,401	121,000	188,000	118,000	118,000	119,743	711,144
CCT	10,240	10,000	20,000	35,000	21,000	4,000	100,240
MARC System Preservation	5,700	5,600	-	-	-	-	11,300
MTA System Preservation & Enhancement	1,200	2,500	-	-	-	-	3,700
<b>Capital Total</b>	<b>115,662</b>	<b>254,991</b>	<b>301,340</b>	<b>302,254</b>	<b>505,795</b>	<b>432,266</b>	<b>1,912,308</b>
<b><u>MTA Operating Service Additions</u></b>							
Weekend Penn Line MARC service	4,000	8,000	8,200	8,400	8,600	8,800	46,000.0
MARC Camden Line additional service	1,300	2,000	2,050	2,150	2,200	2,300	12,000.0
Montgomery County Ride On	6,000	8,000	17,000	17,500	18,000	18,500	85,000
Prince George's County The Bus	5,565	5,665	5,765	5,865	5,965	6,175	35,000
Baltimore City Charm City Circulator	2,000	2,000	2,000	2,000	2,000	2,000	12,000
MTA Commuter Bus	1,300	2,100	2,100	2,100	2,200	2,200	12,000
MTA LOTs increase	-	2,000	2,000	2,000	2,000	2,000	10,000
<b>Operating Total</b>	<b>14,865</b>	<b>19,765</b>	<b>28,865</b>	<b>29,465</b>	<b>30,165</b>	<b>30,875</b>	<b>212,000</b>
							CCT Balance to Complete
							125,000
							<b>TRANSIT TOTAL</b>
							<b>2,249,308</b>



**TSP**



**THE SECRETARY'S OFFICE**

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

	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	29.5	37.4	8.3	7.2	7.3	4.6	94.2
System Preservation Minor Projects	53.8	25.0	12.4	12.1	8.4	6.8	118.5
<b><u>Development &amp; Evaluation Program</u></b>	<u>19.0</u>	<u>37.5</u>	<u>20.8</u>	<u>3.3</u>	<u>0.5</u>	<u>-</u>	<u>81.1</u>
SUBTOTAL	102.3	99.9	41.4	22.6	16.1	11.4	293.8
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>1.9</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>12.9</u>
TOTAL	104.2	102.1	43.6	24.8	18.3	13.6	306.7
Special Funds	67.6	64.0	22.8	21.4	17.8	13.6	207.3
Federal Funds	21.2	38.1	20.8	3.3	0.5	-	83.9
Other Funds	15.4	-	-	-	-	-	15.4



**PROJECT:** Transportation Enhancement Program

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

**PURPOSE & NEED SUMMARY STATEMENT:** Transportation enhancements are projects that will add community and environmental value to the transportation system. The Moving Ahead for Progress in the 21st Century Act's (MAP-21) Transportation Alternatives Program provides that 2% of the apportioned funds be set aside for the program. This new program now includes eligibility for most projects that used to be funded under the Transportation Enhancement Program, as well as Recreational Trails and Safe Routes to School programs.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

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

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Transportation enhancement projects will improve connectivity by enhancing pedestrian and bicycle mobility. In addition to environmental improvements such as treatment of roadway runoff, tree planting and preservation of historical structures.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added funding in FY19.

**USAGE:** N-A

**OPERATING COST IMPACT:** N-A

<u>POTENTIAL FUNDING SOURCE:</u> <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	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	267,115	192,715	13,800	13,900	11,100	11,500	11,800	12,300	74,400	0
Total	267,115	192,715	13,800	13,900	11,100	11,500	11,800	12,300	74,400	0
Federal-Aid	211,072	152,472	11,500	11,500	8,500	9,000	9,300	8,800	58,600	0

STIP REFERENCE #State6 08/01/2013



**PROJECT:** Transportation Emission Reduction Program

**DESCRIPTION:** The object of the program is the reduction of traffic congestion and/or mobile source emissions. This program will incorporate and expand proven strategies to reduce emissions in Maryland's air quality non-attainment areas.

**JUSTIFICATION:** The Federal Clean Air Act requires transportation programs to remain in step with State air quality plans. Fifteen counties are in air quality non-attainment or maintenance status. Worsening traffic congestion in the Baltimore/Washington metropolitan area negatively impacts the quality of life for Maryland citizens. This program will help address these issues by implementing projects that will achieve measurable reductions in mobile source emissions. These reductions are important to the annual air quality conformity analysis for the Department's transportation plans and programs and to help reduce Greenhouse Gas emissions.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Underway.

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

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	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	67,349	42,165	3,893	3,983	4,269	4,157	4,252	4,630	25,184	0
Total	67,349	42,165	3,893	3,983	4,269	4,157	4,252	4,630	25,184	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Total cost increased by \$2.3M due to the addition of FY 19 offset by revised cost estimates.

0054, 0055, 0057, 0062, 0065, 0066, 0115, 0159, 0160



**PROJECT:** Bikeways Network Program

**DESCRIPTION:** Planning, design and construction of on-road and off-road bicycle facilities that fill priority missing links and create a safe, functional bicycle network.

**JUSTIFICATION:** Infrastructure for walking and biking is a core element of Maryland's multimodal transportation system. Walking and biking are clean, green and healthy transportation options. This program will help to implement MDOT's Bicycle and Pedestrian Master Plan and Strategic Trails Plan by filling priority missing links in the statewide bicycling network, connecting and extending on-road and off-road bicycle facilities and improving connections to transit, work, schools, shopping and other destinations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

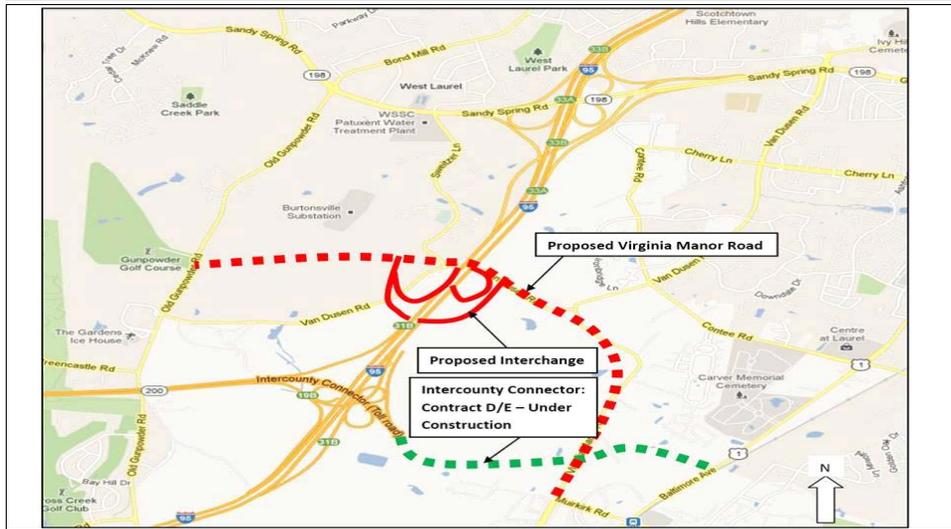
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:** Bike Retrofit, Sidewalk Retrofit (SHA Line SW-3), Transportation Enhancements Program (TSO Line 01)

**STATUS:** Nearly 50 projects are moving forward with Bikeways Program funding in nine counties and 17 cities and towns. Additional projects will be solicited through annual grant cycles.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$5.0M to program due to the Transportation Infrastructure Act of 2013.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	....2016....	....2017....		
Planning	950	50	100	200	200	200	200	0	900	0
Engineering	3,775	175	600	600	800	800	800	0	3,600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,275	175	1,100	2,000	3,000	2,000	2,000	0	10,100	0
Total	15,000	400	1,800	2,800	4,000	3,000	3,000	0	14,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Virginia Manor Road Relocated, Old Gunpowder Road to the InterCounty Connector

**DESCRIPTION:** A Secretary's grant to Prince George's County for construction/reconstruction of Relocated Virginia Manor Road between the InterCounty Connector and Old Gunpowder Road (approximately 2.8 miles). Connections will be made to both the InterCounty Connector and the new I-95/Contee Road Interchange. Bicycle and Pedestrian access will be provided.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will enable Prince George's County to construct a critical roadway connection to the InterCounty Connector and I-95/Contee Road Interchange. This will enhance the supporting roadway network east and west of I-95 in the area that is planned for significant growth and development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-95/Contee Road Interchange (Prince George's County Line 1)  
 InterCounty Connector (Prince George's County Line 7)

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The new interchange at I-95 and Contee Road Relocated and Virginia Manor Road Relocated will facilitate enhanced access and improved circulation to an area that is planned for growth and economic development.

**STATUS:** Construction Underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016.....	.....2017.....			.....2018.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	3,000	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	27,000	2,600	13,800	10,600	0	0	0	0	24,400	0	0
<b>Total</b>	<b>30,000</b>	<b>5,600</b>	<b>13,800</b>	<b>10,600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,400</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Baltimore Rail Intermodal Facility

**DESCRIPTION:** A capital grant to CSX for the construction of a new intermodal container transfer facility (ICTF) in Southwest Baltimore City. The project will relocate CSX's existing ICTF from the Port of Baltimore's Seagirt Marine Terminal to a location south of the Howard Street Tunnel where it will have access to CSX's emerging double-stack rail network. Specific improvements include redeveloping CSX's underutilized Mount Clare Yard into an ICTF where zero-emission crane technology will be used to transfer shipping containers between trains and trucks.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of the project is to facilitate and support intermodal freight transportation to relieve highway congestion and to address current and future regional infrastructure and freight distribution needs.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Enabling the use of double-stack trains will result in fewer long distance truck movements, reduce fuel consumption and lower overall transportation costs. These efficiencies will alleviate congestion and increase safety on our highways, reduce roadway maintenance costs, improve regional air quality and lower the cost of doing business in the State of Maryland.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** The project is currently in the permitting phase. Construction is expected to begin in FY 14.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016....	.....2017....			.....2018....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	30,000	0	10,000	20,000	0	0	0	0	30,000	0	0
Total	30,000	0	10,000	20,000	0	0	0	0	30,000	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Northeast Corridor Bridge; Susquehanna River Bridge

**DESCRIPTION:** This project will provide preliminary engineering (PE) and National Environmental Policy Analysis (NEPA) studies that will advance the Amtrak Susquehanna Bridge toward replacement construction. The funding is part of the federal High Speed Intercity Passenger Rail Program (HSIPR) and was awarded to MDOT on Amtrak's behalf in 2011. MDOT is coordinating with Amtrak to complete the work and to identify construction funding.

**JUSTIFICATION:** The bridges on the Amtrak Northeast Corridor (NEC) in Maryland (Gunpowder, Bush and Susquehanna) are nearing the end of their useful life and require additional capacity for future passenger and freight operations. Funding for the Susquehanna Bridge to advance was provided under HSIPR. MDOT and Amtrak will pursue necessary funding to advance the replacement of the three bridges in totality.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:** High Speed Intercity Passenger Rail Grant (TSO-7)

**STATUS:** Funds for this project are provided by the federal High Speed Intercity Passenger Rail Program (HSIPR) and American Recovery and Reinvestment Act (ARRA). MDOT is the recipient of the funds and is contracting with Amtrak to manage the Preliminary Engineering and National Environmental Policy Act. Preliminary Engineering was awarded on June 4th 2013. NEPA services are in the beginning stages.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None

POTENTIAL FUNDING SOURCE: <input 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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	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	22,000	163	4,000	7,500	6,500	3,337	500	0	21,837	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>22,000</b>	<b>163</b>	<b>4,000</b>	<b>7,500</b>	<b>6,500</b>	<b>3,337</b>	<b>500</b>	<b>0</b>	<b>21,837</b>	<b>0</b>
Federal-Aid	22,000	163	4,000	7,500	6,500	3,337	500	0	21,837	0



**PROJECT:** High Speed Intercity Passenger Rail Grant Funding for B&P Tunnel (ARRA)

**DESCRIPTION:** The purpose of this project is to perform preliminary engineering and National Environmental Policy Act analysis for the Amtrak Baltimore and Potomac Tunnel on Amtrak's Northeast Corridor (NEC).

**JUSTIFICATION:** This project is funded through the federal High Speed Intercity Passenger Rail (HSIPR) program and addresses the planning required to construct an alternative tunnel to replace the 100-plus year old tunnel. This project is being managed by Amtrak and MDOT is the recipient of the grant funds. The project is critical for safety, but will also provide improved trip time on the NEC. The tunnel is considered one of the priority projects for the NEC in Amtrak's 2030 Master Plan.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:** MARC Growth and Investment (MTA-44)

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	60,000	720	15,000	30,000	14,280	0	0	0	59,280	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	60,000	720	15,000	30,000	14,280	0	0	0	59,280	0
Federal-Aid	60,000	720	15,000	30,000	14,280	0	0	0	59,280	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** This federally funded project will evaluate the feasibility of tunnel replacement and builds from previous congressionally funded studies in which MDOT has been engaged. A Project Management sub-contracts was awarded in November 2012. PE solicitations are being evaluated. NEPA anticipated by the end of 1st Quarter of Calendar Year 2014.

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**THE SECRETARY'S OFFICE - LINE 8**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u><b>The Secretary's Office</b></u>		
	<u><b>FY 14 and Prior</b></u>		
1	Real Estate Services (0005)	990	Ongoing
2	Rail Safety Oversight (0032)	200	Ongoing
3	MEDCO - New MDOT Building (0070)	349	Complete
4	Airport Citizens Committee (0078)	275	Ongoing
5	MDOT Headquarters Building (0081)	1,365	Ongoing
6	Security/Emergency Management (0082)	100	Ongoing
7	Capital Program Management System Maintenance (0086)	239	Ongoing
8	TSO OA Replacement/OBJ 10 (0099)	148	Ongoing
9	TSO OA Enhancement/OBJ 11 (0100)	75	Ongoing
10	Special Real Estate Counsel Contract (0133)	375	Ongoing
11	Towson Circle Grant (0149)	1,500	Underway
12	University of Maryland - NCSG Agreement (0148)	170	Ongoing
13	MBE 2009 Disparity Study (0146)	425	Ongoing
14	Charles Street Trolley Grant (0135)	57	Underway
15	Business and Capital Support at BWI Thurgood Marshall Airport	5,500	Ongoing
16	Data Center Shared Services (0101)	576	Ongoing
17	Environmental Compliance Oversight (0126)	1,850	Ongoing
18	Ridgely Trail Grant (0122)	6	Complete
19	Baltimore Rail Study (State Share) (0121)	700	Ongoing
20	TOD Implementation (0143)	964	Ongoing
21	OPCP - 09 Consultant Contract (0153)	273	Complete
22	OPCP - 12 Consultant Contract (0169)	500	Underway
23	MBE 2015 Disparity Study (0168)	500	FY 2014
24	I-95/Forestville Road Ramp Improvement Grant (0167)	2,000	FY 2014
25	Document Direct Upgrade (0163)	250	Complete
26	IV&V - Major IT Development Projects (0162)	290	Underway
27	MD Department of Planning Grant (0154)	92	Underway
28	Canton Railroad Grant (0173)	1,700	FY 2014

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

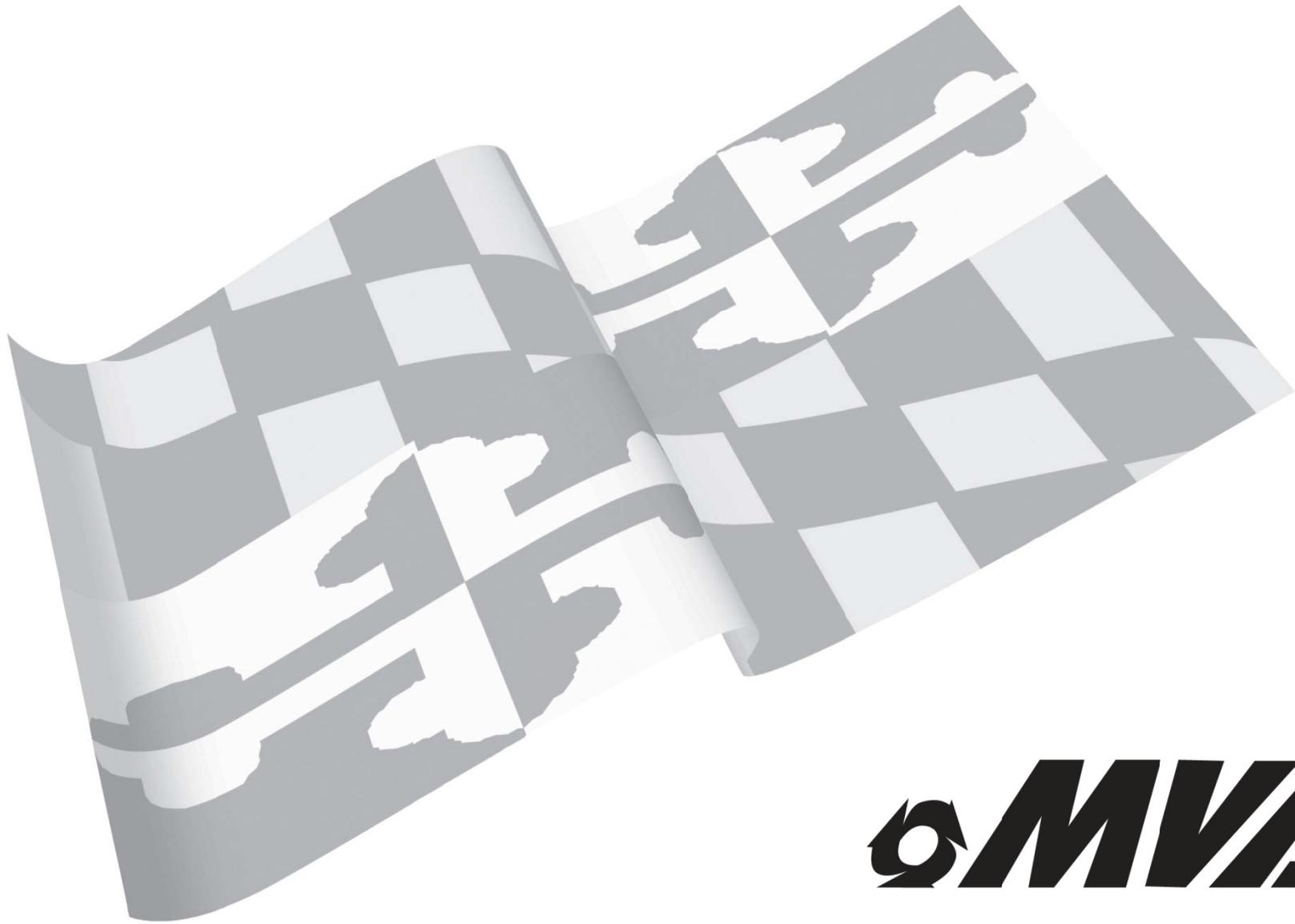
**THE SECRETARY'S OFFICE - LINE 8 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>The Secretary's Office (cont'd)</u></b>			
<b><u>FY 14 and Prior (cont'd)</u></b>			
29	MD 695 Broening Highway Grant (0150)	2,611	Underway
30	Maryland Bike Share Program (0172)	2,500	FY 2014
31	TSO Environmental (0161)	333	Ongoing
32	Employee Scheduling System - Employee Expense Module (0184)	444	FY 2014
33	MEA/MDOT Electric Truck Voucher MOU (0171)	180	Underway
34	General Fund Transfer to Local Government (0185) (Other funds)	15,380	FY 2014
35	Employee Scheduling System - Leave Request Module (0183)	277	Underway
36	Employee Scheduling System - Scheduler Module (0182)	192	Underway
37	CSX Intermodal Container Transfer Facility Planning Grant (0179)	1,750	Underway
38	State Personnel System (Benefits) (0178)	601	Underway
39	Gmail, Google Docs (0177)	1,344	FY 2014
40	CAD/RMS - DVED & ASED (0176)	69	Underway
41	700MHz Radios - CVED & ASED (0175)	1,408	FY 2014
42	View Direct Licensing (0174)	419	Complete
43	Program Management(0019)	100	Ongoing
44	Network Hardware/Software Replacement Costs (0020)	3,901	Ongoing
45	Employee Scheduling System-Time Capture (0186)	255	FY 2014
<b><u>FY 2015</u></b>			
46	MDOT Headquarters Building (0081)	100	Ongoing
47	Special Real Estate Counsel Contract (0133)	675	Ongoing
48	OPCP-12 Consultant Contract (0169)	2,500	Underway
49	MBE 2015 Disparity Study (0168)	1,000	FY 2014
50	TSO Environmental (0161)	160	Ongoing
51	University of Maryland - NCSG Agreement (0148)	150	Ongoing
52	MBE 2009 Disparity Study (0146)	397	Ongoing
53	Mainframe Upgrade 2 (0144)	3,700	FY 2015

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**THE SECRETARY'S OFFICE - LINE 8 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>The Secretary's Office (cont'd)</u></b>			
<b><u>FY 2015 (cont'd)</u></b>			
54	TOD Implementation (0143)	2,000	Ongoing
55	700MHz Radios - CVED & ASED (0175)	1,408	FY 2014
56	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	5,500	Ongoing
57	Environmental Compliance Oversight (0126)	650	Ongoing
58	Baltimore Rail Study (State Share) (0121)	700	FY 2014
59	Data Center Shared Services (0101)	582	Ongoing
60	TSO OA Enhancement OBJ 10 (0099)	149	Ongoing
61	State Personnel System (Benefits) (0178)	461	Underway
62	Airport Citizens Committee (0078)	250	Ongoing
63	Rail Safety Oversight (0032)	129	Ongoing
64	Real Estate Services (0005)	400	Ongoing
65	TSO OA Enhancements/OBJ 11 (0100)	76	Ongoing
66	Program Management (0019)	100	Ongoing
67	Network Hardware/Software Replacement Costs (0020)	3,940	Ongoing



 **MVA**



**MOTOR VEHICLE ADMINISTRATION**

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

	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	2.0	1.9	1.2	1.0	0.7	1.6	8.4
System Preservation Minor Projects	21.9	17.6	15.4	13.1	10.6	10.1	88.8
<b><u>Development &amp; Evaluation Program</u></b>	<u>2.8</u>	<u>1.1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3.9</u>
SUBTOTAL	26.7	20.6	16.5	14.1	11.3	11.7	101.0
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>1.1</u>	<u>1.1</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.3</u>	<u>7.2</u>
TOTAL	27.8	21.8	17.7	15.3	12.5	13.0	108.1
Special Funds	25.9	21.4	17.5	15.3	12.5	13.0	105.7
Federal Funds	1.9	0.4	0.2	-	-	-	2.4



**PROJECT:** Real ID Act

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

**PURPOSE & NEED SUMMARY STATEMENT:** This project will upgrade systems and policies within MVA in order to comply with federal regulations mandated in May 2005 by the signing of The Real ID Act. Proof of lawful presence in the United States is now required before an individual can be granted a new MD driver's license, learner's permit or ID card.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Security System Preservation & Improvement (Line 4, Item No. 24)  
 DLS/POS Migration (Line 4, Item No. 23)

**EXPLANATION:** The MVA implemented business and functional requirements to comply with the passage of Lawful Presence Legislation, and systems changes to account for the need to capture an individual's full legal name during the Driver License and Identification Card application process. There are several additional requirements pertaining to electronic verification of information that will be implemented, once the verification system being developed by DHS/AAMVA is operational.

**STATUS:** All federally mandated benchmarks within MVA's control have been attained. Benchmarks pending are contingent on the verification system being developed by DHS/AAMVA to be operational. Remaining special and federal funds are to be used to cover the costs associated with connecting to the verification system.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013			2014	2015	.....2016.....	.....2017.....			.....2018.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,295	2,295	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	2,012	583	807	449	173	0	0	0	1,429	0	
Total	4,307	2,878	807	449	173	0	0	0	1,429	0	
Federal-Aid	1,771	941	303	354	173	0	0	0	830	0	

The screenshot shows the Maryland Motor Vehicle Administration website. A prominent orange banner reads "MVA Announcement" and states: "In preparation for an upcoming telephone system upgrade at the Glen Burnie branch including Headquarters, all telephone, IVR (Interactive Voice Response) and voicemail services will be unavailable for a period of 3 hours on Thursday, July 22, from 8 p.m. to 11 p.m. If you need to conduct MVA business over the phone, please call before 8 p.m. or after 11 p.m. on July 22nd. This outage will also impact the Cumberland, Gaithersburg and VEIP Call Centers as well. Customers trying to call into any of the affected offices during this timeframe will just hear ringing. We expect to resume normal operations at 11 p.m. on July 22nd." Below the announcement are sections for "Vehicle Services" (Registration Renewal, Insurance Compliance, etc.), "Driver Services" (Rookie Driver, Learner's Permit, etc.), and "Business Services" (Bulletins, Dealer Information, etc.).

**PROJECT:** Alternative Service Delivery Systems

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

**PURPOSE & NEED SUMMARY STATEMENT:** Alternative delivery systems provide MVA customers with the ability to conduct transactions electronically. Web-based services, customer service kiosks, interactive voice recognition systems and other advancements not only make interaction with the MVA an efficient and pleasant experience, they will in turn reduce customer wait time and increase overall customer satisfaction.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:** Project Core (Line 3)

**STATUS:** Ongoing.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:  
 Quality of Service  Safety & Security  
 System Preservation & Performance  Environmental Stewardship  
 Connectivity for Daily Life

**EXPLANATION:** The implementation of new Kiosks will provide customers with the ability to receive real-time registration stickers, the option to pay in-cash or with a credit card, and the capability to receive certified and non-certified driving records, as well as the option to order scenic and personalized license plates. Providing this advanced functionality is a benefit to the public and will enhance customer satisfaction.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					....2016....	....2017....	....2018....	....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,952	1,334	100	100	100	103	106	109	618	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,189	14,883	1,054	1,394	894	889	580	1,495	6,306	0
Total	23,141	16,217	1,154	1,494	994	992	686	1,604	6,924	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost increase of \$1.6 million for additional enhancements and planned spending in FY 2019.



**PROJECT:** Project Core (Enterprise Management System)

**DESCRIPTION:** Project Core planning to modernize, standardize and integrate core MVA business systems to enable outstanding customer service, safety, and security. The current project phase will lead to development of an RFP to move MVA to a modernized Information Technology platform. This platform would define how components of an IT architecture are assembled, communicate, store/secure data, and interact with both MVA staff and customers, in order to create a core service infrastructure. Project Core would also serve as the base architecture for replacing existing legacy systems such as Titling and Registration System (TARIS).

**JUSTIFICATION:** Many existing business systems were developed over the years as independent applications in response to separate business unit needs, and have become outdated in meeting the needs of today's operating environment. These systems need to be more efficient for improved customer service and increased employee productivity, and must be re-engineered to allow MVA to maximize service using electronic commerce and a network of branch locations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
Alternative Service Delivery Systems (Line 2)

**STATUS:** Project planning underway.

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

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					.....2016....	.....2017....	.....2018....	.....2019....		
Planning	4,294	439	2,782	1,073	0	0	0	0	3,855	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	4,294	439	2,782	1,073	0	0	0	0	3,855	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

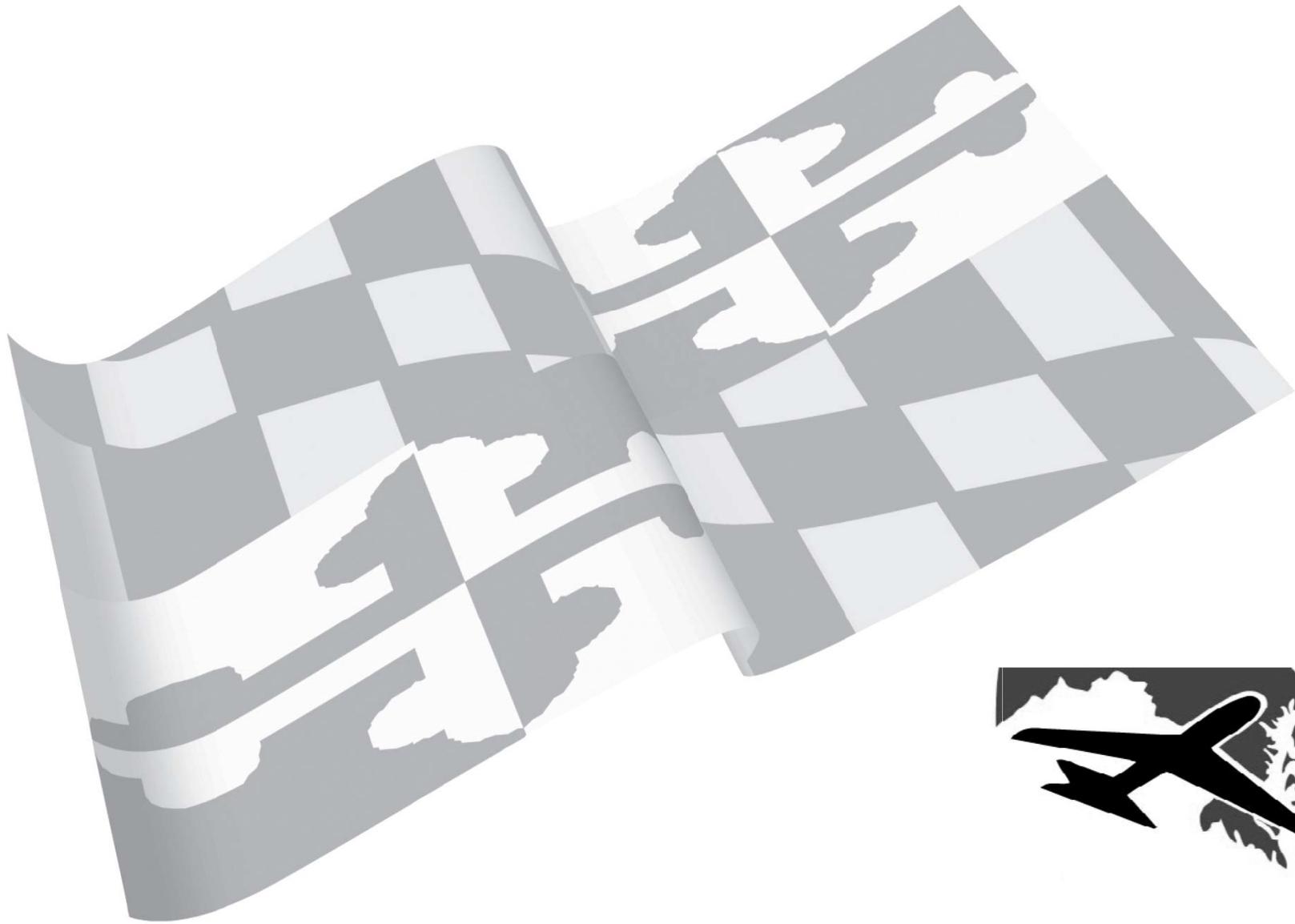
**MOTOR VEHICLE ADMINISTRATION - LINE 4**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2014 and Prior</u></b>		
	<b><u>Building Improvements</u></b>		
1	Walnut Hill Express Office Relocation (0682)	490	Complete
2	Parkville Express Office Modifications (0696)	128	Underway
3	Columbia Express Office Relocation (0674)	200	Underway
4	Glenmont Express Office Relocation (0676)	200	Underway
5	Salisbury Branch Renovation (0693)	2,595	Underway
6	Building and Interior Modification (0598)	505	Ongoing
7	Comprehensive Planning Services (0536)	550	Ongoing
8	Environmental Management System Improvements (0668)	800	Ongoing
9	Essex Branch Office Relocation (0675)	700	Ongoing
10	Glen Burnie Office Systems Preservation (0512)	1,141	Ongoing
11	VEIP Preservation (0686)	1,278	Ongoing
	<b><u>Information Technology</u></b>		
12	CDL Skills Test Electronic Issuance & Wireless System (0683)	657	Complete
13	Internal Auditing Automation (0691)	100	Underway
14	Inventory Management (0692)	390	Underway
15	Accounts Payable System Improvements (0690)	25	Underway
16	Automated Compulsory Ins Sys (ACIS) 2 Planning (0672)	250	Underway
17	Central Issuance (0772)	3,209	Underway
18	Data Loss Protection (0697)	700	Underway
19	Disaster Recovery Hot Site Planning (IT & Telecom) (0671)	750	Underway
20	Driver Law Test System (0695)	1,438	Underway
21	Central Document Processing System Preservation (0651)	500	Ongoing
22	Computer Equipment System Preservation (0645)	2,811	Ongoing
23	DLS/POS Migration (0681)	1,777	Ongoing
24	Security System Preservation & Improvement (0518)	198	Ongoing
25	System Preservation (0597)	2,279	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MOTOR VEHICLE ADMINISTRATION - LINE 4 (cont'd)**

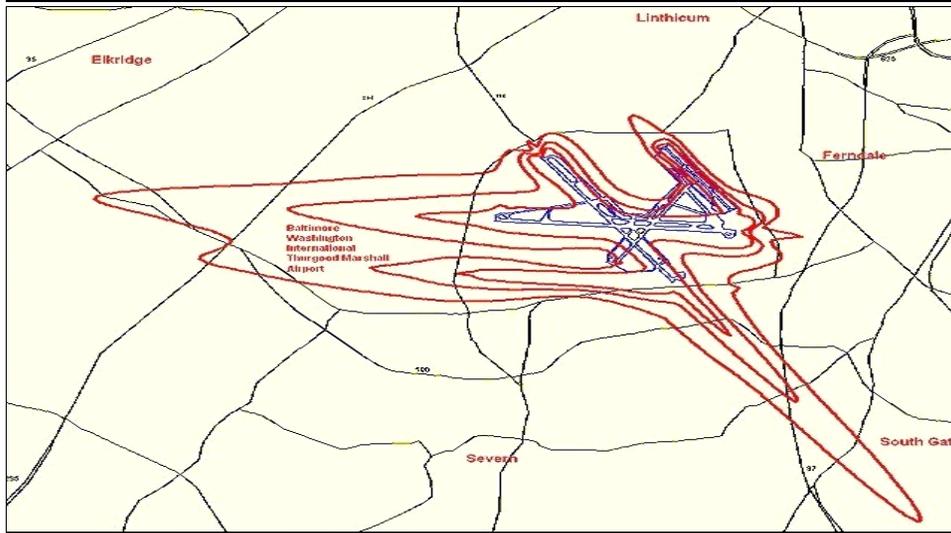
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2014 and Prior (cont'd)</u></b>		
	<b><u>Information Technology (cont'd)</u></b>		
26	Telecommunication System Preservation & Improvement (0545)	695	Ongoing
	<b><u>FY 2015</u></b>		
	<b><u>Building Improvements</u></b>		
27	Building and Interior Modification (0598)	435	Ongoing
28	Comprehensive Planning Services (0536)	550	Ongoing
29	Environmental Management System Improvements (0668)	800	Ongoing
30	Essex Branch Office Relocation (0675)	2,000	Ongoing
31	Glen Burnie Office Systems Preservation (0512)	941	Ongoing
32	VEIP Preservation (0686)	1,278	Ongoing
33	Frederick Branch Renovation (0694)	1,600	Summer, 2014
34	Glen Burnie Branch Office (0540)	716	Summer, 2014
	<b><u>Information Technology</u></b>		
35	Central Document Processing System Preservation (0651)	500	Ongoing
36	Computer Equipment System Preservation (0645)	2,586	Ongoing
37	DLS/POS Migration (0681)	910	Ongoing
38	Security System Preservation & Improvement (0518)	198	Ongoing
39	System Preservation (0597)	2,074	Ongoing
40	Telecommunication System Preservation & Improvement (0545)	842	Ongoing
	<b><u>Information Technology Project (Appr 8)</u></b>		
41	DIWS Upgrade (MITDP) (0684)	4,400	Summer, 2014



**MARYLAND AVIATION ADMINISTRATION**

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

	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	128.3	152.8	143.1	0.9	0.9	0.9	427.0
System Preservation Minor Projects	44.8	32.6	24.8	25.1	38.3	32.9	198.5
<b><u>Development &amp; Evaluation Program</u></b>							
	1.1	1.5	0.5	-	-	-	3.1
<b>SUBTOTAL</b>	174.2	187.0	168.4	26.1	39.2	33.8	628.6
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>							
	6.1	6.1	6.1	6.1	6.1	6.1	36.6
<b>TOTAL</b>	180.3	193.1	174.5	32.2	45.3	39.9	665.2
<b>Special Funds</b>							
Federal Funds	65.7	75.7	57.4	25.4	41.0	35.6	300.8
	23.3	13.9	14.7	4.3	4.3	4.3	64.7
<b>Other Funding *</b>							
	91.3	103.5	102.4	2.5	-	-	299.7
<b><u>Other Funding Breakdown*</u></b>							
CFC	2.8	1.1	0.2	-	-	-	4.1
PFC	17.5	27.5	70.5	2.5	-	-	118.0
PFC Bond	68.6	74.9	31.7	-	-	-	175.2
RAA	1.0	-	-	-	-	-	1.0
TSAOTA	1.4	-	-	-	-	-	1.4
	91.3	103.5	102.4	2.5	-	-	299.7



**PROJECT:** Noise Zone Land Acquisition Program

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

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 Homeowner Assistance Program -- Line 2

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

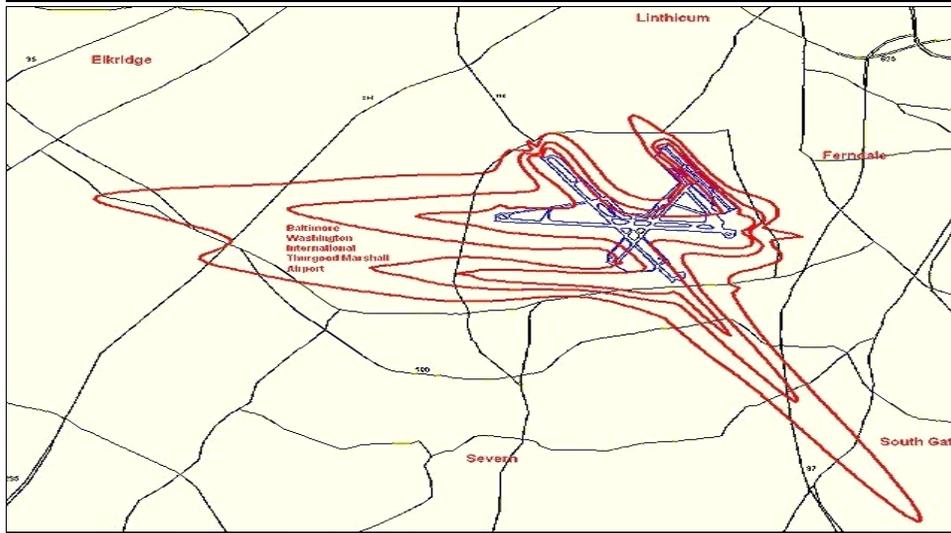
- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This program enhances the environment of neighboring communities by providing noise mitigation through the purchase of residential properties from people living within designated noise zones near BWI Marshall.

**STATUS:** MAA has acquired 250 properties through FY 2013.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2013			2014	2015	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	49	49	0	0	0	0	0	0	0	0
Right-of-way	39,441	33,814	350	277	5,000	0	0	0	5,627	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	39,490	33,863	350	277	5,000	0	0	0	5,627	0
Federal-Aid	23,687	23,687	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.



**PROJECT:** Homeowner Assistance Program

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

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

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This program enhances the environment of neighboring communities by providing homeowner noise mitigation for people living within designated noise zones near BWI Marshall.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Noise Zone Land Acquisition Program -- Line 1

**STATUS:** MAA has participated in the soundproofing of 676 properties and sales assistance for 113 homes through FY 2013.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cashflow resumes in FY 14 after being delayed 1 year due to the updating of the the Noise Exposure map.

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 2013			2014	2015	.....2016....	.....2017....			.....2018....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	457	442	3	3	3	3	3	0	15	0	
Right-of-way	28,116	22,496	936	937	937	937	937	936	5,620	0	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>28,573</b>	<b>22,938</b>	<b>939</b>	<b>940</b>	<b>940</b>	<b>940</b>	<b>940</b>	<b>936</b>	<b>5,635</b>	<b>0</b>	
Federal-Aid	16,052	11,372	780	780	780	780	780	780	4,680	0	



**PROJECT:** Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall

**DESCRIPTION:** The project represents the initial phase of the Runway Safety Area (RSA) and Pavement Management Program (PMP) Improvements. Interim pavement repairs necessary to support changing aircraft traffic patterns during the construction phasing include Runway 4-22 and multiple taxiways, plus construction access and vehicle service road repairs. Also, included is the pavement rehabilitation and standards compliance improvements necessary at the intersection of Runways 10-28 and 15R-33L.

**PURPOSE & NEED SUMMARY STATEMENT:** FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxilanes located at the busiest areas of airfield operations and minimize the exposure of aircraft to Foreign Object Debris (FOD).

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 4.
- Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 5.
- Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 6.
- Runway Safety Area, Standards and Pavement Improvements Phase 5 at BWI Marshall -- Line 7.

**STATUS:** Taxiways A, D, K, and P complete August 2012. Intersection of Runways 10-28 and 15R-33L, and several other taxiway improvements completed in 2011.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost decrease of \$0.2 million of final costs reflects several projects being completed under budget.

**USAGE:** Accommodate projected annual passenger growth.

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

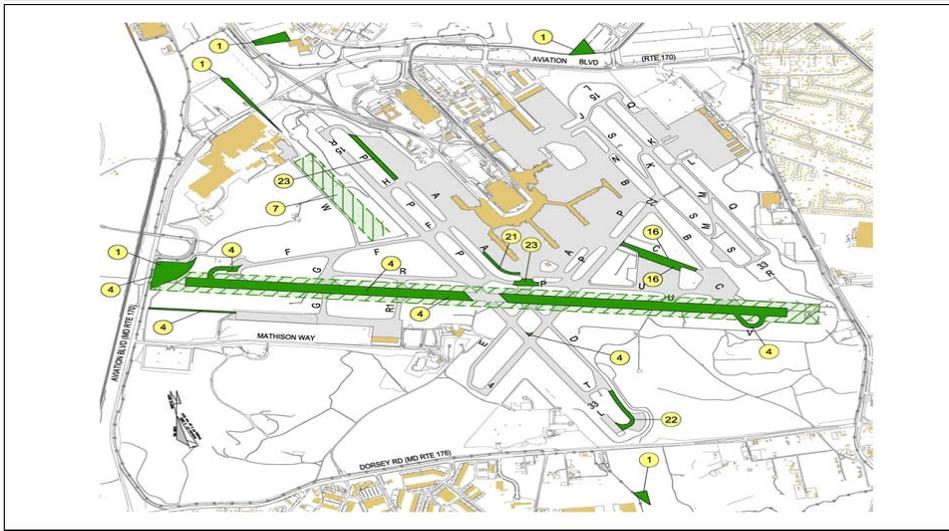
**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the air carrier aircraft.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	....2016....	....2017....			....2018....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,965	1,965	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	12,925	12,925	0	0	0	0	0	0	0	0	0
Total	14,890	14,890	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

7725, 7740, 7741, 7742, 7754, 7756, 7757, 7758, 7760, 7761, 7770, 7771, 7772



**PROJECT:** Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall

**DESCRIPTION:** The project represents the second phase of the Runway Safety Area (RSA), Standards Compliance and Pavement Management Program (PMP) Improvements. This project consists of the design and construction of the Runway 10-28 RSA compliance, standards and PMP improvements to meet Federal Aviation Administration (FAA) standards. Runway improvements will include grading, pavement rehabilitation, pavement markings, and lighting relocation, as well as, connecting taxiways, and property acquisitions.

**PURPOSE & NEED SUMMARY STATEMENT:** FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxilanes located at the busiest areas of airfield operations and minimize the exposure of aircraft to Foreign Object Debris (FOD).

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 3.
- Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 5.
- Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 6.
- Runway Safety Area, Standards and Pavement Improvements Phase 5 at BWI Marshall -- Line 7.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the air carrier aircraft.

**STATUS:** Construction began Summer 2012. Runway 10-28 RSA and pavement rehabilitation complete August 2013. Amtrak obstructions modifications and property acquisitions underway.

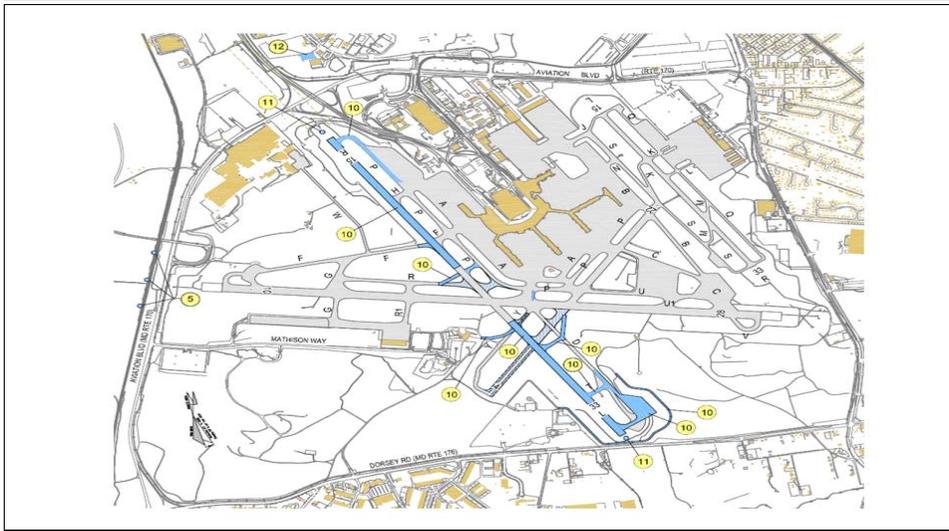
**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost decrease of \$2.2 million reflects the result of favorable bids for the runway rehabilitation. Cashflow change reflects the delay in obstructions modification and property acquisitions.

**USAGE:** Accommodate projected annual passenger growth.

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

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2016....	....2017....	....2018....	....2019....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	7,505	6,717	788	0	0	0	0	0	788	0	
Right-of-way	1,403	0	1,403	0	0	0	0	0	1,403	0	
Construction	52,552	43,705	1,791	3,115	3,941	0	0	0	8,847	0	
<b>Total</b>	<b>61,460</b>	<b>50,422</b>	<b>3,982</b>	<b>3,115</b>	<b>3,941</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,038</b>	<b>0</b>	
Federal-Aid	21,758	18,762	777	2,219	0	0	0	0	2,996	0	

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue. 7805, 7806, 7807, 7808, 7809, 7810, 7813, 7865, 7866



**PROJECT:** Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall

**DESCRIPTION:** This project consists of the design and construction of the Runway Safety Area (RSA), and Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements will include Runway 15R-33L, as well as, connecting taxiways, taxilanes, and adjacent deicing pads.

**PURPOSE & NEED SUMMARY STATEMENT:** FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxilanes located at the busiest areas of airfield operations and minimize the exposure of aircraft to Foreign Object Debris (FOD).

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 3.
- Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 4.
- Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 6.
- Runway Safety Area, Standards and Pavement Improvements Phase 5 at BWI Marshall -- Line 7.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the air carrier aircraft.

**STATUS:** Runway 15R-33L project status: - Kitten Branch Stream Diversion completed in March 2013. - Deicing pad construction underway with Fall 2013 completion. - Standards Compliance Earthwork is underway with a Spring 2014 completion. - Runway RSA and pavement rehabilitation targets a Fall 2013 contract award.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost decrease of \$86.8 million due to transfer of \$85.2 million to Phase 4 on Line 6 and \$1.6 million resulting from favorable bids for enabling projects in FY 2013.

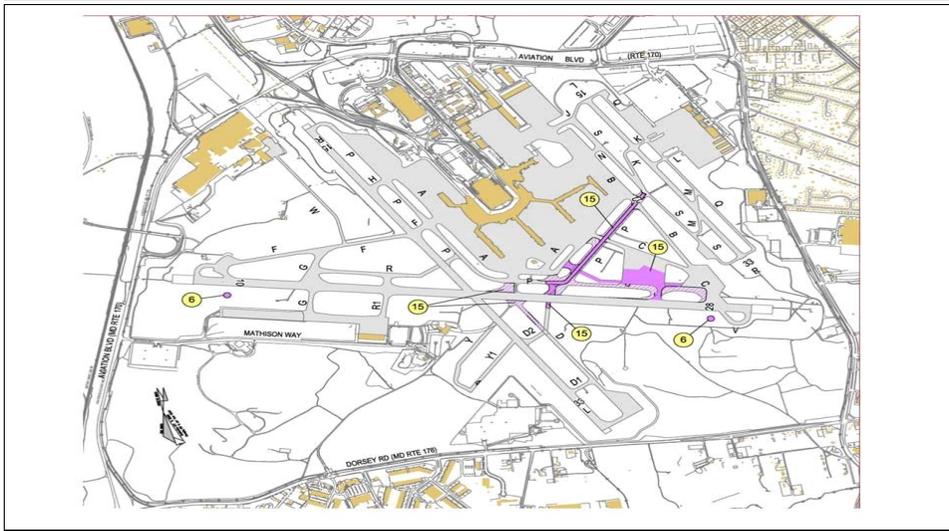
**USAGE:** Accommodate projected annual passenger growth.

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

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	24,080	17,553	3,175	1,913	1,439	0	0	0	6,527	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	126,598	5,570	49,072	49,013	22,943	0	0	0	121,028	0	
<b>Total</b>	<b>150,678</b>	<b>23,123</b>	<b>52,247</b>	<b>50,926</b>	<b>24,382</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127,555</b>	<b>0</b>	
Federal-Aid	41,492	1,033	20,187	9,813	10,459	0	0	0	40,459	0	

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue.

7731, 7743, 7755, 7769, 7811, 7812, 7815, 7816, 7817, 7818, 7819, 7820, 7821, 7826, 7827, 9800



**PROJECT:** Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall

**DESCRIPTION:** This project consists of the design and construction of the Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements will include Runway 15L-33R, as well as, new exit taxiways, taxiways, and a dual parallel taxiway around the terminal.

**PURPOSE & NEED SUMMARY STATEMENT:** FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxiways located at the busiest areas of airfield operations and minimize the exposure of aircraft to Foreign Object Debris (FOD).

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 3.
- Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 4.
- Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 5.
- Runway Safety Area, Standards and Pavement Improvements Phase 5 at BWI Marshall -- Line 7.

**STATUS:** Runway 15L-33R RSA improvements are underway. Conversion of Runway 4-22 into new Taxiway P design is underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Formerly part of Runway Safety Area, Standards and Pavement Improvements Phase 3, Line 5.

**USAGE:** Accommodate projected annual passenger growth.

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

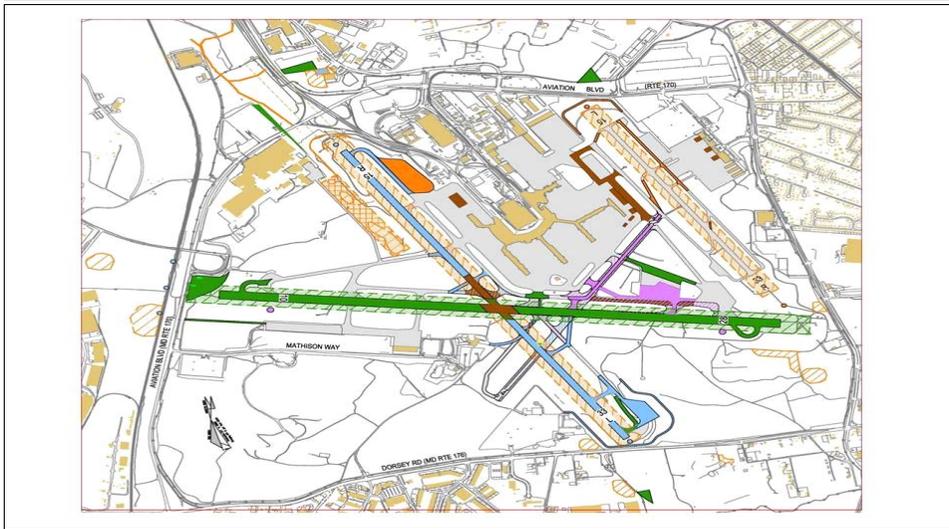
**STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the air carrier aircraft.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016.....	.....2017.....			.....2018.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,411	2,767	1,154	1,896	594	0	0	0	0	3,644	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	78,859	382	8,042	27,861	42,574	0	0	0	0	78,477	0
<b>Total</b>	<b>85,270</b>	<b>3,149</b>	<b>9,196</b>	<b>29,757</b>	<b>43,168</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82,121</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue. 7726, 7836, 7837, 7846, 7847, 7855, 7856, 7857



**PROJECT:** Runway Safety Area, Standards and Pavement Improvements Phase 5 at BWI Marshall

**DESCRIPTION:** This project consists of the design and construction of the Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements in the final phase of the program includes pavement rehabilitation of taxiways and taxilanes, and alternate routes used during RSA and PMP construction.

**PURPOSE & NEED SUMMARY STATEMENT:** FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxilanes located at the busiest areas of airfield operations and minimize the exposure of aircraft to Foreign Object Debris (FOD).

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 3.
- Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 4.
- Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 5.
- Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 6.

**STATUS:** Design underway.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the air carrier aircraft.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			FOR PLANNING PURPOSES ONLY	.....2016....	.....2017....	.....2018....			.....2019....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,126	0	250	689	187	0	0	0	1,126	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	14,444	0	1,100	1,382	11,962	0	0	0	14,444	0	
Total	15,570	0	1,350	2,071	12,149	0	0	0	15,570	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

**USAGE:** Accommodate projected annual passenger growth.

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

Other funding source is Passenger Facility Charge (PFC) revenue.  
 7724, 7732, 7733, 7738, 7748, 7767



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

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

**PURPOSE & NEED SUMMARY STATEMENT:** Federal Aviation Administration (FAA) and Transportation Security Administration (TSA) regulations require BWI Marshall to provide adequate safeguards to prevent unauthorized entry to secure areas, maintain event records, and meet standards for incident response.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**EXPLANATION:** Replacement of the aged security monitoring and dispatching systems improves compliance with FAA Part 139 and TSA security regulations. These modern security monitoring and response alert systems will enhance the safety and security of all airport users.

**STATUS:** Systems substantially complete June 2013.

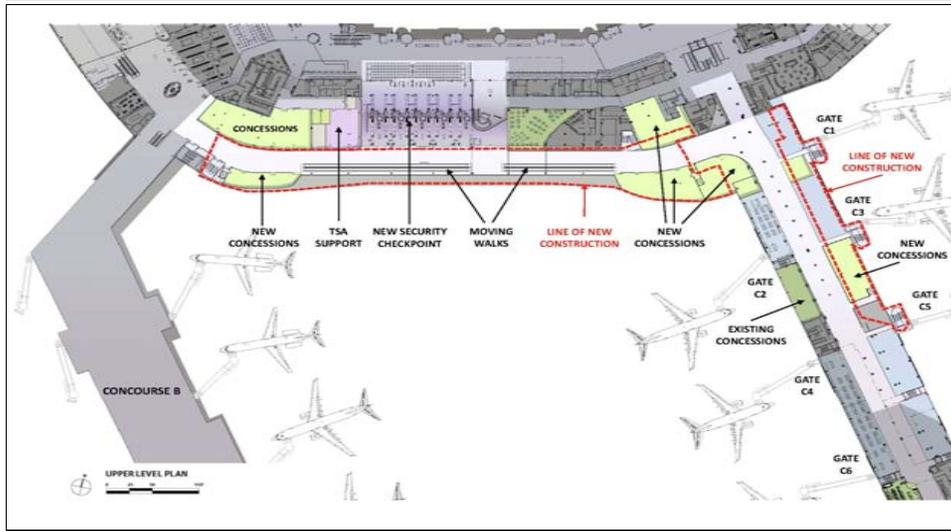
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,552	5,552	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	42,584	36,069	6,515	0	0	0	0	0	6,515	0	
Total	48,136	41,621	6,515	0	0	0	0	0	6,515	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost increase of \$0.6 million reflects increased cost of construction design assistance. Cashflow change reflects timing change of expenditures.

**USAGE:** Accommodate projected annual passenger growth.

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

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



**PROJECT:** B/C Connector at BWI Marshall Airport

**DESCRIPTION:** The terminal improvements in this project include the relocation of the Concourse C passenger screening checkpoint to the B/C terminal zone, the addition of a secure-side connector between Concourses B and C, the widening of Concourse C, the conversion of the existing Concourse C entrance into egress space, provision for moving walkways, reconfigured holdrooms and improved passenger amenities.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will significantly reduce congestion in the passenger security screening checkpoints, bring existing terminal facilities in compliance with current fire/life safety codes, enhance baggage handling capacity, and provide passengers with ease of movement between multiple concourses without the need to exit and return through security.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Passenger ease of movement and security is a primary focus of the airport. These improvements provide the flexibility and capacity to rebalance security screening needs between Concourses A, B and C, as well as capacity for new or expanding airline service by eliminating aircraft restrictions due to current holdroom sizes. Brings concourses up to current fire/life safety codes.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** B/C Connector and Security Checkpoint opened to use April 2013. Construction of Concourse C Widening began December 2012 and has a Fall 2013 completion.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost increase of \$2.9 million for construction costs to accommodate the needs of the airlines/tenants. Project cashflow revisions based on construction work schedules and timing of expenditures.

**USAGE:** Accommodate projected annual passenger growth.

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

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,072	1,072	0	0	0	0	0	0	0	0	
Engineering	15,606	12,370	3,236	0	0	0	0	0	3,236	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	91,517	57,586	33,931	0	0	0	0	0	33,931	0	
<b>Total</b>	<b>108,195</b>	<b>71,028</b>	<b>37,167</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37,167</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Other funding sources are Passenger Facility Charge (PFC) revenues.

9020, 9862, 9863, 9864, 9865, 9866, 9867, 9868, 9869, 9881, 9882, 9883, 9884, 9885, 9886, 9887, 9888, 9889



**PROJECT:** D/E Connector at BWI Marshall Airport

**DESCRIPTION:** The terminal improvements in this project include the relocation and consolidation of the Concourses D and E passenger screening checkpoints, the addition of a secure-side connector between Concourses D and E, the widening of Concourse D, the conversion of the existing Concourse D and E entrances into egress space and improved passenger amenities.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will significantly reduce congestion in the passenger security screening checkpoints, bring existing terminal facilities in compliance with current fire/life safety codes and provide passengers with ease of movement between multiple concourses without the need to exit and return through security.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Passenger ease of movement and security is a primary focus of the airport. These improvements provide the flexibility and capacity to rebalance security screening needs between Concourses D and E, as well as capacity for new international or expanding airline service by eliminating aircraft restrictions due to current holdroom sizes. Brings concourses up to current fire/life safety codes.

**STATUS:** Preliminary planning underway. Design start September 2013.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project moved from the Development and Evaluation Program to Construction Program. Second phase of the Terminal Modernization Program.

**USAGE:** Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			YEAR 2014	YEAR 2015	....2016....	....2017....			....2018....
Planning	75	75	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	125,000	0	11,000	60,509	53,491	0	0	0	125,000	0	0
Total	125,075	75	11,000	60,509	53,491	0	0	0	125,000	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

Other funding sources are Passenger Facility Charge (PFC) revenues. 2007, 2009



**PROJECT:** Parking Revenue Control System at BWI Marshall Airport

**DESCRIPTION:** The project provides for the replacement of the existing parking system that tracks revenues and parking lot usage for management of the facilities and issues tickets to patrons using the various surface and garage facilities. The new system will bring the latest parking technology including varying payment and ticket options to each of the two garages and surface lots.

**PURPOSE & NEED SUMMARY STATEMENT:** A reliable system is an inherent necessity to efficiently monitor and control revenue in a parking operation. The end of life age of the current system infrastructure, need for dependable revenue control, and the availability of cost efficient new technologies will help safeguard BWI Marshall's largest revenue generator.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Replacement of the aged parking revenue system provides ease of access and enhanced payment options for airport users. An updated parking system will improve space management, provide for flexible pricing and enhance financial reporting.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Selections underway with Fall notice to proceed targeted.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost reduction of \$0.3 million reflects accepted design costs and cashflow is revised based on the projected work schedule.

**USAGE:** Accommodate projected annual passenger growth.

**OPERATING COST IMPACT:** Operating cost will be recovered through parking revenues.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2016....	....2017....	....2018....	....2019....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,323	854	265	204	0	0	0	0	469	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	10,320	11	5,264	5,045	0	0	0	0	10,309	0	
Total	11,643	865	5,529	5,249	0	0	0	0	10,778	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** Airport Layout Plan Environmental Assessment at Martin State Airport

**DESCRIPTION:** This project provides for the study and design work necessary for the environmental impact assessment of all capital projects shown on the Martin State Airport Airport Layout Plan (ALP) approved by the FAA in July 2011.

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Environmental assessment underway.

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

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					.....2016....	.....2017....	.....2018....	.....2019....		
Planning	1,363	272	558	533	0	0	0	0	1,091	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,363	272	558	533	0	0	0	0	1,091	0
Federal-Aid	230	52	89	89	0	0	0	0	178	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** New project added to the Development and Evaluation Program.

2010, 2011, 2012



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

**DESCRIPTION:** This project provides for the study and design work necessary for the environmental impact assessment of all capital projects shown on the Airport Layout Plan (ALP) revision with proposed development before 2020.

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** BWI Marshall revision of the Airport Layout Plan being submitted to the FAA in September 2013.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** New project 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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	500	1,000	500	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	500	1,000	500	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2014 and Prior</u></b>		
	<b><u>Airport Technology</u></b>		
1	Hourly Garage Parking Guidance System Upgrade (1931)	935	Spring, 2014
2	Permanent Noise Monitoring System Replacement (7405)	1,513	Fall, 2013
3	IT Equipment (1456)	15,766	Ongoing
	<b><u>Airside Development</u></b>		
4	Comprehensive Paving FY 2012 (9008)	8,447	Complete
5	Terminal Building Head Knocker Protection (1924)	906	Complete
6	BWI Marshall New Air Traffic Control Tower (1939)	136	Underway
7	BWI Noise Exposure Map (1913)	291	Underway
8	Comprehensive Paving FY 2013 (1908)	9,652	Underway
	<b><u>Annual</u></b>		
9	Bridge Inspection (SHA Consultant) (1023)	1,228	Underway
10	Terminal Spaceframe Inspection (7000)	275	Underway
11	Roadway Sign Structure Inspection (1906)	23	Underway
12	Wildlife Deterrent Unit Inspections (1904)	20	Underway
13	Comprehensive Regional Air Passenger Survey (1486)	100	Underway
14	Real Estate Administrative Services (7019)	324	Ongoing
15	Real Estate Property Services (7018)	232	Ongoing
16	Parking Garage Structure Inspection (1463)	505	Ongoing
	<b><u>Baltimore/Washington</u></b>		
17	Wildlife Management Plan (1181)	1,132	Complete
18	Acoustical Services Contract (1485)	727	Complete
19	OECM - AEIS Mapping Validation (1723)	1,691	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2014 and Prior (cont'd)</u></b>		
	<b><u>Baltimore/Washington (cont'd)</u></b>		
20	BWI Hotel (2008)	185	Underway
21	Capital Financial Services (2018)	250	Fall, 2013
22	Comp Const Mgmt Services (1952)	40	Spring, 2014
23	Comp Airport Planning Services (1951)	400	Spring, 2014
24	Comp Arch Eng Design Services (1955)	400	Spring, 2014
25	Const Mgmt Services (1953)	200	Spring, 2014
26	MBE Support Services (1950)	90	Spring, 2014
27	Prof Services GIS, SUE and Engineering Data (2016)	300	Spring, 2014
28	Fire Protection Engineer Services (1173)	281	Ongoing
29	Comp Arch Eng Design Services (7015)	3,111	Ongoing
30	Comp Construction Mgmt & Inspection (7016)	3,656	Ongoing
31	Pavement Management BWI/MTN (1389)	1,869	Ongoing
32	Comprehensive AIT Services (1291)	448	Ongoing
33	Building Permits and Inspections (1390)	1,171	Ongoing
34	Comp Airport Planning Services (1901)	3,578	Ongoing
35	Comp Arch Eng Design Services (1902)	14	Ongoing
36	Comp Construction Mgmt & Inspection (8016)	509	Ongoing
37	Comp Environmental Planning (1900)	2,235	Ongoing
38	Comp Acoustical Services Contract (1918)	616	Ongoing
39	Comp Arch Eng Design Services (1915)	1,977	Ongoing
40	Comp Professional Program Mgmt (1916)	400	Ongoing
41	Wildlife Management Services (2019)	275	Ongoing
	<b><u>Consol Rental Car Facility</u></b>		
42	CRCF Stormwater Mgmt Pond Rehabilitation (1974)	184	Complete
43	CRCF Exterior Facility Improvements (1973)	950	Underway
44	CRCF Garage Improvements (1971)	2,495	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2014 and Prior (cont'd)</u></b>			
<b><u>Consol Rental Car Facility (cont'd)</u></b>			
45	CRCF Interior Facility Improvements (1970)	1,200	Underway
46	CRCF Bus Fleet Refurbishment (1972)	1,082	Underway
<b><u>Environmental Compliance</u></b>			
47	Terminal Environmental Mitigation (8105)	286	Ongoing
48	Comp Environmental Compliance 10-001A (9407)	3,681	Ongoing
49	Comp Environmental Compliance 10-001B (9408)	1,040	Ongoing
<b><u>Equipment</u></b>			
50	Portable Emergency Power (9315)	1,429	Complete
51	ARFF Equip Repl - Pumper (1992)	519	Complete
52	BWI Sweeper - Replacement (1991)	299	Complete
53	MAA Shuttle Bus Mid-Life Overhaul (1930)	5,500	Underway
54	ARFF Equip Repl - Fire Engine Unit #30055 (1986)	474	Fall, 2013
55	ARFF Equip Repl - Rescue Truck Unit #30004 (1985)	263	Fall, 2013
56	Medic Unit - Replacement (9406)	204	Underway
57	MTN Snow Equip Repl - Front End Loader #9755 (1980)	200	Fall, 2013
58	MTN Snow Equip Repl - Front End Loader #9756 (1981)	200	Fall, 2013
59	MTN Snow Equip Repl - FWD Snow Blower #9254 (1982)	400	Fall, 2013
60	Shift Commander Response Vehicle (9425)	158	Fall, 2013
61	Snow Equip - Mini VAMMAS Snow Removal Units (2) (1983)	1,350	Fall, 2013
62	Snow Equip - New Hagie Plow Sweeper (1984)	475	Fall, 2013
63	Snow Equip Repl - M-B Tow Broom (1990)	70	Underway
64	Aircraft Rescue Firefighting (ARFF) Unit - Replacement (9200)	935	Underway
65	Quint - Replacement (9201)	800	Underway
66	MTN Equip Repl - Dump Truck #9777 (1987)	75	Spring, 2014

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2014 and Prior (cont'd)</u></b>			
<b><u>Equipment (cont'd)</u></b>			
67	MTN Equip Repl - Dump Truck #9778 (1988)	75	Spring, 2014
68	MTN Equip Repl - Tractor #9898 (1989)	104	Spring, 2014
<b><u>Landside Development</u></b>			
69	Hourly Garage Inspection Improvements (9415)	2,317	Complete
70	Hourly Garage Tunnel Repair (9322)	1,340	Complete
71	Amtrak Station Design Planning (9422)	503	Complete
72	Construction Material Storage Building (9404)	52	Underway
73	MAA 991 Leasehold Improvements (9501)	255	Underway
74	Terminal Roadway Overhead Sign Structure Replacement (2020)	1,046	Underway
75	Parking Lot Bus Shelter Replacement (2021)	2,819	Underway
76	Daily Garage Inspection Repairs (1921)	2,120	Underway
<b><u>Martin State</u></b>			
77	MTN Water Supply for Fire System (1433)	2,608	Complete
78	MTN Obstruction Removal (9431)	319	Spring, 2014
<b><u>Regional Aviation</u></b>			
79	Regional Airports Economic Impact Study (2013)	144	Complete
80	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Underway
81	Regional Aviation Program (1107)	600	Underway
82	Statewide Aviation Grants (AIP-5%) (1105)	1,500	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2014 and Prior (cont'd)</u></b>			
<b><u>Security</u></b>			
83	Security Initiatives (1298)	10,084	Ongoing
84	TSA Baggage Screening Improvements Ph 1 (9000)	1,905	Complete
85	Gate J Improvements (1922)	139	Complete
86	TSA Baggage Screening Improvements Ph 2 (8999)	1,415	Underway
<b><u>Terminal Development</u></b>			
87	ADA Restroom Access Study (9418)	75	Complete
88	FAA Control Tower Glass Replacement (1940)	2,485	Complete
89	Pier C Gravity Sewer Main Improvements (8305)	457	Complete
90	VALE Solar Funding Evaluation (9424)	155	Complete
91	Chesapeake Lounge Renovation (9423)	327	Complete
92	Pier C Sewer Line Replacement (1941)	418	Complete
93	Terminal Carpet Replacement Phase 2 (2023)	945	Complete
94	Terminal Interior / Exterior Modifications (1914)	4,231	Complete
95	USO Lounge Renovations (7502)	334	Complete
96	Terminal Improvement Project (7017)	7,844	Underway
97	MER 3-4 Sanitary Sewer Line Evaluation (2024)	177	Underway
98	Miscellaneous Structural Improvements (2022)	591	Underway
99	Terminal Interior / Exterior Modifications (2014)	9,840	Underway
100	County Sewer and Water Capital Improvements (1028)	10,391	Ongoing
101	Facility Management Program (7600)	359	Ongoing
102	Utilities Connection (7020)	263	Ongoing
103	Terminal Leasehold Modifications (7500)	1,700	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

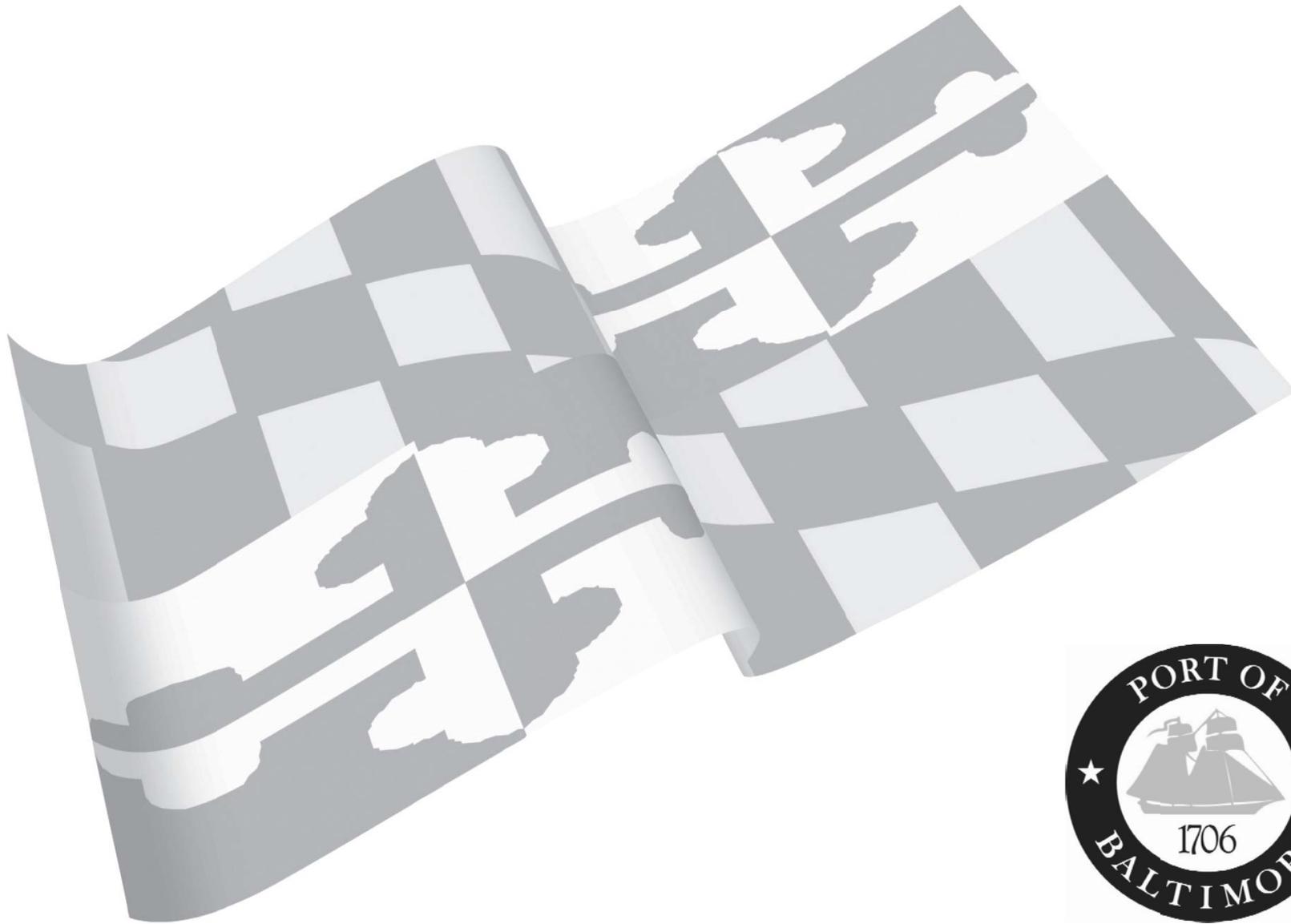
**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2015</u></b>		
	<b><u>Airside Development</u></b>		
104	ARFF Station HVAC Replacement (1927)	2,034	Fall, 2014
	<b><u>Baltimore/Washington</u></b>		
105	Capital Financial Services (2018)	250	Summer, 2014
106	Pavement Management BWI/MTN (1943)	250	Summer, 2014
107	Prof Services GIS, SUE and Engineering Data (2016)	300	Summer, 2014
	<b><u>Equipment</u></b>		
108	ARFF Eqmt Repl - Rescue Truck Unit #30001 (1993)	947	Fall, 2014
109	ARFF Equip Repl - Ambulance Unit #30094 (1994)	258	Fall, 2014
110	Snow Equip New - Hagie Plow/Sweeper (1) (1997)	490	Fall, 2014
111	Snow Equip Repl - Runway Blowers (3) (1995)	1,082	Fall, 2014
112	Snow Equip Repl - Sweeper Trucks (3) (1996)	947	Fall, 2014
	<b><u>Martin State</u></b>		
113	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Spring, 2015
114	MTN Air Traffic Control Tower (1121)	950	Spring, 2015
	<b><u>Regional Aviation</u></b>		
115	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Summer, 2014
116	Regional Aviation Program (1107)	600	Summer, 2014
117	Statewide Aviation Grants (AIP-5%) (1105)	1,000	Summer, 2014

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2015 (cont'd)</u>			
<u>Terminal Development</u>			
118	BWI Motor Control Centers 1 through 7 Replacement (1925)	3,670	Spring, 2015
119	Terminal Space Frame Painting (1926)	5,851	Spring, 2015



**MARYLAND PORT ADMINISTRATION**

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

	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	104.6	57.8	82.9	60.5	168.2	156.9	631.0
System Preservation Minor Projects	37.5	34.9	48.8	29.7	33.7	34.6	219.1
<b><u>Development &amp; Evaluation Program</u></b>	<u>12.3</u>	<u>11.3</u>	<u>9.8</u>	<u>9.5</u>	<u>12.9</u>	<u>13.3</u>	<u>69.0</u>
SUBTOTAL	154.4	104.0	141.4	99.7	214.8	204.7	919.2
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>5.1</u>	<u>5.4</u>	<u>5.6</u>	<u>5.8</u>	<u>5.9</u>	<u>5.9</u>	<u>33.7</u>
TOTAL	159.5	109.5	147.0	105.5	220.8	210.7	952.9
Special Funds	156.8	109.5	147.0	105.5	220.8	210.7	950.2
Federal Funds	2.7	-	-	-	-	-	2.7



**PROJECT:** Hart-Miller Island Related Projects

**DESCRIPTION:** Hart-Miller Island is a 1,140 acre, two-cell containment island, off-shore from Baltimore County. The island operated as a dredge material placement site since 1984. The southern part of the island is developed for use as a wildlife habitat. On December 31, 2009 Hart Miller Island ceased accepting dredge material. The MPA is currently designing a wildlife habitat for the North cell of the island.

**PURPOSE & NEED SUMMARY STATEMENT:** The capacity of the island was needed to allow dredging of the Port's harbor and shipping channels. Hart-Miller Island represented one of the most cost efficient dredge disposal options available.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Dredge Material Placement Monitoring -- Line 2  
 Dredge Material Program -- Line 9

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The dredge material placed in the Hart Miller Island facility was collected from Harbor and Bay channels and berths. The placement of this material at Hart Miller Island allowed vessels to transport cargo to and from the Port of Baltimore.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The program was increased by \$4.1 million due to the addition of FY 19. Funds are added to the program to meet future operating costs.

PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2013			2014	2015	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,482	6,446	844	449	405	434	446	458	3,036	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	94,011	60,988	3,100	4,049	10,551	7,685	3,767	3,871	33,023	0
<b>Total</b>	<b>103,493</b>	<b>67,434</b>	<b>3,944</b>	<b>4,498</b>	<b>10,956</b>	<b>8,119</b>	<b>4,213</b>	<b>4,329</b>	<b>36,059</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003



**PROJECT:** Dredge Material Placement and Monitoring

**DESCRIPTION:** This project involves the placement and monitoring of material dredged from the Port of Baltimore channels. Costs associated with this program are for construction of containment sites; monitoring during placement; dredge placement site operations; and beneficial use projects.

**JUSTIFICATION:** The Governor's Strategic Plan for Dredge Material Management identified either specific sites and projects, or types of sites or projects for future dredge material placement. This program will fund the construction and monitoring during the development of selected sites. With approximately 2,000 ships a year calling on the Port of Baltimore's shipping lanes, there is a need to maintain the channels for the Port to remain competitive and increase economic development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- Hart-Miller Island Related Projects -- Line 1
- Dredge Material Program -- Line 9
- Masonville Vessel Berth - Line 8

**STATUS:** The MPA continues to evaluate alternative dredge material placement sites. The Corp cost/share arrangement with the MPA has changed from 25/75 to 35/65. Masonville Dredge Material Placement Facility is accepting dredge material.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Total program increased by \$156.1 million due to planned site development of Coke Point and other Dredge Management Containment Facilities.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			FOR PLANNING PURPOSES ONLY						
			2014	2015	....2016....	....2017....	....2018....	....2019....			
Planning	37,989	15,691	3,586	4,690	7,752	5,372	443	455	22,298	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	814,720	344,434	65,603	28,002	48,152	40,746	141,967	145,816	470,286	0	
Total	852,709	360,125	69,189	32,692	55,904	46,118	142,410	146,271	492,584	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

1900, 5101, 5103, 5105, 5206, 5208, 5211, 5215, 5218, 5221, 5231, 5232, 5233, 5235, 5237, 5238, 5239, 5241, 5242, 5305, 5418



**PROJECT:** Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase II (Berth 4)

**DESCRIPTION:** The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1930's; the marginal wharf was constructed in the early 1960s. This project will (in a phased approach) replace and deepen the berths to meet future cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet. The first phase funded reconstruction of Berths 5 and 6. The current reconstruction phase funds activity at Berth 4.

**PURPOSE & NEED SUMMARY STATEMENT:** Berths 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off and other break-bulk (van packs). Age and harsh marine environment require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are too distant from the warehouses and automobile lots.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Funding of this project allows vessels with deeper drafts to makes future calls at the Dundalk Marine Terminal. These vessels will be larger than current-day ships and carry more cargo. Rehabilitation of these berths will enable the movement of additional cargo across the terminal.

**STATUS:** Construction for Phase I was completed in December 2006. Berth 4 Reconstruction and Repair projects were added to the program.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

**USAGE:** Increase in larger, deeper vessel calls.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	405	405	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,247	24,876	11,050	14,321	3,000	0	0	0	28,371	0
Total	53,652	25,281	11,050	14,321	3,000	0	0	0	28,371	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1025, 3143, 3158



**PROJECT:** Terminal Security Program

**DESCRIPTION:** The Terminal Security Program uses state-of-the-art technologies to secure MPA cargo terminals against unauthorized intrusions. Current projects include: Baltimore Area CCTV Integration, South Locust Point Security Infrastructure; ARRA iCCTV coverage expansion; South Locust Point Cruise Terminal CCTVs and intrusion detection; TWIC reader expansion; mobile sonar detection; thermal Imaging recognition; intrusion beam barrier; improvised explosive devices and vapor detection.

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Federal Round 8 grants were closed in FY 13. The expiration date for Round 9 was extended into FY 14. Contract activity will continue on the 2011 and 2012 Federal Security grants in FY 14.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The program was increased by \$1.1M due to the inclusion of 4 new projects.

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 2013			FOR PLANNING PURPOSES ONLY	.....2016....	.....2017....	.....2018....		
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	200	0	200	0	0	0	0	0	200	0
Construction	45,108	38,762	4,556	1,290	250	250	0	0	6,346	0
Total	45,308	38,762	4,756	1,290	250	250	0	0	6,546	0
Federal-Aid	21,253	18,578	2,675	0	0	0	0	0	2,675	0

1062, 1093, 1618, 1619, 1765, 1767, 1768, 1769, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1780, 1781, 1782, 1783, 1789, 1794, 1798, 1799, 1921, 1922, 1924, 1925, 1926, 1927, 1928, 1929, 1930



**PROJECT:** South Locust Point Cruise Terminal

**DESCRIPTION:** Cruise lines operate international excursions out of MPA facilities. A total of 105 departures are scheduled for the 2013 cruise season. Current projects include installing a redundant electrical feeder, storm bollard and new restrooms; upgrading the public address system and enclosing the existing canopy. The MPA will implement a new Cruise Terminal Upgrade program which will include projects such as the replacement of flooring, check-in counters, furniture and carpeting.

**PURPOSE & NEED SUMMARY STATEMENT:** This facility is close to tourist attractions located at the Inner Harbor and has excellent visibility and access to I-95. This facility was converted from a lumber warehouse and can accommodate one cruise embark per day.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:** None

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

**STATUS:** The terminal started operations in FY 2006. The remaining funds will be used for facility improvements.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" 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 2013			2014	2015	....2016....	....2017....		
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	6,393	1,990	2,928	1,475	0	0	0	0	4,403	0
Total	6,393	1,990	2,928	1,475	0	0	0	0	4,403	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1621, 1626, 1628, 1635, 1637, 1640, 1641





**PROJECT:** Chrome Ore Processing Residue Remediation (COPR)

**DESCRIPTION:** After years of COPR investigations, and submission of a Corrective Measures Alternative Analysis, MDE finally directed MPA and Honeywell to implement enhanced isolation and containment of the COPR at Dundalk Marine Terminal. This requires relining storm drains in the COPR areas and installing enhanced long-term monitoring and maintenance of the site.

**PURPOSE & NEED SUMMARY STATEMENT:** Originally chromium was believed to be good fill material; unfortunately, it is now known that a large portion of the chromium at DMT contains hexavalent chromium which is defined and regulated as a hazardous substance under Federal and State law. The studies and work plans required under the Consent Decree are designed to assess the chromium remediation. A Corrective Measures Alternatives Analysis (CMAA) was approved by MDE in July 2012.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

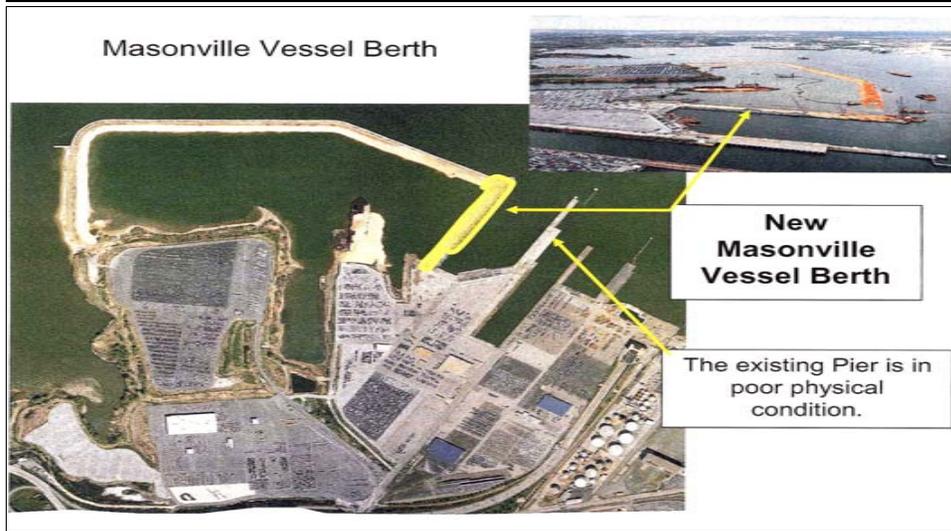
**EXPLANATION:** Remediation of the affective areas located at the Dundalk Marine Terminal will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor. The application of Corrective Measure will enable the reclamation of chrome affected areas. The MPA will use these areas to store additional cargo brought to the Port of Baltimore by truck, vessel or rail.

**STATUS:** The Corrective Measures Alternative Analysis was approved by MDE in July 2012.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The program increased by \$4.8 million due to the continuation of operating procedures specified in the July 2012 CMAA.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	....2016....	....2017....			....2018....
Planning	1,198	461	143	146	109	112	112	115	737	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	71,512	26,284	2,764	3,407	5,480	5,914	21,513	6,150	45,228	0	
Total	72,710	26,745	2,907	3,553	5,589	6,026	21,625	6,265	45,965	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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



**PROJECT:** Masonville Vessel Berth Construction

**DESCRIPTION:** This project will construct a 968-foot long and 130-foot wide berth, capable of accommodating the world's fleet of Auto and Roll-on/Roll-off ships. The new berth will have a deck load rating of 1000 psf, allowing for flexibility in loading heavy cargo or military equipment. Being a wharf, it will be much less susceptible to damage due to vessel strike, ice movement or debris. Masonville Vessel Berth will not have the wind restrictions of the existing pier. This berth will be dredged to 42 feet.

**PURPOSE & NEED SUMMARY STATEMENT:** This new structure will replace Fairfield Marine Terminal Pier 4, a deficient pier of World War II vintage that is currently at the end of its useful life. Pier 4 is the sole MPA berth for two large auto terminals (146 acres). Baltimore finished calendar year 2012 as # 1 in the nation for auto exports. Within 20 years of the Masonville Vessel Berth construction, auto movements over the Berth are predicted to grow from 120,000 to 230,000 units.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:** Dredge Material Placement and Monitoring - Line 2

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Development of the Masonville Vessel Berth will have a positive impact on the creation of local jobs in the Baltimore area. The indirect impact of those local jobs will generate related economic benefits to the state of Maryland.

**STATUS:** Construction on schedule.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	....2016....	....2017....			....2018....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	22,555	12,736	9,819	0	0	0	0	0	9,819	0	0
Total	22,555	12,736	9,819	0	0	0	0	0	9,819	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Dredge Material Management Program

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

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

**STATUS:** Feasibility studies are underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			FOR PLANNING PURPOSES ONLY	.....2016....	.....2017....	.....2018....		
Planning	104,920	61,785	7,322	5,760	5,330	5,951	9,259	9,513	43,135	0
Engineering	48,289	22,420	4,950	5,535	4,430	3,553	3,650	3,751	25,869	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,997	2,997	0	0	0	0	0	0	0	0
<b>Total</b>	<b>156,206</b>	<b>87,202</b>	<b>12,272</b>	<b>11,295</b>	<b>9,760</b>	<b>9,504</b>	<b>12,909</b>	<b>13,264</b>	<b>69,004</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The program increased by \$11.7 million due to continuation of dredge placement technical services agreements.

5216, 5217, 5220, 5224, 5250, 5400, 5401, 5402, 5404, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5419, 5420, 5421, 5422, 5423

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u><b>FY 2014 and Prior</b></u>		
	<u><b>All Terminals</b></u>		
1	Berth Substructure IV (1787)	3,796	Complete
2	Environmental Best Practices (1738)	2,667	Underway
3	Environmental Remediation (1400)	1,290	Underway
4	Storm Water Pollution Prevention (1410)	36	Underway
5	Concrete Deck Repair III (1821)	678	Underway
6	EPC Capital Projects (1829)	100	Underway
7	MARAMA Dray Truck Program (1831)	600	Underway
8	Paving Repair VII (1766)	3,185	Underway
9	Water and Sanitary Line Upgrade (1130)	3,525	Underway
10	Fendering Redesign and Replacement (1129)	454	Underway
11	Concrete Repair Balance (1820)	520	Underway
12	Paving Repair Balance (1706)	1,000	Underway
13	Pricing Contingency Change (1742)	452	Underway
14	Hawkins Point O&M (1707)	793	Ongoing
15	Agency Wide Berth Substructure Repairs V (1830)	5,000	Summer, 2013
16	Environmental Mitigation Maintenance (1743)	400	Fall, 2013
17	Open Ended Building Maintenance Contract (1832)	2,000	Fall, 2013
	<u><b>Dundalk Marine Terminal</b></u>		
18	Fuel Island Renovation (1125)	1,850	Complete
19	Heavy Load Area Berth 7/10 (1133)	2,442	Complete
20	DMT Bollard Replacment Program (3138)	283	Complete
21	Roll-up Door Replacement - Shed 6 and Dunmar Bldg (3141)	22	Complete
22	Crane Beam Repair - Berths 11 & 12 (1142)	442	Complete
23	Fumigation Building Repair (3142)	456	Complete
24	Shed 201 Siding Repair (1138)	145	Complete
25	Shed 4 Door Repair (3159)	10	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2014 and Prior (cont'd)</u></b>			
<b><u>Dundalk Marine Terminal (cont'd)</u></b>			
26	DMT High Voltage Feeder (1123)	3,890	Underway
27	High Mast Lighting - APM area DMT (1112)	900	Underway
28	Berth 11-13A Row Pile Replacement (3157)	230	Underway
29	Berth 6/7 Rail Rehabilitation (1135)	1,231	Underway
30	Building 91A HVAC Replacement - EPC Program (3135)	112	Underway
31	DMT Back Gate and Mestek Demolition (3155)	100	Underway
32	Heavy Load Pads Berth 12 (1137)	2,471	Underway
33	Main Line Rail Survey and Replacement (1141)	818	Underway
34	Mobile Crane - DMT (3156)	3,220	Underway
35	Rehabilitation of Portions of Dunmar - Police HQ (3144)	500	Underway
36	Berth and Infranstructure Enhancements (3149)	1,000	Underway
37	Building 91A Roof and Siding Replacement (3129)	1,630	Fall, 2013
38	Demolition of RoRo Ramp , Berth 8/9 DMT (3154)	1,600	Fall, 2013
39	Berth 12 Crane Rail Repairs (3148)	500	Spring, 2014
40	Building 91C Demo & BDS Rennovation (1140)	3,000	Spring, 2014
41	Crane Electrical Pit Rehabilitation (3152)	400	Spring, 2014
42	Demolition of Hanger 63D (3145)	800	Spring, 2014
43	DMT Variable Message Sign Replacement (3164)	30	Spring, 2014
44	Emergency Repair - Crane 5 DMT (3160)	50	Spring, 2014
45	Move Surcharge from to Lot 500 (3153)	1,000	Spring, 2014
46	Stairway Rehabilitation - MAT Terminal (3161)	25	Spring, 2014
<b><u>Facilities and Equipment</u></b>			
47	Crane Truck (3051)	230	Complete
48	Rotator for DMT Cranes (3048)	130	Complete
49	Sprinkler Repairs (3038)	873	Underway
50	Equipment and Infrastructure Preservation (3029)	1,647	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2014 and Prior (cont'd)</u></b>			
<b><u>Facilities and Equipment (cont'd)</u></b>			
51	Fender Replacement Program (3147)	521	Underway
52	Crane Harness Repair (3057)	100	Underway
53	Crane Trolley Rail Support System (3055)	150	Underway
54	Crane Dynamic Resistor Upgrade (3056)	150	Underway
55	Railroad Crane Inspection and Construction (3106)	412	Underway
56	Crane Structural Inspection (3058)	250	Fall, 2013
<b><u>Masonville Auto Terminal</u></b>			
57	Berth 4 Approach Slab Reconstruction (1747)	2,572	Underway
<b><u>North Locust Point</u></b>			
58	Breasting Dolphin - North Locus Point (3140)	889	Underway
59	Paceco Crane Rehabilitation (1850)	280	Underway
<b><u>Open-Ended Consulting</u></b>			
60	Construction Management Inspection FY 2009 (1249)	1,605	Complete
61	Comprehensive Facility Inspection Diving (1725)	629	Underway
62	Engineering Survey Consultants (1241)	200	Underway
63	Construction Management Inspection FY 13 - FY14 (1270)	5,000	Underway
64	Portwide Engineering Design FY 13 - FY 15 JMT (1263)	3,000	Underway
65	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	3,000	Underway
66	Portwide Engineering Design FY 13 - FY 15 RK&K (1264)	3,000	Underway
67	Portwide Engineering Design FY 13 - FY WBCM (1262)	3,000	Underway
68	Portwide Egeeneering & Design FY 11 - STV (1259)	291	Underway
69	Portwide Egeeneering & Design FY 11 - WBCM (1256)	356	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2014 and Prior (cont'd)</u></b>		
	<b><u>Open-Ended Consulting (cont'd)</u></b>		
70	Portwide Egeineering & Design FY 11 - WRA (1258)	506	Underway
71	Inspection Surveys (1827)	400	Fall, 2013
72	PE Inspection Diver IV (1826)	200	Spring, 2014
	<b><u>Port - Wide</u></b>		
73	Open Ended Studies - Planning III (3128)	1,425	Underway
74	CTIPP Equipment (3124)	349	Underway
	<b><u>South Locust Point</u></b>		
75	SLP Berth Substructure DEF (1634)	1,650	Underway
76	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,992	Underway
77	Canopy Electrical Upgrade - SLP Cruise Terminals (1636)	575	Fall, 2013
78	Coast Guard Cruise Terminal Office (1638)	400	Spring, 2014
79	Permanent Cruise Restrooms (1639)	150	Spring, 2014
	<b><u>World Trade Center</u></b>		
80	New Roof Deck & Guardrail Waterproofing (1523)	642	Complete
81	Fire Arlarm Upgrade - WTC (1534)	115	Underway
82	ADA Restroom Renovations (3400)	540	Underway
83	Cathodic Protection WTC Sheet Piles (3420)	100	Underway
84	Chiller Replacement & Cooling Tower - WTC (3430)	2,000	Underway
85	LAN Room Cooling and Emergency Power (3481)	265	Underway
86	Seal WTC Building Columns (3490)	947	Underway
87	Storm Drain Cover Replacement - WTC (3470)	154	Underway
88	EPC Miscellaneous Projects (3453)	100	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

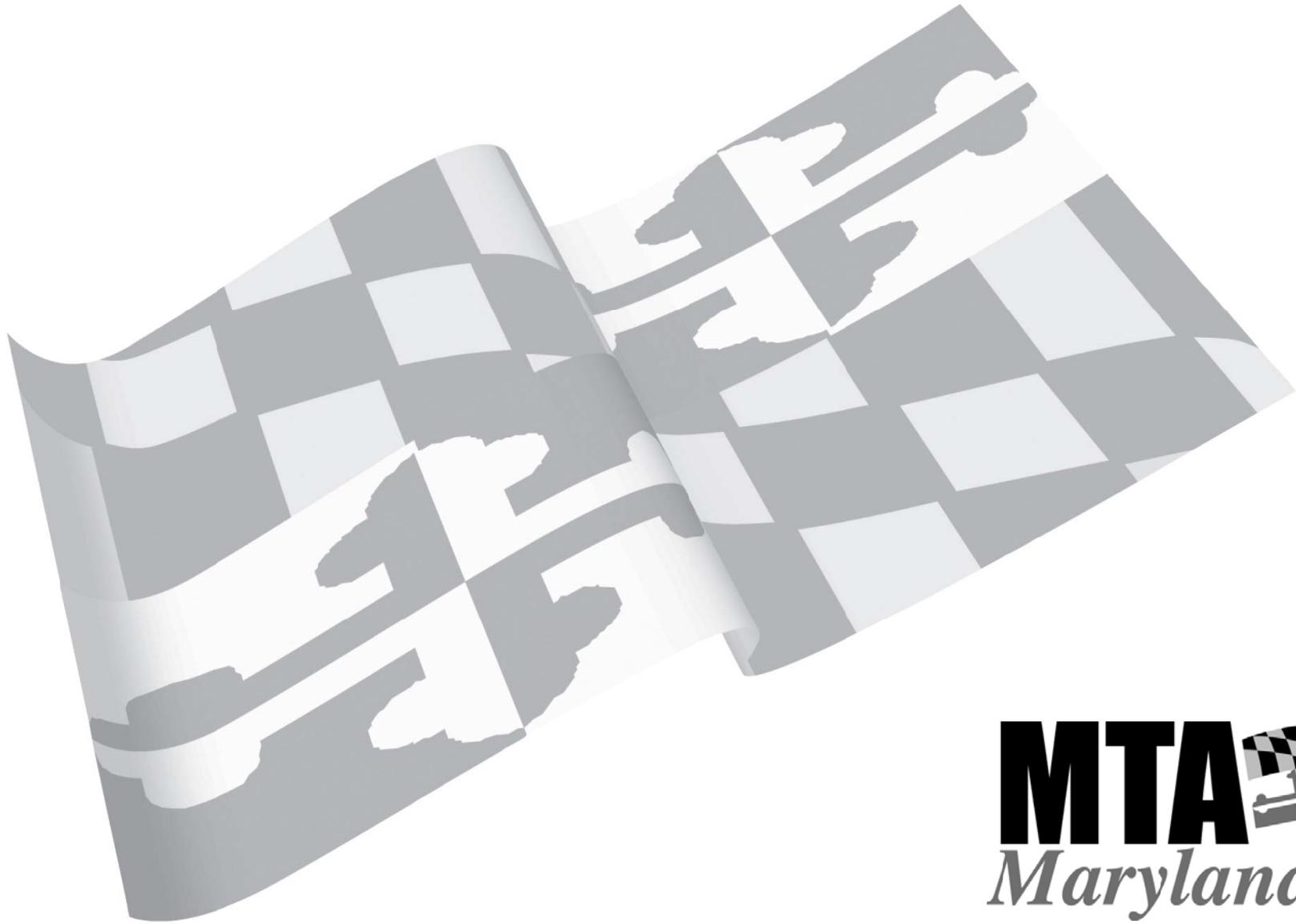
**MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2014 and Prior (cont'd)</u></b>			
<b><u>World Trade Center (cont'd)</u></b>			
89	Relocated Security/Safety & Bldg System to Command Cen. (3450)	510	Underway
90	Tenant Renovation - Meridian WTC (3107)	210	Underway
91	Rehabilitation of Shaft # 1 - WTC (3452)	300	Fall, 2013
92	Transformer Replacment - WTC Tenants (3480)	200	Spring, 2014
93	WTC Critical Projects Program (3451)	290	Spring, 2014
<b><u>FY 2015</u></b>			
<b><u>All Terminals</u></b>			
94	Hawkins Point O&M (1707)	370	Ongoing
95	Concrete Repair Balance (1820)	520	Summer, 2014
96	Paving Repair Balance (1706)	2,140	Summer, 2014
97	Pricing Contingency Change (1742)	615	Summer, 2014
98	Stormwater Construction and Retrofit Program (1411)	1,000	Fall, 2014
99	Stormwater Drain Structure Inspection and Rehab Prog (1412)	900	Fall, 2014
100	Agency Wide Bollard Repair (1833)	500	Spring, 2015
101	Sprinkler Repair Maintenance (1834)	200	Spring, 2015
<b><u>Dundalk Marine Terminal</u></b>			
102	Berth and Infranstructure Enhancements (3149)	2,000	Summer, 2014
103	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	5,000	Spring, 2015
104	DMT Siding/Insulation Two Story BlockBuilding (3163)	130	Spring, 2015
105	Dunmar South Renovation (3166)	650	Spring, 2015

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2015 (cont'd)</u></b>			
<b><u>Facilities and Equipment</u></b>			
106	Crane System Preservation (Balance) (3019)	400	Summer, 2014
107	Railroad Crane Inspection and Construction (3106)	342	Summer, 2014
<b><u>Masonville Auto Terminal</u></b>			
108	Fairfield Building HVAV Replacement (1749)	200	Fall, 2014
109	Fairfield Terminal Building Roof Repair (1748)	850	Spring, 2015
<b><u>Open-Ended Consulting</u></b>			
110	Comprehensive Facility Inspection (1724)	290	Summer, 2014
111	Portwide Engineering and Design - Balance (1211)	421	Summer, 2014
<b><u>Port - Wide</u></b>			
112	CTIPP Equipment (3124)	264	Summer, 2014
<b><u>World Trade Center</u></b>			
113	Tenant Renovation - Meridian WTC (3107)	450	Summer, 2014
114	World Trade Center Balance (1527)	1,030	Summer, 2014
115	WTC Restroom Renovations (3454)	2,000	Spring, 2015



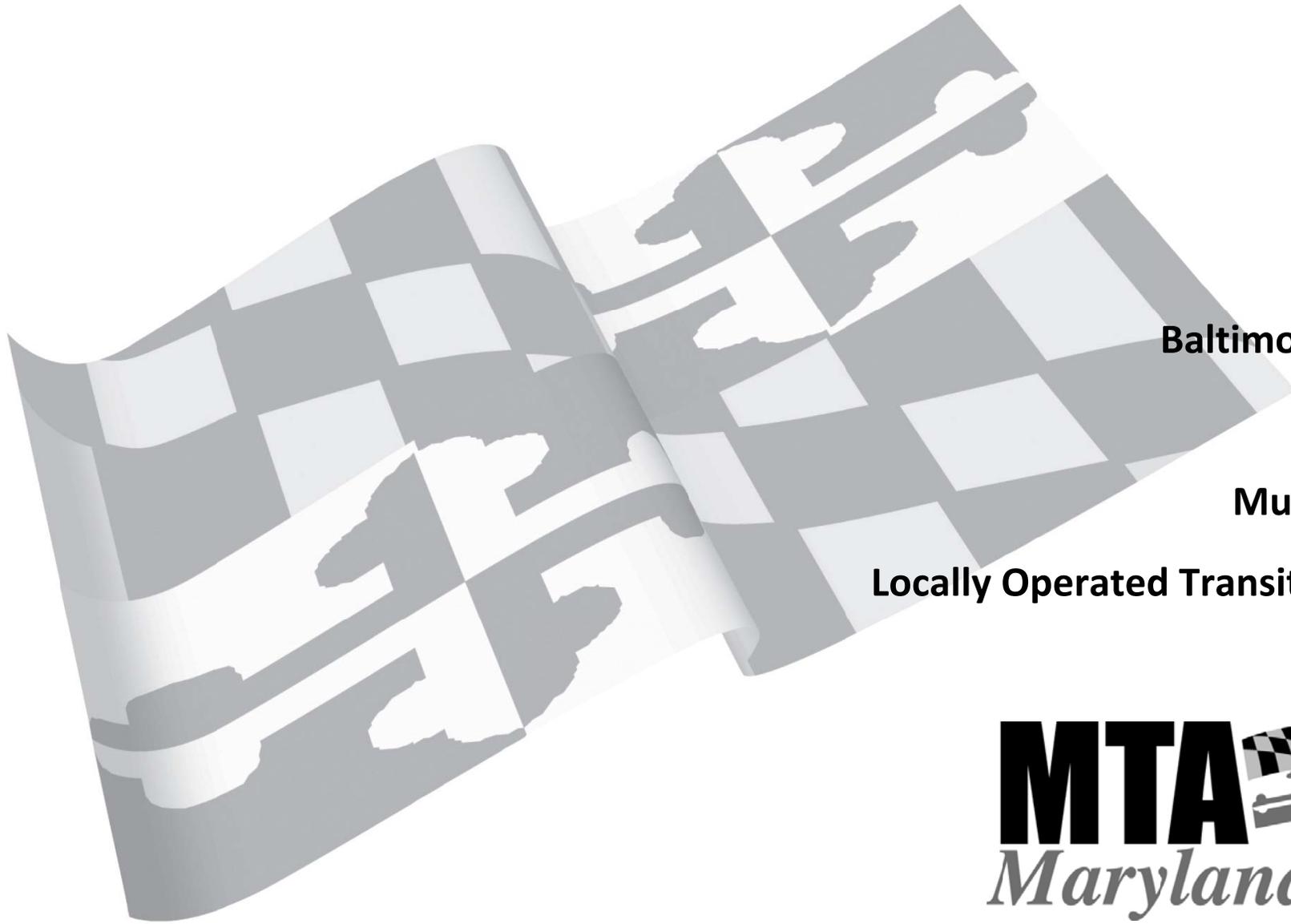
**MTA**   
*Maryland*



**MARYLAND TRANSIT ADMINISTRATION**

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

	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	574.1	502.0	611.2	686.9	980.6	980.6	4,335.6
System Preservation Minor Projects	87.8	56.6	36.0	34.3	52.6	33.5	300.9
<b><u>Development &amp; Evaluation Program</u></b>	<u>2.8</u>	<u>3.0</u>	<u>1.0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>6.8</u>
<b>SUBTOTAL</b>	664.8	561.6	648.2	721.3	1,033.2	1,014.1	4,643.2
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>12.0</u>	<u>12.0</u>	<u>12.0</u>	<u>12.5</u>	<u>13.0</u>	<u>13.0</u>	<u>74.5</u>
<b>TOTAL</b>	676.8	573.6	660.2	733.8	1,046.2	1,027.1	4,717.7
<b>Special Funds</b>	323.0	369.3	383.7	379.7	588.8	418.1	2,462.6
<b>Federal Funds</b>	338.1	194.7	275.5	308.2	411.6	563.2	2,091.3
<b>Other Funding</b>	15.7	9.6	1.0	45.8	45.8	45.8	163.8



**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Multi-Modal**

**Locally Operated Transit Systems**



**MTA CONSTRUCTION PROGRAM**



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

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

**PURPOSE & NEED SUMMARY STATEMENT:** Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The Washington Mid-Day Storage Yard will reduce interference with Amtrak operations in Washington and provide urgently needed fleet storage away from the passenger platforms at Washington Union Station.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Additional storage capacity at Union Station enables MARC trains to be stored away from passenger platforms, minimizing disruptions and delays caused by congestion around the platforms.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MARC Growth and Investment Plan - Line 42

**STATUS:** Construction is underway for the Washington Mid-Day Storage Yard. A northern site in Cecil County has been proposed as a maintenance and layover facility.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased \$4.0M to fund planning and construction for the maintenance and layover facility due to the Transportation Infrastructure Investment Act of 2013

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		YEAR	TO COMPLETE
Planning	2,794	1,727	847	220	0	0	0	0	1,067	0	
Engineering	8,248	8,248	0	0	0	0	0	0	0	0	
Right-of-way	1,462	1,462	0	0	0	0	0	0	0	0	
Construction	43,112	20,998	17,502	4,612	0	0	0	0	22,114	0	
Total	55,616	32,435	18,349	4,832	0	0	0	0	23,181	0	
Federal-Aid	37,525	24,942	12,583	0	0	0	0	0	12,583	0	



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

**DESCRIPTION:** Ongoing improvement program of the MARC Camden, Brunswick and Penn lines to ensure safety and quality of service. Program is implemented through CSX and Amtrak construction agreements. CSX efforts include projects such as interlocking replacements at the Cloppers and Pepco sites and other track improvements. Amtrak efforts include projects such as passenger upgrades at Baltimore Penn Station and Washington Union Station, a Train Watering System on the Penn Line, and other track improvements

**PURPOSE & NEED SUMMARY STATEMENT:** Investments in passenger rail corridor infrastructure improvements are necessary to continue quality MARC service.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Projects such as interlocking replacements and platform improvements are needed to keep the system in a state of good repair.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MARC Growth and Investment Plan - Line 42

**STATUS:** All ARRA funds have been expended. The Train Watering System Replacement on the Penn Line was completed in FY 2013. Ongoing projects on the Penn Line include Hanson Interlocking, Baltimore Penn Station restroom renovations, an ADA compliant public address system and low-level platform rehabilitation in Union Station. Track improvements on the Camden Line are ongoing.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased \$39.0M due to the addition of FY 2019 and to meet current contract obligations.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2016....	....2017....	....2018....	....2019....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,081	2,016	1,521	500	10	9	25	0	2,065	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	258,348	126,250	30,607	17,392	12,000	15,324	25,775	31,000	132,098	0	
Total	262,429	128,266	32,128	17,892	12,010	15,333	25,800	31,000	134,163	0	
Federal-Aid	186,735	96,206	25,702	14,313	9,608	8,266	16,640	16,000	90,529	0	

#8007 and #8010 are ARRA projects  
0183, 0687, 8007, 8010



**PROJECT:** MARC Coaches - Overhauls and Replacement

**DESCRIPTION:** Minor overhaul of 63 MARC III coaches and purchase of 54 MARC IV multi-level coaches.

**PURPOSE & NEED SUMMARY STATEMENT:** The overhauls will extend the life cycle of mechanical systems and car bodies providing safe and reliable vehicles for MARC service. The 54 new railcars will replace 26 IIA and 12 Gallery coaches scheduled for retirement. Sixteen of the new vehicles will be used for expanded service.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

None.

**EXPLANATION:** This project includes railcar purchases and overhauls of MARC coaches to refurbish and update mechanical systems and car bodies

**STATUS:** Production phase of the 54 MARC IV coaches is underway. Procurement is underway for the overhaul of MARC III vehicles.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost decreased by \$23.9M due to the completion and removal of the overhaul of 34 IIB coaches.

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 2013			2014	2015	.....2016.....	.....2017.....			.....2018.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	55	55	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	194,740	77,236	76,692	25,312	10,000	4,000	1,500	0	117,504	0	
Total	194,795	77,291	76,692	25,312	10,000	4,000	1,500	0	117,504	0	
Federal-Aid	155,658	61,656	61,353	20,249	8,000	3,200	1,200	0	94,002	0	



**PROJECT:** MARC Locomotives - Overhauls and Replacements

**DESCRIPTION:** Procure 26 re-manufactured diesel locomotives, procure 10 new diesel MP-36 locomotives and repower 6 GP-39 diesel locomotives.

**PURPOSE & NEED SUMMARY STATEMENT:** Overhaul of locomotives in accordance with the manufacturer's schedule is needed to maintain safe and reliable operation and to comply with federally-mandated maintenance regulations. Replacement diesel locomotives have higher horsepower and meet EPA air quality emissions standards.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Quality of Service                           | <input type="checkbox"/> Safety & Security         |
| <input checked="" type="checkbox"/> System Preservation & Performance | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> Connectivity for Daily Life                  |  |

**EXPLANATION:** Locomotive overhauls and replacements are needed to maintain a state of good repair.

**STATUS:** Twenty-six diesel locomotives have been delivered and are in service and project is complete. Procurement of 10 MP-36 diesel locomotives is underway. HHP locomotive overhaul has been cancelled and replaced by the GP-39 Repower Locomotives project which will begin in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased \$39.5M due to adding the procurement of MP-36 Diesel locomotives due to the Transportation Infrastructure Investment Act of 2013.

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 2013			2014	2015	.....2016....	.....2017....			.....2018....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	950	0	950	0	0	0	0	0	950	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	146,392	95,561	15,000	25,500	8,331	2,000	0	0	50,831	0	0
Total	147,342	95,561	15,950	25,500	8,331	2,000	0	0	51,781	0	0
Federal-Aid	85,792	76,368	760	4,400	4,264	0	0	0	9,424	0	0

1245, 1440, 1444



**PROJECT:** MARC Edgewood Station

**DESCRIPTION:** Phase I of the project includes expanded parking and ADA platform improvements. Phase II improvements include replacement of the existing station trailer with a permanent building and site enhancements to improve customer service and ADA access. This is a BRAC-related project.

**PURPOSE & NEED SUMMARY STATEMENT:** Current ridership and anticipated growth due to BRAC will be better accommodated in a permanent facility.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project includes an improved station environment for customers and provides access in compliance with the Americans with Disabilities Act (ADA).

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Project is complete and the station is in service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

**USAGE:** An average of 260 MARC boardings per day occurred during FY 2013.

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 EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	COST (\$000)	THRU 2013			2014	2015	....2016....	....2017....		....2018....	....2019....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	809	809	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,293	4,293	0	0	0	0	0	0	0	0	0
Total	5,102	5,102	0	0	0	0	0	0	0	0	0
Federal-Aid	3,292	3,292	0	0	0	0	0	0	0	0	0



**PROJECT:** MARC Positive Train Control

**DESCRIPTION:** Support implementation and development of Positive Train Control for MARC as required by the Federal Railroad Administration and Code of Federal Regulations. Positive Train Control incorporates an on-board computer that ensures all signals are received by the various parts of the system to prevent collision, maintain speed limits, and train spacing, while also protecting track workers who have been given exclusive use of the tracks. If the on-board computer determines the train cannot operate safely within the restrictions, it applies the brakes thus preventing any potential accidents. All locomotives will be upgraded to operate the Positive Train Control system.

**PURPOSE & NEED SUMMARY STATEMENT:** Positive Train control for MARC will create a safeguard against train collision through proper train spacing on the tracks and active speed limit oversight. Federal Railroad Administration requires the system to be operational by 2015.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

None.

**EXPLANATION:** Ensure the safe operation of MARC service.

**STATUS:** Construction start delayed from FY 2013 to FY 2014 due to negotiations regarding additional work items. Construction is scheduled to begin in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013			2014	2015	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24	24	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,031	187	8,888	4,956	0	0	0	0	13,844	0
Total	14,055	211	8,888	4,956	0	0	0	0	13,844	0
Federal-Aid	10,319	0	7,110	3,209	0	0	0	0	10,319	0



**PROJECT:** Paul S. Sarbanes Transit Center

**DESCRIPTION:** Construct a 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 queuing area, kiss and ride parking, and MARC platforms with connecting pedestrian bridge and elevator towers. Provision is also made for a future Purple Line Station and a hiker/biker trail.

**PURPOSE & NEED SUMMARY STATEMENT:** 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.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Purple Line - Line 40

**EXPLANATION:** This transit center project will expand and improve the multimodal connectivity of MARC, Metrorail and Bus for Silver Spring passengers.

**STATUS:** Remedial work is anticipated to be completed in FY 2014.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2016....	....2017....	....2018....	....2019....			
Planning	825	825	0	0	0	0	0	0	0	0	
Engineering	7,786	7,786	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	100,846	96,007	4,839	0	0	0	0	0	4,839	0	
Total	109,457	104,618	4,839	0	0	0	0	0	4,839	0	
Federal-Aid	53,957	53,957	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:**

Montgomery County provided an additional \$4.8M to cover increased costs.

**USAGE:** An average of 652 MARC boardings per day occurred during FY 2013.

Project total reflects a \$41.6 million local contribution from Montgomery County.  
0254



**PROJECT:** MARC Halethorpe Station Improvements

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

**PURPOSE & NEED SUMMARY STATEMENT:** Platform and access improvements will improve service and reduce boarding times.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project preserves and upgrades the Halethorpe MARC Station by improving ADA access, expanding parking, and adding passenger amenities.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Phase I is complete. Construction of Phase II is substantially completed and the station is expected to begin full service in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project costs increased by \$2.9M due to unforeseen technical issues.

**USAGE:** An average of 1,300 MARC boardings per day occurred during FY 2013.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2016....	....2017....	....2018....	....2019....			
Planning	302	302	0	0	0	0	0	0	0	0	
Engineering	2,949	2,949	0	0	0	0	0	0	0	0	
Right-of-way	1,694	1,694	0	0	0	0	0	0	0	0	
Construction	27,785	24,915	2,870	0	0	0	0	0	2,870	0	
Total	32,730	29,860	2,870	0	0	0	0	0	2,870	0	
Federal-Aid	22,599	22,599	0	0	0	0	0	0	0	0	



**PROJECT:** MARC West Baltimore Station Parking Expansion

**DESCRIPTION:** Demolition in Phase I cleared the way for parking expansion. Phase II will more than double MARC commuter parking capacity from 316 to 638 spaces. In addition, project will reconnect divided communities by rebuilding the 400 block of North Payson Street, introducing streetscape features, a community garden, and station artwork. The project will also provide parking for the future Red Line/MARC interchange station.

**PURPOSE & NEED SUMMARY STATEMENT:** Parking demand regularly exceeds the capacity of the existing lot. Expanded lot will accommodate ridership growth and reduce overflow parking in adjacent communities. Lot will be designed to accommodate the proposed Red Line as well as transit oriented development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 Red Line - Line 39

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project includes expanded parking capacity to accommodate MARC ridership growth.

**STATUS:** Phase II construction is underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost decreased \$2.8M due to the completion and removal of Phase I.

**USAGE:** An average of 850 MARC boardings per day occurred during FY 2013.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2016....	....2017....	....2018....	....2019....			
Planning	841	841	0	0	0	0	0	0	0	0	
Engineering	1,485	1,485	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	8,205	2,509	4,196	1,500	0	0	0	0	5,696	0	
Total	10,531	4,835	4,196	1,500	0	0	0	0	5,696	0	
Federal-Aid	1,785	1,785	0	0	0	0	0	0	0	0	



**PROJECT:** MARC BWI Rail Station Upgrades and Repairs

**DESCRIPTION:** Replace the existing two elevators at the BWI Rail Station and provide an additional elevator on each side of the pedestrian bridge as well as paths from the elevators to the overhead bridge. The project also includes electrical upgrades and installation of a new generator. Structural improvements to the parking garages are also included.

**PURPOSE & NEED SUMMARY STATEMENT:** Repairs to both garages and upgrades to the existing infrastructure are necessary to preserve the BWI Rail Station.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides new elevators for the BWI Rail station. It includes inspection and repairs to garages as well as maintenance repairs.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
MARC Growth and Investment Plan - Line 42

**STATUS:** Elevators completed and in service. Engineering and construction underway for parking garage improvements.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost decreased by \$2.4M due to completion and removal of ARRA project.

**USAGE:** There was an average of 2,300 daily boardings at this station in FY 2013.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2016....	....2017....	....2018....	....2019....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	815	815	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	5,046	1,214	942	2,890	0	0	0	0	3,832	0	
Total	5,861	2,029	942	2,890	0	0	0	0	3,832	0	
Federal-Aid	3,065	0	753	2,312	0	0	0	0	3,065	0	



**PROJECT:** Homeland Security

**DESCRIPTION:** Enhancements to the anti-terrorism and emergency preparedness processes, systems, law enforcement resources, and physical infrastructure. To reduce the risk and consequences of terrorism to MTA's customers, infrastructure and communities.

**PURPOSE & NEED SUMMARY STATEMENT:** This project enhances MTA's capabilities to protect critical infrastructure, provide law enforcement with resources to increase their physical presence, train employees and transit riders to be aware of security related issues, and develop and enhance processes, standards, voice and video communication systems and cooperative agreements with local partners.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Closed Circuit Television (CCTV) Improvements - Line 29

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project enhances MTA's systems, law enforcement resources, and physical infrastructure.

**STATUS:** Project ongoing.

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 2013			2014	2015	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,982	1,982	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,489	18,965	20,148	9,421	1,955	0	0	0	31,524	0
Total	52,471	20,947	20,148	9,421	1,955	0	0	0	31,524	0
Federal-Aid	52,011	20,929	19,706	9,421	1,955	0	0	0	31,082	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost decreased by \$13.5M due to completion and removal of 2006 and 2007 Homeland Security Grants.

1379, 1384, 1432, 1433, 1434



**PROJECT:** Freight Bridge Rehabilitation

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

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Hurlock Line culvert construction planned in FY 2014. Townsend Line construction was cancelled and replaced with Millington washout permanent repair and grade crossing replacement.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,231	3,936	340	250	455	250	0	0	1,295	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,005	8,928	75	3,006	1,132	745	1,119	1,000	7,077	0
Total	21,236	12,864	415	3,256	1,587	995	1,119	1,000	8,372	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Light Rail Vehicle Overhaul

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

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

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Projects include an ongoing and major overhaul of the Light Rail fleet to ensure safe, reliable service to the end of the cars' useful life.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Procurement is underway for the mid-life overhaul and construction is expected to begin in FY 2014. Ongoing minor overhauls are underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Adjusted project schedule pushed funding into FY 2019 for main overhaul. Project cost increased \$1.6M to fund ongoing overhauls

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2016....	.....2017....	.....2018....	.....2019....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,707	2,707	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	201,868	15,780	20,544	19,724	46,516	43,169	46,135	10,000	186,088	0
Total	204,575	18,487	20,544	19,724	46,516	43,169	46,135	10,000	186,088	0
Federal-Aid	104,471	4,398	14,451	16,413	16,722	27,535	23,505	1,447	100,073	0



**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.

**PURPOSE & NEED SUMMARY STATEMENT:** 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.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

None.

**EXPLANATION:** This project supports mixed-use Transit Oriented Development (TOD) immediately adjacent to the Metro station to reduce automobile trips.

**STATUS:** Construction of the first garage is complete. Garage #2 construction has been initiated by the developer. Baltimore County completed construction of the Learning Center, a focus of the TOD site. MTA financial support of Infrastructure construction was completed in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	....2016....	....2017....		
Planning	271	271	0	0	0	0	0	0	0	0
Engineering	439	439	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,580	23,254	0	0	7,326	0	0	0	7,326	0
Total	31,290	23,964	0	0	7,326	0	0	0	7,326	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



**PROJECT:** Metro Railcar Overhauls and Replacement

**DESCRIPTION:** Procurement of replacement fleet vehicles and repair of critical equipment such as traction motors, gearboxes, axles, and wheels.

**PURPOSE & NEED SUMMARY STATEMENT:** On-going overhauls for Metro vehicle subsystems is required to reduce system failures and improve reliability. The new vehicles will replace the existing fleet which are nearing the end of their useful life. The replacement of the Railcar Fleet will enhance passenger comfort and conveniences, ensure better reliability and offer improved safety.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Overhaul of the Metro vehicles will ensure safe, reliable service to the end of the cars' useful life.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

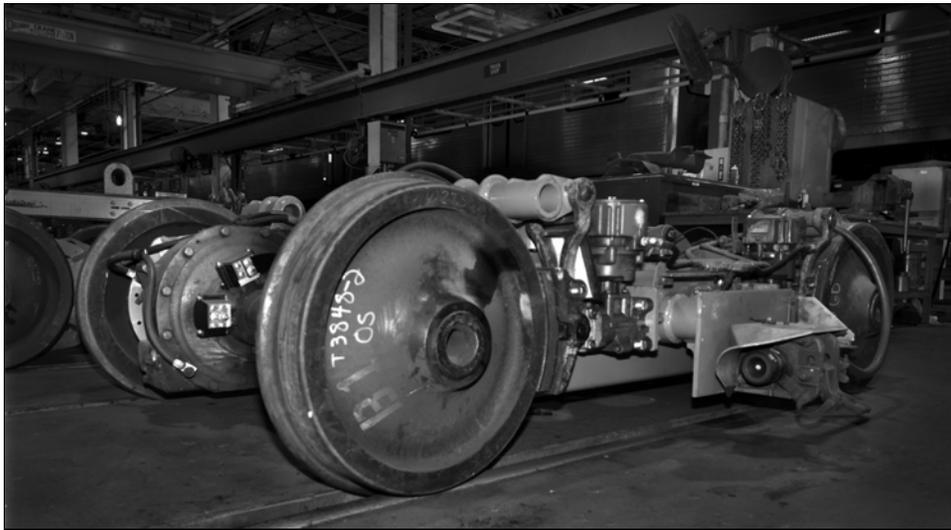
Metro Railcar Truck Assembly Overhaul (ARRA) - Line 16

**STATUS:** Specification development for next five-year overhaul cycle is underway with overhaul work scheduled to begin in FY 2014. Specification development for the replacement vehicles is also underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased \$286.8M due to the Transportation Infrastructure Investment Act of 2013 to fund the replacement of the railcars.

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 2013			2014	2015	....2016....	....2017....			....2018....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	150	150	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	329,616	16,928	3,810	10,877	9,225	17,892	6,700	18,700	67,204	245,484	
<b>Total</b>	<b>329,766</b>	<b>17,078</b>	<b>3,810</b>	<b>10,877</b>	<b>9,225</b>	<b>17,892</b>	<b>6,700</b>	<b>18,700</b>	<b>67,204</b>	<b>245,484</b>	
Federal-Aid	20,709	7,281	3,048	7,901	2,479	0	0	0	13,428	0	

0091, 1281, 1445



**PROJECT:** Metro Railcar Truck Assembly Overhaul (ARRA)

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

**PURPOSE & NEED SUMMARY STATEMENT:** Obsolete parts and defective components are in need of repair or replacement to ensure proper operation.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project overhauls the Metro railcars truck assemblies to extend their useful life.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Metro Railcar Overhauls and Replacement - Line 15

**STATUS:** Construction was completed in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016....	.....2017....		
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	18,000	18,000	0	0	0	0	0	0	0	0
Total	18,000	18,000	0	0	0	0	0	0	0	0
Federal-Aid	18,000	18,000	0	0	0	0	0	0	0	0

#8019 is an ARRA-related project.  
8019



**PROJECT:** Metro Signal System Preservation and Replacement

**DESCRIPTION:** Repair and Replacement of Metro Signal System and associated components.

**PURPOSE & NEED SUMMARY STATEMENT:** Metro's 15 miles of double tracked wayside signaling system has become difficult to maintain due to parts obsolescence. The replacement of the Signaling Systems with modern equipment will enhance passenger comfort and convenience, ensure better reliability and improve safety.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

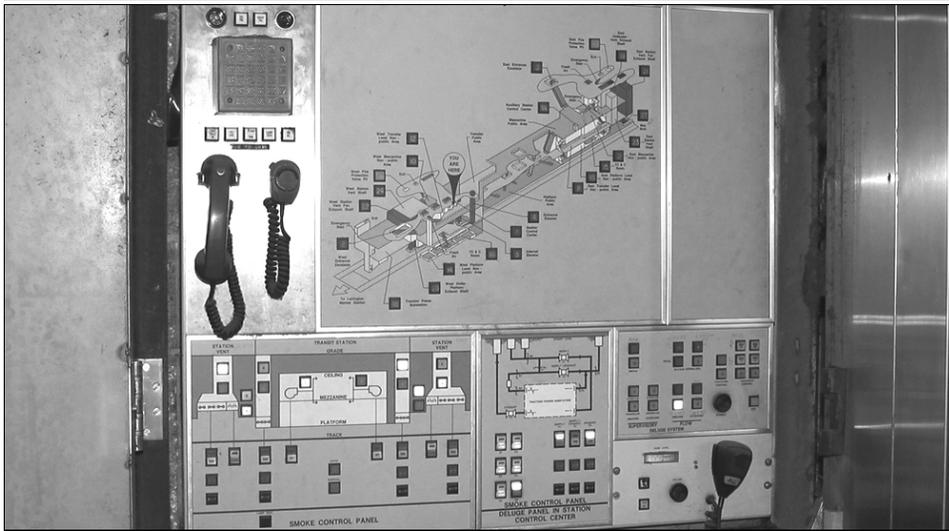
**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Preliminary scoping and design is underway.

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 2013			2014	2015	.....2016....	.....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,380	688	1,183	509	0	0	0	0	1,692	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	311,300	0	560	5,790	17,750	22,200	26,000	42,000	114,300	197,000
<b>Total</b>	<b>313,680</b>	<b>688</b>	<b>1,743</b>	<b>6,299</b>	<b>17,750</b>	<b>22,200</b>	<b>26,000</b>	<b>42,000</b>	<b>115,992</b>	<b>197,000</b>
Federal-Aid	19,192	0	0	3,032	3,000	0	9,666	3,494	19,192	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added to the Construction program due to the Transportation Infrastructure Investment Act of 2013.



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

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

**PURPOSE & NEED SUMMARY STATEMENT:** The original SCADA system was nearing the end of its useful life. The new system provides enhanced life safety functionality.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides up-to-date fire detection and management system for the safe operation of Metro.

**STATUS:** Phase I, construction of the main fire and security management system is complete. Phase II, construction of a Digital Transmission System and integrating the system with the Central Control Center was substantially completed in FY 2013 with closing items to be completed in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013			2014	2015	.....2016....	.....2017....			.....2018....
Planning	201	201	0	0	0	0	0	0	0	0	0
Engineering	4,485	4,485	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	63,593	63,513	80	0	0	0	0	0	80	0	0
Total	68,279	68,199	80	0	0	0	0	0	80	0	0
Federal-Aid	47,571	47,571	0	0	0	0	0	0	0	0	0



**PROJECT:** Metro Electrical Substation Improvements

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

**PURPOSE & NEED SUMMARY STATEMENT:** Operational environment and normal wear have degraded the condition of electrical power supply equipment. The service life of the existing equipment has been met. Repair, refurbishment or replacement is necessary to ensure reliability and safety.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**EXPLANATION:** This project overhauls and improves the power supply for the Metro.

**STATUS:** Project was completed in FY 2013.

<u>POTENTIAL FUNDING SOURCE:</u> <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	404	404	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,673	12,673	0	0	0	0	0	0	0	0
Total	13,077	13,077	0	0	0	0	0	0	0	0
Federal-Aid	7,796	7,796	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.



**PROJECT:** Metro Interlocking Renewals

**DESCRIPTION:** Complete rebuild of track interlockings on the Metro system, at locations such as Rogers Avenue, Reisterstown Plaza West, and Portal stations. Interlockings allow trains to cross from one track to another using a special track work turnout and a series of switches.

**PURPOSE & NEED SUMMARY STATEMENT:** Interlockings allow trains to cross from one track to another using turnouts and are important for operations. Replacements are necessary to correct general degradation and wear and to ensure safety.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

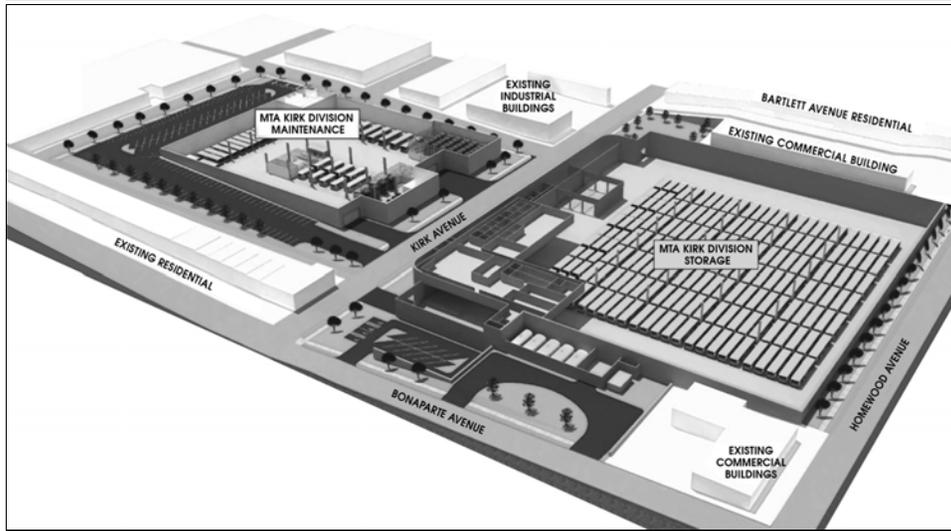
None.

**EXPLANATION:** This project rebuilds interlockings as part of Metro's system preservation program.

**STATUS:** Rogers Avenue interlocking was completed in FY 2012, with closeout activities in FY 2013. Engineering is underway for the Reisterstown Plaza West and Portal interlockings with major construction planned in FY 2015.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			FOR PLANNING PURPOSES ONLY	.....2016....	.....2017....	.....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,461	1,721	500	240	0	0	0	0	740	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,558	3,093	100	5,365	0	0	0	0	5,465	0
<b>Total</b>	<b>11,019</b>	<b>4,814</b>	<b>600</b>	<b>5,605</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,205</b>	<b>0</b>
Federal-Aid	7,262	2,298	480	4,484	0	0	0	0	4,964	0



**PROJECT:** Kirk Bus Facility Replacement

**DESCRIPTION:** Construct replacement for the existing Kirk Bus Division. Phase I of the project will construct a new maintenance facility on an expanded site. Phase II will construct an enclosed storage/operations facility.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing Kirk facility is 65 years old, severely constrained, and cannot adequately maintain MTA's growing fleet. MTA employees must park off-site on the surrounding neighborhood streets. By replacing the existing Kirk facility with two new sustainable buildings, substantial operational efficiencies will be realized, employees will be able to park on-site, and the community's environmental justice concerns will be addressed.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The project enables the MTA to service hybrid diesel-electric and articulated buses at the Kirk Bus Division and incorporates sustainable design practices in the new Kirk facilities.

**STATUS:** Construction of Phase I of the project was advertised in FY 2013 with construction expected to begin in FY 2014. Design of Phase II is underway with construction expected to begin in FY 2015.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased \$75.0M due to the Transportation Infrastructure Investment Act of 2013 to fully fund the addition of Phase II.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	3,337	3,337	0	0	0	0	0	0	0	0	
Engineering	7,550	6,050	1,500	0	0	0	0	0	1,500	0	
Right-of-way	2,456	2,456	0	0	0	0	0	0	0	0	
Construction	126,203	0	36,110	18,093	45,000	20,000	7,000	0	126,203	0	
<b>Total</b>	<b>139,546</b>	<b>11,843</b>	<b>37,610</b>	<b>18,093</b>	<b>45,000</b>	<b>20,000</b>	<b>7,000</b>	<b>0</b>	<b>127,703</b>	<b>0</b>	
Federal-Aid	102,670	5,457	28,000	13,114	34,499	16,000	5,600	0	97,213	0	



**PROJECT:** Bus Procurement

**DESCRIPTION:** Annual purchase of buses to replace those that have been in service for 12 or more years. The MTA has more than 700 buses in its Active Fleet.

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** 53 40-foot hybrid diesel-electric and 10 60-foot articulated hybrid diesel-electric buses were delivered in FY 2013 and are in revenue service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased by \$47.0M due to the addition of \$45.0M for FY 2019, and \$2.0M to meet the fleet needs in FY 2018.

**USAGE:** Average weekday bus ridership was 229,787 in FY 2013.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	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	343,340	119,649	35,000	30,679	35,366	40,949	36,697	45,000	223,691	0
Total	343,340	119,649	35,000	30,679	35,366	40,949	36,697	45,000	223,691	0
Federal-Aid	264,673	97,128	28,000	24,543	26,742	32,759	27,501	28,000	167,545	0



**PROJECT:** Bus Communications Systems Upgrade

**DESCRIPTION:** Retrofit of MTA buses with a unified, integrated, state-of-the-art suite of on-board bus equipment as well as fixed-end systems at operations and security monitoring centers, thereby allowing MTA to upgrade equipment and systems to enhance the delivery of safe and reliable customer service.

**PURPOSE & NEED SUMMARY STATEMENT:** The retrofit will provide a unified infrastructure on-board buses and will fully integrate security and monitoring systems.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides an integrated system for MTA's existing bus fleet to offer enhanced safety and security as well as improved communications and information systems for customers.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

CAD/AVL and Passenger Information Systems - Line 27

**STATUS:** Construction is scheduled to begin in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	....2016....	....2017....			....2018....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,278	2,278	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	31,577	2,133	6,444	12,000	9,000	2,000	0	0	29,444	0	
Total	33,855	4,411	6,444	12,000	9,000	2,000	0	0	29,444	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** Bus New Main Shop

**DESCRIPTION:** Design and construct a new bus maintenance shop within MTA's Washington Boulevard maintenance complex. The new facility will be utilized to perform major bus repairs including engine replacement, transmission repairs, and HVAC repairs. The facility will be designed with sustainable design principles.

**PURPOSE & NEED SUMMARY STATEMENT:** Major bus repairs will be done in a new shop freeing space in existing maintenance areas and will improve utilization of the existing maintenance facilities, and allow an increased number of articulated buses to be added to the existing fleet.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project will provide a new facility for major repair and improve the use of existing maintenance facility by freeing space for additional bus bays and other areas designated for repairs.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Procurement is underway. Construction is expected to begin in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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 EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2013			2014	2015	.....2016.....	.....2017.....		
Planning	156	156	0	0	0	0	0	0	0	0
Engineering	2,000	2,000	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	31,277	0	17,110	14,167	0	0	0	0	31,277	0
Total	33,433	2,156	17,110	14,167	0	0	0	0	31,277	0
Federal-Aid	25,024	3	13,688	11,333	0	0	0	0	25,021	0



**PROJECT:** Mobility Vehicle Procurement

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

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

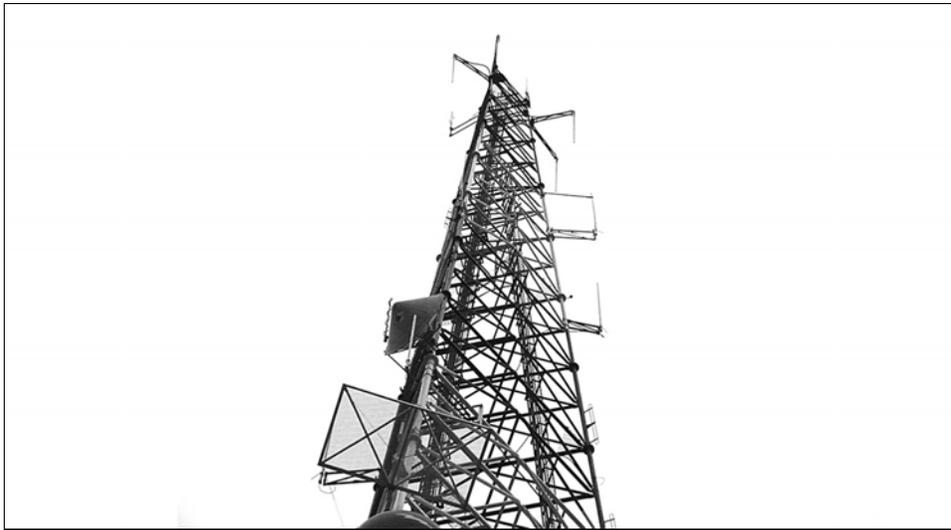
**STATUS:** Procurement of 40 sedan-replacement vehicles were delivered and placed in service in FY 2013. Procurement of cutaways is scheduled in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased by \$5.0M with the addition of funding in FY 2019.

**USAGE:** Traditional Mobility average weekday ridership was 5,574 in FY 2013.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	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	65,553	43,641	6,612	300	0	5,000	5,000	5,000	21,912	0
Total	65,553	43,641	6,612	300	0	5,000	5,000	5,000	21,912	0
Federal-Aid	20,617	12,419	198	0	0	0	4,000	4,000	8,198	0

0541



**PROJECT:** Trunked Radio Site Locations

**DESCRIPTION:** Design, procure, and install an antenna and combiner/multi-coupler system upgrade for the six trunk radio sites.

Phase I - Mays Chapel, Westview, and TV Hill.

Phase II - Owings Mills Maryland Public Television Tower, Baltimore County Hickey Tower, and Jacobsville in Anne Arundel County.

**PURPOSE & NEED SUMMARY STATEMENT:** The additional trunked radio system sites will enhance radio coverage for MTA Operations and Maintenance activities thereby increasing safety and reliability.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides enhanced and dependable radio coverage for MTA services.

**STATUS:** Phase I is complete. Phase II was completed in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost decreased \$1.0M due to completing under budget.

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 2013			2014	2015	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	710	710	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,474	11,474	0	0	0	0	0	0	0	0
Total	12,184	12,184	0	0	0	0	0	0	0	0
Federal-Aid	4,526	4,526	0	0	0	0	0	0	0	0



**PROJECT:** CAD/AVL Systems

**DESCRIPTION:** The Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) project provides radio data channel expansion to improve bus fleet's voice and data communication. It includes upgrades to the existing CAD/AVL system hardware and software as well as upgrading obsolete vehicle equipment with state of the art replacements. The vehicle location systems will be used to provide real-time vehicle arrival information to patrons.

**PURPOSE & NEED SUMMARY STATEMENT:** The procurement of an updated and enhanced CAD/AVL system, together with the expanded data channel, will improve the operational efficiency of the bus fleet. These efforts will improve customer service by providing real time management and scheduling adherence as well as providing real-time information to patrons.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

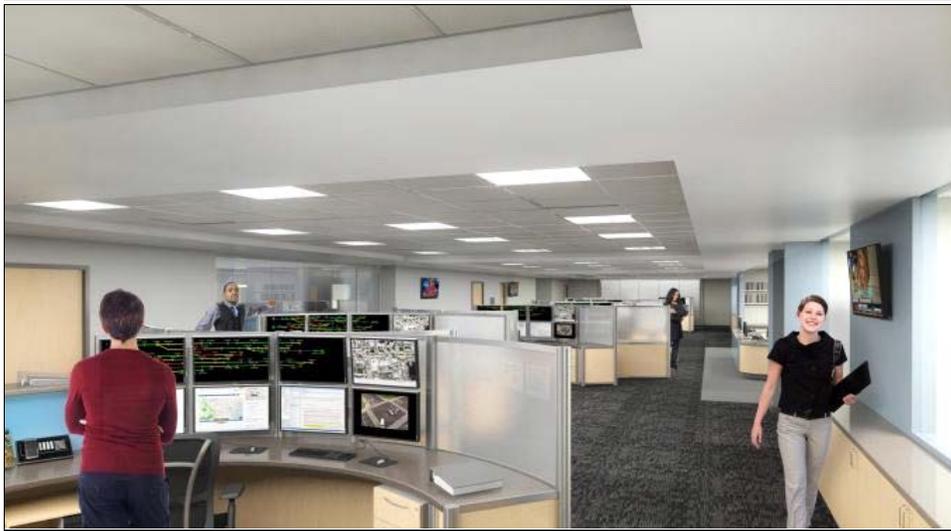
Bus Communications Systems Upgrade - Line 23

**EXPLANATION:** This project upgrades for the bus fleet communication systems, enabling better tracking of buses and improves the quality of information available to patrons.

**STATUS:** Implementation of the CAD/AVL system was completed in FY 2013. Real-time information will be available to patrons by end of FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased \$1.2M to fully fund the project.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2016....	.....2017....	.....2018....	.....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	466	466	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,603	14,353	2,000	250	0	0	0	0	2,250	0
Total	17,069	14,819	2,000	250	0	0	0	0	2,250	0
Federal-Aid	1,554	1,554	0	0	0	0	0	0	0	0



**PROJECT:** Central Control Center

**DESCRIPTION:** Construct an expanded facility to integrate the operations of Bus, Metro, Light Rail and MARC control centers within an existing MTA building in downtown Baltimore. Facility improvements include air handling units and heating and cooling systems replacements.

**PURPOSE & NEED SUMMARY STATEMENT:** This project gives the MTA the ability to operate four modes from one location, while also replacing obsolete equipment. The centralized operation will enable MTA to more quickly respond to incidents and emergencies, limit disruptions, enhance passenger safety and improve service quality.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The ability to monitor the operation of four modes from one location will improve on-time performance and establish consistency within the operation modes.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Information systems installation and facility renovations are underway and are expected to be completed in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					....2016....	....2017....	....2018....	....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,427	1,357	70	0	0	0	0	0	70	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,738	10,709	4,029	0	0	0	0	0	4,029	0
Total	16,165	12,066	4,099	0	0	0	0	0	4,099	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Closed Circuit Television (CCTV) Improvements

**DESCRIPTION:** Installation of CCTV equipment in stations and maintenance facilities in four phases:

- Phase I - 1 Light Rail and 10 Metro locations
- Phase II - 5 Light Rail, 1 MARC, and 4 Metro Stations as well as the Metro Portal
- Phase III - 6 Light Rail, 4 MARC, and 6 Metro Stations as well as an administrative complex
- Phase IV - 7 Light Rail and 10 MARC Stations and 1 Metro location

**PURPOSE & NEED SUMMARY STATEMENT:** The CCTV system will provide effective surveillance of MTA stations and maintenance facilities for Homeland Security-related purposes. Sites are prioritized on a system wide threat vulnerability assessment.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Homeland Security - Line 11

**EXPLANATION:** This project enhances surveillance capabilities to improve safety.

**STATUS:** Phases I and II are complete. Construction of Phase III is underway and Phase IV will begin in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013			2014	2015	.....2016....	.....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	30	30	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,437	22,931	1,506	0	0	0	0	0	1,506	0
Total	24,467	22,961	1,506	0	0	0	0	0	1,506	0
Federal-Aid	10,156	10,156	0	0	0	0	0	0	0	0



**PROJECT:** Southern Maryland Commuter Bus Initiative

**DESCRIPTION:** Construction of Southern Maryland Commuter Bus Park and Ride lots at Dunkirk, Waldorf, and Charlotte Hall.

**PURPOSE & NEED SUMMARY STATEMENT:** Southern Maryland is one of the fastest growing regions in Maryland. The project will assist in keeping up with demand for commuter parking which continues to grow as more people move into the region.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This effort supports multiple parking expansion projects for Southern Maryland Commuter Bus services, addressing demand for increased commuter parking.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Construction of Charlotte Hall completed in FY 2013. Waldorf and Dunkirk construction is scheduled to begin in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Total Project cost decreased by \$10.4M: Prince Frederick was removed due to completion in FY 2012 (\$4.6M). Planning efforts for the New Market facility were unable to identify a suitable site, so that project has been removed (\$1.9M). Funding has been reduced by an additional \$3.9M to reflect construction bid savings.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2016....	....2017....	....2018....	....2019....			
Planning	2,519	2,519	0	0	0	0	0	0	0	0	
Engineering	2,497	2,497	0	0	0	0	0	0	0	0	
Right-of-way	4,924	4,924	0	0	0	0	0	0	0	0	
Construction	19,168	6,367	9,000	3,801	0	0	0	0	12,801	0	
Total	29,108	16,307	9,000	3,801	0	0	0	0	12,801	0	
Federal-Aid	23,285	12,886	7,200	3,199	0	0	0	0	10,399	0	

1035, 1038, 1041



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

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

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Montgomery County Local Bus Program - Line 33  
 Locally Operated Transit Systems - Line 51

**STATUS:** Funds are awarded based on an annual application cycle. Several projects, including the ARRA-funded vehicles and facilities for the Baltimore and Washington regions and Cecil County were completed in FY 2013.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	129	57	30	30	12	0	0	0	72	0	
Engineering	33,063	21,587	1,550	3,550	1,638	1,638	1,550	1,550	11,476	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	249,811	160,260	23,024	17,807	13,301	11,869	11,688	11,862	89,551	0	
Total	283,003	181,904	24,604	21,387	14,951	13,507	13,238	13,412	101,099	0	
Federal-Aid	252,440	166,519	21,595	17,385	12,942	11,446	11,390	11,163	85,921	0	

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased \$18.5M due to the addition of FY 19 (\$13.4M). Transit Equipment project has been completed and removed. Allegany and Ocean City Replacement Buses have been added to the project due to receiving a State of Good Repair grant. Calvert County Transit Center Design has been added (\$5.0M due to the Transportation Infrastructure Investment Act of 2013).

#8020, 8021, 8022, 8023, and 8024 are ARRA projects.  
 0045, 0211, 0217, 0218, 0826, 0878, 1150, 1184, 1347, 1348, 1355, 1356, 1373, 1426, 1431, 1437, 1443, 8020, 8021, 8022, 8023, 8024



**PROJECT:** Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

**DESCRIPTION:** Grant program to provide funding to private non-profit agencies for the transportation of the elderly and persons with disabilities.

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
Locally Operated Transit Systems - Line 51

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased by \$4.2M due to the addition of FY 2019.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)				.....2016....	.....2017....	.....2018....	.....2019....			
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	47,789	22,394	3,444	4,722	4,633	4,196	4,200	4,200	25,395	0	
Total	47,789	22,394	3,444	4,722	4,633	4,196	4,200	4,200	25,395	0	
Federal-Aid	39,856	19,432	2,865	3,777	3,706	3,356	3,360	3,360	20,424	0	



**PROJECT:** Montgomery County Local Bus Program

**DESCRIPTION:** Funding for annual bus replacement, preventive maintenance, and planning for the Montgomery County Rapid Transit System (RTS).

**JUSTIFICATION:** These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system. The RTS will improve the quality of transit service and enhance connectivity throughout the county.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 31  
Corridor Cities Transitway (CCT) - Line 41

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

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	10,000	0	0	4,200	5,800	0	0	0	10,000	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	76,623	41,267	11,523	15,833	2,000	2,000	2,000	2,000	35,356	0	
Total	86,623	41,267	11,523	20,033	7,800	2,000	2,000	2,000	45,356	0	
Federal-Aid	23,398	2,805	8,800	7,404	1,600	1,600	1,156	33	20,593	0	

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased by \$20.8M to address the addition of procurement of CNG Buses, the addition of the Bus Rapid Transit System Design due to the Transportation Infrastructure Investment Act of 2013, and the addition of funding in FY 2019.



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

**DESCRIPTION:** Funding for bus replacements as well as capital improvements to bus facilities.

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

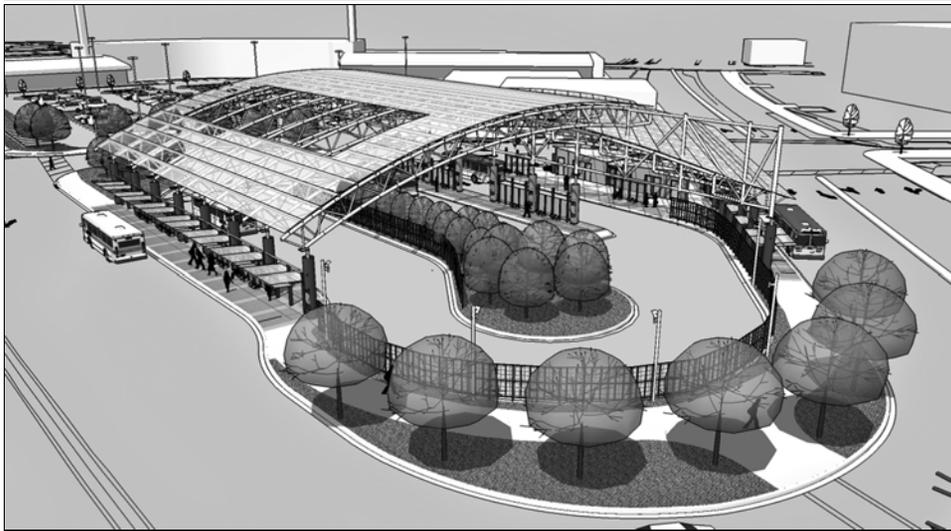
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None

**STATUS:** FY 2015 funding will support improvements to bus stops throughout the county.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013			2014	2015	.....2016....	.....2017....		
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	14,984	10,984	0	2,000	500	500	500	500	4,000	0
<b>Total</b>	<b>14,984</b>	<b>10,984</b>	<b>0</b>	<b>2,000</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>4,000</b>	<b>0</b>
Federal-Aid	6,622	4,126	0	896	400	400	400	400	2,496	0



**PROJECT:** Takoma/Langley Park Transit Center (ARRA)

**DESCRIPTION:** Construction of an off-street covered transit center at the intersection of MD 193 and MD 650 in the Takoma/Langley Park community. Associated SHA improvements include roadway and intersection improvements, pedestrian safety measures, and new sidewalks and crosswalks. Project includes 12 bus bays to provide service for 11 bus routes, passenger shelters, public restroom facilities, a canopy over the entire facility and transit information services. The project will accommodate a future Purple Line station.

**PURPOSE & NEED SUMMARY STATEMENT:** This area is the busiest transit transfer point, outside a rail station, in the region, with 11 Metrobus, Ride On, The Bus and shuttle van routes. The project will also address pedestrian safety issues.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Purple Line - Line 40

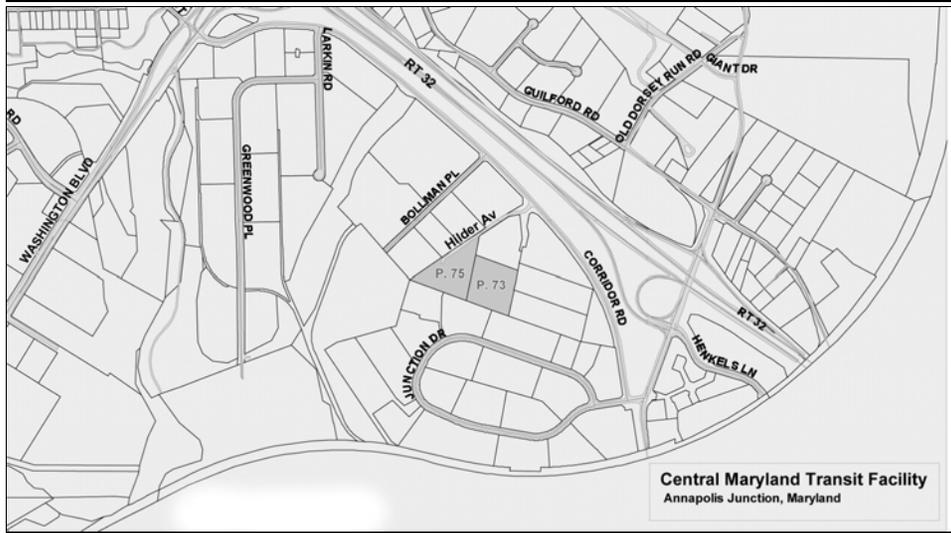
**EXPLANATION:** This transit center project will expand and improve the multimodal jurisdictional bus transfer center.

**STATUS:** Construction is underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project funding increased by \$3.8M to reflect the construction bid award.

<u>POTENTIAL FUNDING SOURCE:</u> <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016.....	.....2017.....		
Planning	476	476	0	0	0	0	0	0	0	0
Engineering	2,971	2,971	0	0	0	0	0	0	0	0
Right-of-way	13,623	13,623	0	0	0	0	0	0	0	0
Construction	17,700	0	6,000	9,000	2,700	0	0	0	17,700	0
Total	34,770	17,070	6,000	9,000	2,700	0	0	0	17,700	0
Federal-Aid	818	818	0	0	0	0	0	0	0	0

Non-federal costs of \$12.31 million are being funded by Montgomery County (\$2.5 million), WMATA (\$7.31 million) and Prince George's County (\$2.5 million). Metropolitan Washington Council of Government's ARRA grant provides an additional \$11.8m.



**PROJECT:** Central Maryland Transit Maintenance Facility

**DESCRIPTION:** Construction of a publicly-owned bus transit maintenance facility to support transit operations in Howard County, Prince George's County and the City of Laurel. This is a BRAC-related project.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will reduce operating costs associated with the maintenance support function, and support local bus service in the Ft. Meade area.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project will reduce cost while providing an updated maintenance facility.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Design is underway with construction scheduled to begin in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,143	1,143	0	0	0	0	0	0	0	0	
Right-of-way	3,014	3,014	0	0	0	0	0	0	0	0	
Construction	4,677	0	4,677	0	0	0	0	0	4,677	0	
Total	8,834	4,157	4,677	0	0	0	0	0	4,677	0	
Federal-Aid	6,655	2,913	3,742	0	0	0	0	0	3,742	0	

A \$5.5 million FTA earmark to Howard County along with matching funds from Howard and Anne Arundel Counties will be applied towards total estimated project cost.



**PROJECT:** Replacement of Fare Collection Equipment and Smart Card Implementation

**DESCRIPTION:** Replace existing fare collection equipment on core Bus, Light Rail and Metro Subway with automatic fare collection equipment which includes the implementation of Smart Card technology and credit card readers on the rail systems.

**PURPOSE & NEED SUMMARY STATEMENT:** The new fare collection equipment will increase the efficiency of operations, reduce fraud, improve data collection and enhance reliability. The Smart Card technology will allow faster passenger loading on bus and rail, and more accurate ridership numbers.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**EXPLANATION:** This project provides state-of-the-art fare collection and seamless fare payment in the Baltimore and Washington area transit systems.

**STATUS:** Development of additional payment capabilities is underway.

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 2013			2014	2015	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	40	40	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	75,393	67,976	3,494	1,620	550	503	750	500	7,417	0
Total	75,433	68,016	3,494	1,620	550	503	750	500	7,417	0
Federal-Aid	4,035	4,035	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost decreased \$3.2M due to the completion and removal of the Smart Card Implementation project.



**PROJECT:** Agencywide Roof Replacement

**DESCRIPTION:** Repair or replacement of roofs on MTA facilities.

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

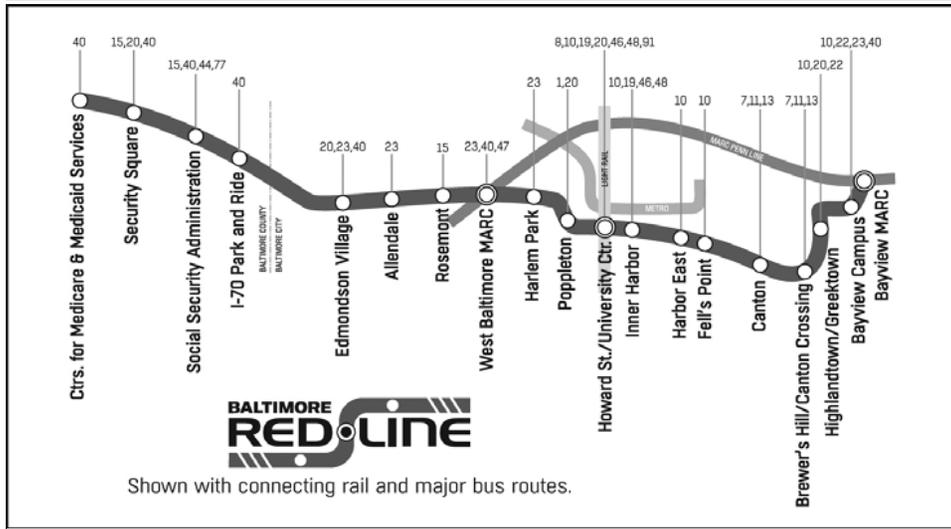
**ASSOCIATED IMPROVEMENTS:**  
None

**STATUS:** Light Rail North Avenue complex roof repairs scheduled to begin in FY 14. Design is underway for Metro roof replacements.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost decreased \$6.1M due to the completion and removal of the ARRA project Washington Blvd. Bus Maintenance facility roof.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	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	2,603	1,485	540	178	200	100	100	0	1,118	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,840	4,183	2,400	3,432	1,875	3,325	2,125	2,500	15,657	0
Total	22,443	5,668	2,940	3,610	2,075	3,425	2,225	2,500	16,775	0
Federal-Aid	9,454	2,771	2,352	2,888	1,443	0	0	0	6,683	0

0300



**PROJECT:** Baltimore Red Line

**DESCRIPTION:** The Baltimore Red Line is a 14-mile double track light rail line between Woodlawn in Baltimore County and Bayview Medical Center in Baltimore City. The line will include direct connections to the existing Metro Subway and Light Rail lines and the MARC Train Penn Line. The project includes track, two tunnels, stations, railcars, and an operations and maintenance facility.

**PURPOSE & NEED SUMMARY STATEMENT:** The Red Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing rail lines, increase transit capacity in congested corridors, support economic development consistent with local master plans, and reduce environmental impacts. The Red Line is the next step in making the Baltimore transit systems connections integrated, linking residents and job centers with other parts of the transit network that serve the region.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
MARC West Baltimore Station Parking Expansion - Line 9

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The Red Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses.

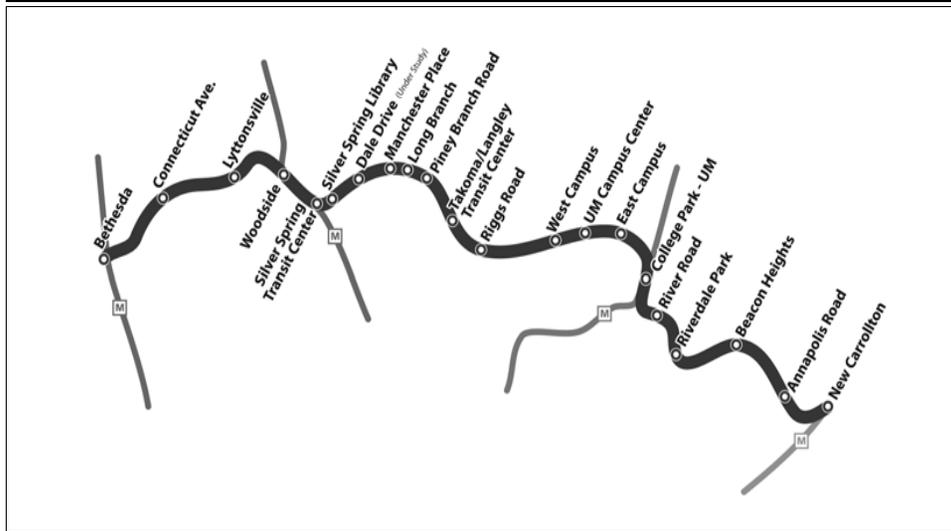
**STATUS:** Preliminary engineering and right of way acquisition underway. Pending federal approval, final design to begin during current year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The total cost is estimated to be \$2.6B. Advancement to construction assumes \$900.0M in federal funding, \$250.0M in regional contributions. The remainder of the funds will be a combination of state and private investment through a public-private partnership for railcars, systems, and a maintenance facility.

**USAGE:** Daily ridership estimated at 54,000 in 2035.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	60,807	60,807	0	0	0	0	0	0	0	0	
Engineering	252,159	94,403	53,033	40,297	37,986	14,482	11,958	0	157,756	0	
Right-of-way	64,679	672	34,615	26,116	3,276	0	0	0	64,007	0	
Construction	2,054,459	0	0	9,900	24,685	201,772	530,792	561,055	1,328,204	726,255	
<b>Total</b>	<b>2,432,104</b>	<b>155,882</b>	<b>87,648</b>	<b>76,313</b>	<b>65,947</b>	<b>216,254</b>	<b>542,750</b>	<b>561,055</b>	<b>1,549,967</b>	<b>726,255</b>	
Federal-Aid	921,783	21,783	55,193	0	44,807	100,000	191,955	393,732	785,687	114,313	

Note: The Total Estimated Cost does not reflect availability payments to the concessionaire in a public-private partnership.  
0862



**PROJECT:** Purple Line

**DESCRIPTION:** The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities.

**PURPOSE & NEED SUMMARY STATEMENT:** The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing rail lines, increase transit capacity in congested corridors, support economic development consistent with local master plans, and reduce environmental impacts.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- Paul S. Sarbanes Transit Center -- Line 7
- Takoma/Langley Park Transit Center -- Line 35

**EXPLANATION:** The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses.

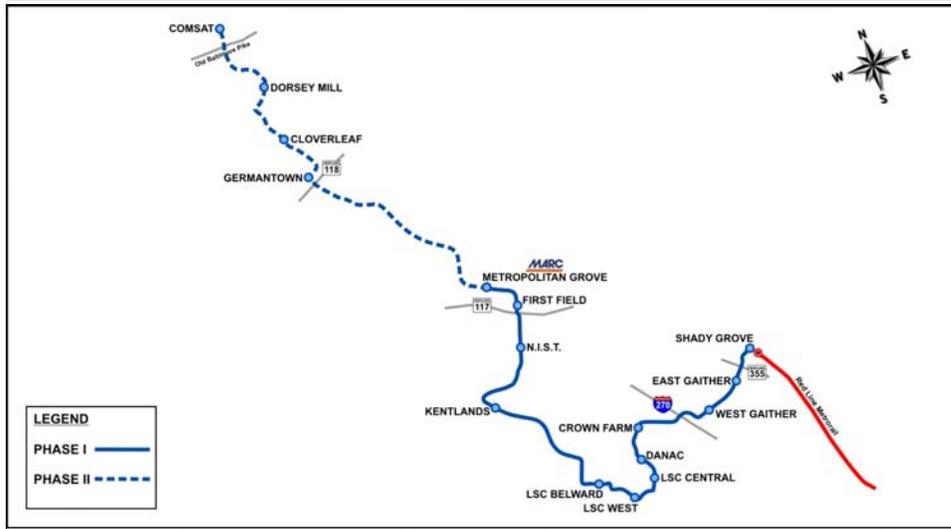
**STATUS:** Preliminary engineering underway. Solicitation process to select concessionaire to design, build, finance, operate and maintain to begin during current year.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016.....	.....2017.....		
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	128,838	82,944	45,894	0	0	0	0	0	45,894	0
Right-of-way	218,212	2,249	42,106	79,488	94,369	0	0	0	215,963	0
Construction	1,227,886	0	0	56,512	193,631	238,000	238,000	239,743	965,886	262,000
<b>Total</b>	<b>1,627,943</b>	<b>138,200</b>	<b>88,000</b>	<b>136,000</b>	<b>288,000</b>	<b>238,000</b>	<b>238,000</b>	<b>239,743</b>	<b>1,227,743</b>	<b>262,000</b>
Federal-Aid	927,432	27,432	0	15,000	100,000	100,000	100,000	100,000	415,000	485,000

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The total cost is estimated to be \$2.2B. Advancement to construction assumes \$900.0M in federal funding, \$220.0M in regional contributions. The remainder of the funds will be a combination of state and private investment through a public-private partnership to design, build, finance, operate, and maintain the entire project.

**USAGE:** Daily ridership estimated at 72,000 in 2040.

Note: The Total Estimated Cost does not reflect availability payments to the concessionaire in a public-private partnership.



**PROJECT:** Corridor Cities Transitway (CCT)

**DESCRIPTION:** The Corridor Cities Transitway (CCT) is a 16-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove and from Metropolitan Grove to COMSAT. The project includes a grade separated busway, stations, rapid transit vehicles, and a maintenance facility.

**PURPOSE & NEED SUMMARY STATEMENT:** The CCT will provide faster, more direct transportation between residential and major employment areas in the I-270 corridor. It will enhance access to Shady Grove station and employment areas, increase transit capacity in congested corridors, support economic development consistent with local master plans, and reduce environmental impacts.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- Montgomery County Local Bus Program - Line 33
- SHA-M-1 - I-270/Watkins Mill Road Extended
- SHA-F-8/M-13 - I-270 and US 15 Corridor Study (D&E)
- SHA-F-9 - MD 85 (D&E)

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

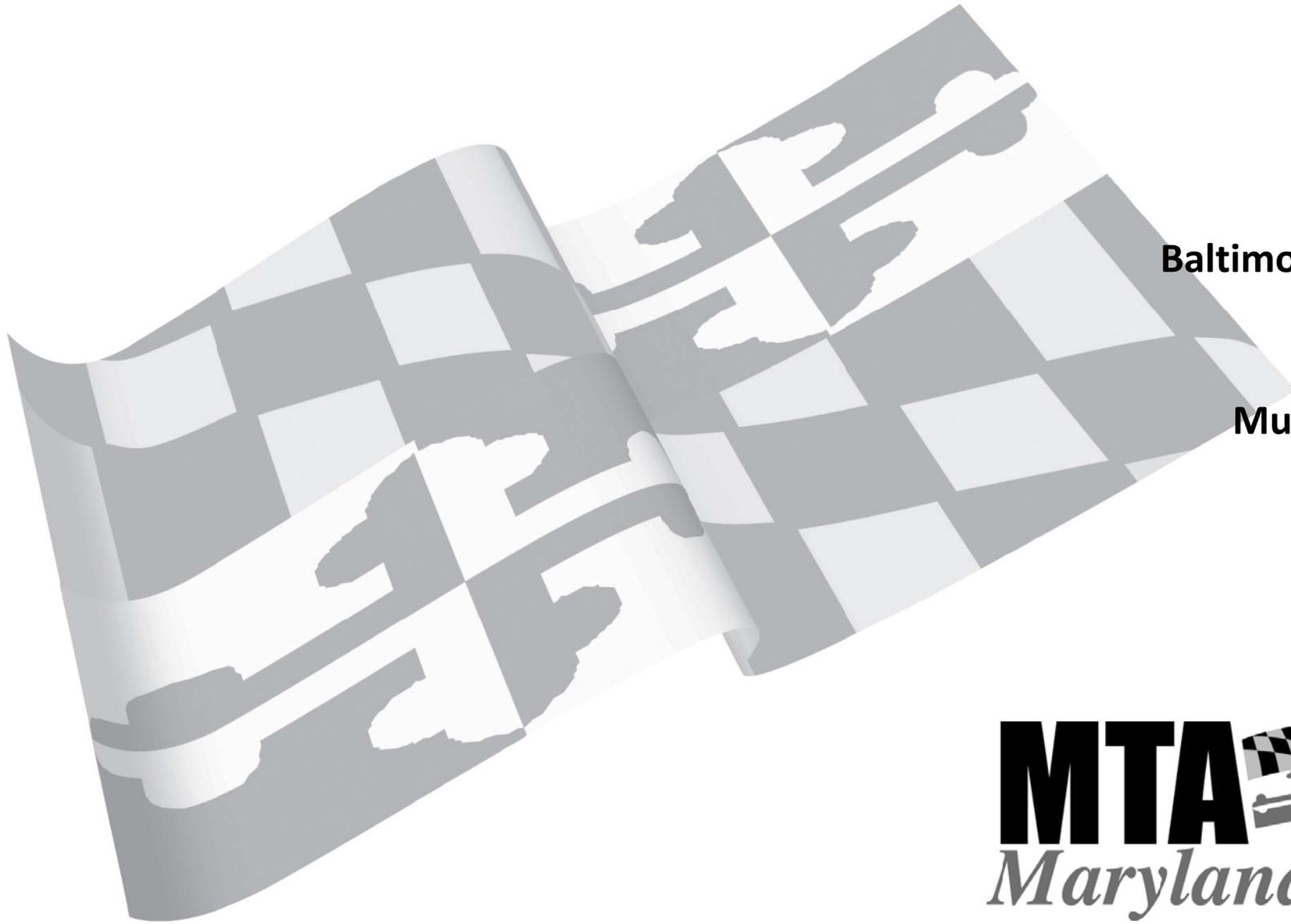
- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The CCT will serve a corridor with rapidly developing residential and employment sites, particularly in the Life Sciences Center in Rockville and Gaithersburg.

**STATUS:** Preliminary engineering for Phase 1 expected to begin during current year. Phase 2 activities include updates to natural resource inventories, station area planning, and development tracking.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Funding increased \$205.6M due to the Transportation Infrastructure Investment Act of 2013. Advancement to construction would require additional federal and/or regional funding.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	45,811	15,571	10,240	10,000	10,000	0	0	0	30,240	0	
Engineering	35,000	0	0	0	10,000	15,000	6,000	4,000	35,000	0	
Right-of-way	35,000	0	0	0	0	20,000	15,000	0	35,000	0	
Construction	125,000	0	0	0	0	0	0	0	0	125,000	
<b>Total</b>	<b>240,811</b>	<b>15,571</b>	<b>10,240</b>	<b>10,000</b>	<b>20,000</b>	<b>35,000</b>	<b>21,000</b>	<b>4,000</b>	<b>100,240</b>	<b>125,000</b>	
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	



**MARC**

**Light Rail**

**Baltimore Metro**

**Bus**

**Multi-Modal**



**MTA DEVELOPMENT & EVALUATION PROGRAM**



**PROJECT:** MARC Growth and Investment Plan

**DESCRIPTION:** The MARC Growth and Investment Plan project includes environmental and preliminary engineering for nine miles of 4th track between Odenton and Halethorpe, a crossover bridge interlocking, and a new platform and station building at BWI Rail station. Project also includes the planning and design of new stations at Bayview and West Baltimore.

**JUSTIFICATION:** MARC Train service is at capacity and expansion is needed to accommodate future growth in the MARC corridors.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

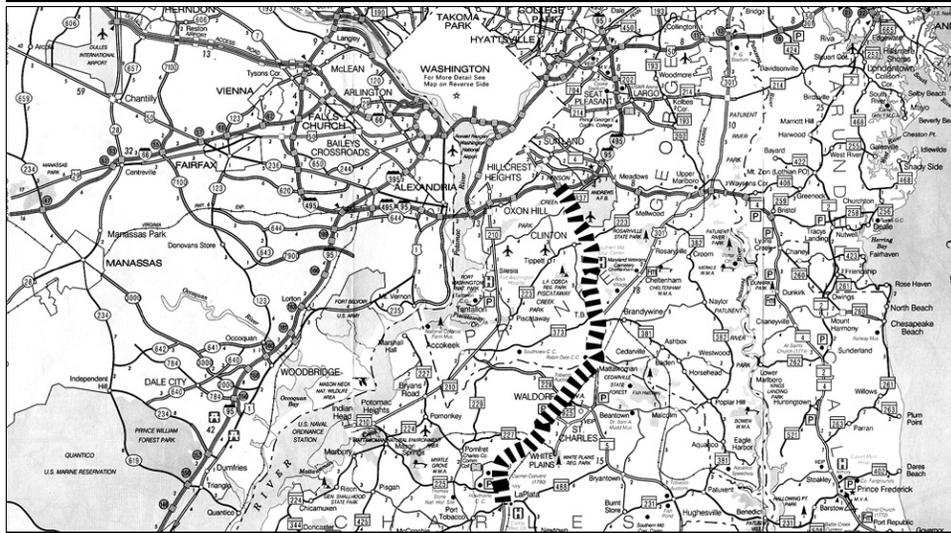
- MARC Maintenance, Layover & Storage Facilities - Line 1
- MARC Improvements on Camden, Brunswick and Penn Lines - Line 2
- MARC BWI Rail Station Upgrades & Repairs - Line 10

**STATUS:** Planning and Engineering underway for BWI improvement Projects. The MARC Growth and Investment Plan is being updated in FY 2014. Bayview and West Baltimore station planning and design ongoing in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased by \$3.6M with the addition of the Bayview and West Baltimore station projects.

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 2013			2014	2015	.....2016....	.....2017....		
Planning	6,336	5,736	600	0	0	0	0	0	600	0
Engineering	7,635	6,427	1,208	0	0	0	0	0	1,208	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>13,971</b>	<b>12,163</b>	<b>1,808</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,808</b>	<b>0</b>
Federal-Aid	10,563	9,820	743	0	0	0	0	0	743	0

1209, 1290, 1292, 8031



**PROJECT:** Southern Maryland Mass Transportation Analysis

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

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

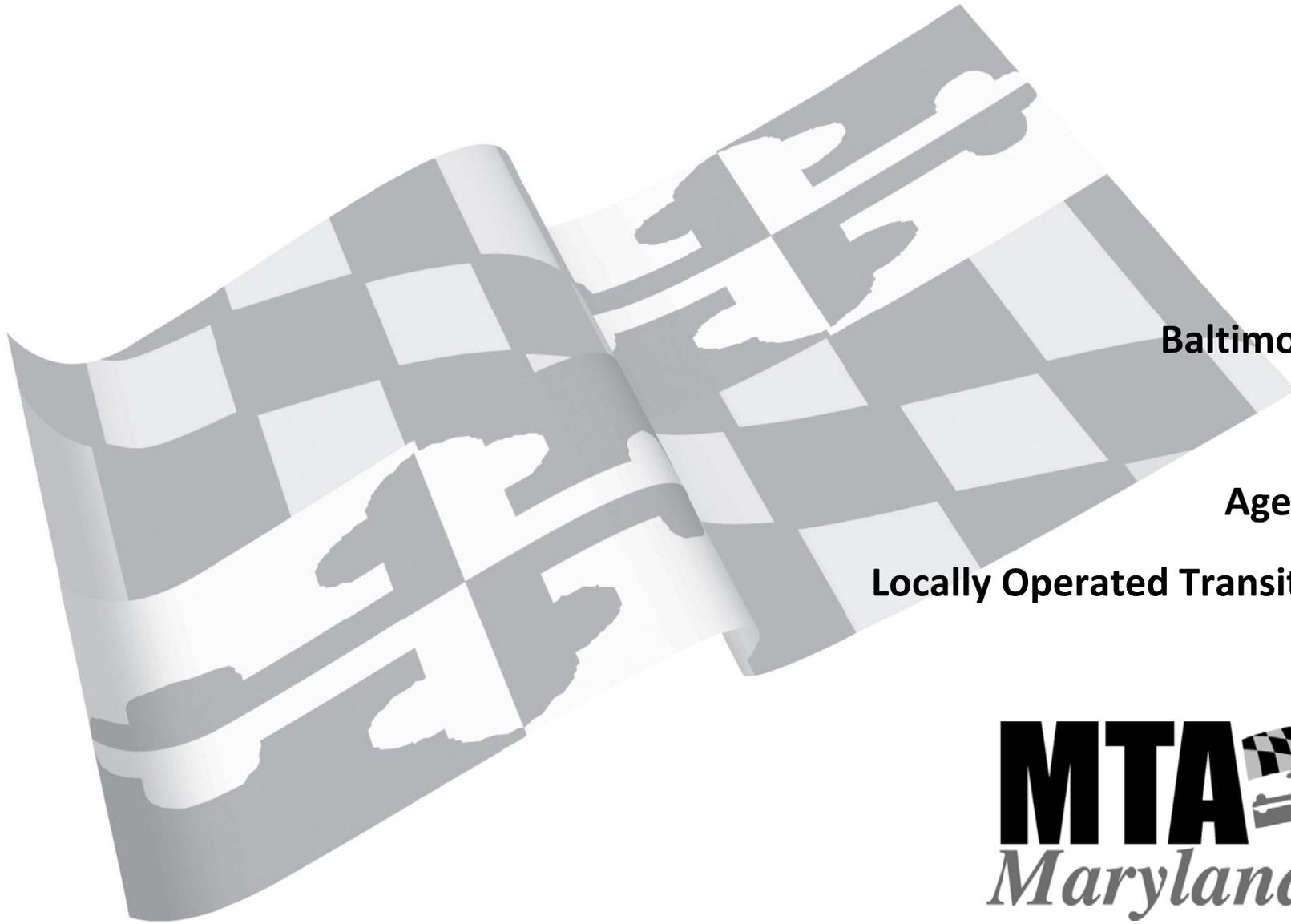
Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Planning activities to continue in FY 2014.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	6,236	1,236	1,000	3,000	1,000	0	0	0	5,000	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>6,236</b>	<b>1,236</b>	<b>1,000</b>	<b>3,000</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Project cost increased \$5.0M due to the Transportation Infrastructure Act of 2013.



**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Agency Wide**

**Locally Operated Transit Systems**



**MTA MINOR PROJECTS**

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 44**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2013 COMPLETIONS</u></b>			
1	Northern District Police Facility Relocation (1324)	9,648	Complete
2	Capital Beltway South Side Transit Study D&E (1420)	625	Complete
3	Commuter Bus Retrofits (1375)	671	Complete
4	Engineering Management System (1204)	1,825	Complete
<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2014 AND 2015</u></b>			
5	Station Signage Improvements (0843)	3,955	Underway
6	Howard Street Revitalization (1207)	5,774	Underway
7	Bethesda Metro Entrance D&E (1269)	5,000	Underway
8	Police Dispatch CAD Records Management (1393)	897	Underway
9	Transit Info Center Telephone Systems Update (1395)	1,435	Underway
10	MAXIMO (1168)	8,266	Underway
11	Safety and Infrastructure Improvements (1070)	500	Ongoing
12	Information Technology Preservation Fund (1396)	511	Ongoing
13	Agencywide Roof Replacements	3,610	Ongoing
14	Fare Collection Equipment Preservation	2,870	Ongoing
15	Wicomico Demolition and Hazmat Abatement (1392)	50	Ongoing
16	Transit Oriented Design Fund (1190)	400	Ongoing
17	Access Control (1213)	250	Ongoing
18	Communications Systems Upgrades & Support (1367)	1,418	Ongoing
19	Guaranteed Ride Home (1419)	50	Ongoing
20	Owner-Controlled Insurance Program (0832)	935	Ongoing
21	Capital Program Support Fund (1239)	2,252	Ongoing
22	Telephone Communications Systems (0493)	6,532	Ongoing
23	Parking Lot Inspection & Repaving (0177, 0470)	2,501	Ongoing
24	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	2,268	Ongoing
25	Non-Revenue Vehicles (1079)	1,627	Ongoing
26	Engineering Standards (0221)	115	Ongoing
27	Miscellaneous Planning Studies (0510)	1,470	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 44 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2014 AND 2015 (cont'd)</u></b>			
28	Rail Purchase (0660)	3,587	Ongoing
29	New IT Equipment (1103)	575	Ongoing
30	Environmental Compliance (1149)	2,764	Ongoing
31	ADA Compliance (0266)	300	Ongoing
32	Asset Management (1435)	925	FY 2014
33	Video & Security Interoperability D&E (1372)	150	FY 2014
34	Police Radios (1439)	3,850	FY 2014
35	Howard County Bus Rapid Transit System D&E (1442)	2,000	FY 2015
36	Union Payroll System Procurement (1441)	1,500	FY 2015

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 45**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>BUS SYSTEM IMPROVEMENTS -- FY 2013 COMPLETIONS</u></b>			
1	Washington Boulevard Building Improvements (1247)	5,992	Complete
2	Boiler Replacement D&E (1228)	1	Complete
3	Diesel Engine Replacements (1424)	3,164	Complete
<b><u>BUS SYSTEM IMPROVEMENTS -- FY 2014 AND 2015</u></b>			
4	Division Maintenance Facility Ventilation Improvements (1073)	381	Underway
5	Wireless LAN D&E (1210)	1,218	Underway
6	Hybrid Battery Replacement (1436)	1,003	Underway
7	Facilities Rehabilitation (0193)	1,593	Underway
8	Bus Lifts (1096)	2,258	Underway
9	Systemwide Improvements and Rehabilitation (1148)	503	Underway
10	Maintenance Support Improvement Fund (0554)	2,329	Ongoing
11	Bush Division Building #5 Improvements (0049)	700	FY 2014
12	Wash Replacement (1421)	1,360	FY 2014

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 46**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FREIGHT IMPROVEMENTS -- FY 2014 AND 2015</u></b>			
1	Freight/LTR Rail Abandonment (1100)	240	Underway
2	Capital Improvement Program (0590)	1,697	Ongoing
3	Grade Crossing Rehabilitation Fund (0212)	2,178	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 47**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LIGHT RAIL IMPROVEMENTS -- FY 2013 COMPLETIONS</u></b>			
1	North Ave Yard Improvements D&E (1140)	630	Complete
2	Substation Installations (ARRA) (0341)	4,912	Complete
3	Yard Switches Upgrade-Manual to Electric (ARRA) (8028)	4,086	Complete
<b><u>LIGHT RAIL IMPROVEMENTS -- FY 2014 AND 2015</u></b>			
4	Electrical Box Replacement (1187)	1,648	Underway
5	Howard Street Safety Improvements (0489)	1,195	Underway
6	Refurbish North Ave Carwash (1188)	1,023	Underway
7	Light Rail Vehicle Cameras D&E (1211)	244	Underway
8	PA/LED Signs Replacement (1294)	12,912	Underway
9	Railroad Worker Protection Equipment (1364)	1,562	Ongoing
10	Balance Weight Assembly (1254)	668	Ongoing
11	Rail Installation (0797)	400	Ongoing
12	Bridge Preservation (0248)	933	Ongoing
13	Facilities and Station Rehabilitation (0005, 1189, 1227)	4,520	Ongoing
14	Drainage Improvements (0856)	835	Ongoing
15	Grade Crossing Repair (1048)	2,167	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 48**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>MARC IMPROVEMENTS -- FY 2013 COMPLETIONS</u></b>			
1	Aberdeen Station Parking Expansion (1298)	563	Complete
2	Public Address System (ARRA) (8011)	8,320	Complete
<b><u>MARC IMPROVEMENTS -- FY 2014 AND 2015</u></b>			
3	Procure Riverside Maintenance Facility from CSX D&E (1177)	534	Underway
4	PA/LED Signs (0430)	8,903	Underway
5	Structural Inspection D&E (1376)	231	Ongoing
6	System Preservation Fund (0634)	1,330	Ongoing
7	Miscellaneous Facility Improvements and Rehabilitation (0199)	600	Ongoing
8	Parking Lot Improvements (1006)	469	Ongoing
<b><u>MOBILITY IMPROVEMENTS -- FY 2014 AND 2015</u></b>			
9	Traveling Trainer Program (JARC) (1427)	118	Ongoing
10	Miscellaneous Improvements Fund (1166)	2,150	Ongoing
11	Traveling Trainer Program (New Freedom) (1428)	126	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 49**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>METRO IMPROVEMENTS -- FY 2014 AND 2015</u></b>			
1	Rail Fastener and Bolt Replacement (0455)	8,087	Underway
2	Station Emergency Telephones (1288)	2,818	Underway
3	PA/LED Signs (1295)	3,174	Underway
4	Third Rail Cover Board (1425)	200	Underway
5	Tunnel Structural Repairs (0529)	1,628	Ongoing
6	Miscellaneous System Preservation Improvements (0179, 1186)	3,665	Ongoing
7	Rail Installation Program (0868)	10,832	Ongoing
8	Train Control Systems (0840)	903	Ongoing
9	Bridge & Elevated Structures Rehabilitation Fund (0239)	2,589	Ongoing
10	Owings Mills Platform Rehabilitation (1413)	2,815	FY 2015

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS</u></b>			
<b><u>ALLEGANY COUNTY FY 2013 COMPLETIONS</u></b>			
1	2 AC Units	7	Complete
2	Compact Floor Machine	2	Complete
3	Copier/Fax	10	Complete
4	Emergency Generator	23	Complete
5	Fuel Provision	70	Complete
6	Tire Changer	5	Complete
<b><u>ALLEGANY COUNTY FY 2014 AND 2015</u></b>			
7	Preventive Maintenance	181	Ongoing
8	2 Small Buses	130	FY 2014
9	4 On-Vehicle Cameras	7	FY 2014
10	4 Small Replacement Buses	660	FY 2014
11	Heavy Duty Bus Lift	30	FY 2014
12	Preventive Maintenance	321	FY 2014
<b><u>ANNAPOLIS FY 2013 COMPLETIONS</u></b>			
13	1 Support Vehicle	25	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ANNAPOLIS FY 2014 AND 2015</u></b>			
14	Preventive Maintenance	5	Ongoing
15	1 Support Vehicle	25	FY 2014
16	40 Bus Stop Shelters	200	FY 2014
17	5 Radios	4	FY 2014
18	Bike Racks	14	FY 2014
19	Bus Stop Lighting and Signs	220	FY 2014
20	Bus Wash Rehabilitation	261	FY 2014
21	Electronic Farebox System	300	FY 2014
22	Facility Cameras & Lighting	56	FY 2014
23	Facility HVAC Rehabilitation	90	FY 2014
24	Gillig Software	6	FY 2014
25	Hybrid Bus Test Equipment	15	FY 2014
26	Maintenance Shop Rehabilitation	50	FY 2014
27	Operations Control Center	50	FY 2014
28	Preventive Maintenance	180	FY 2014
29	Support Vehicle	70	FY 2014
30	Surveillance Cameras	221	FY 2014
31	Tech Assistance	20	FY 2014
32	Tire Storage Facility	152	FY 2014
33	Vehicle Farebox	1	FY 2014
<b><u>ANNE ARUNDEL COUNTY FY 2013 COMPLETIONS</u></b>			
34	See Annapolis for Projects		
<b><u>ANNE ARUNDEL COUNTY FY 2014 AND 2015</u></b>			
35	See Annapolis for Projects		
36	Ridesharing	193	Ongoing
<b><u>BALTIMORE CITY FY 2014 AND 2015</u></b>			
37	Ridesharing	80	Ongoing

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>BALTIMORE COUNTY FY 2014 AND 2015</u></b>			
38	Ridesharing	170	Ongoing
<b><u>CALVERT COUNTY FY 2013 COMPLETIONS</u></b>			
39	1 Replacement Van	50	Complete
<b><u>CALVERT COUNTY FY 2014 AND 2015</u></b>			
40	Preventive Maintenance	62	Ongoing
41	Ridesharing	9	Ongoing
42	1 Supervisory Vehicle	30	FY 2014
43	2 Small Buses	115	FY 2014
44	4 Medium Replacement Buses	633	FY 2014
45	Electronic Fareboxes	115	FY 2014
46	Electronic Fareboxes	65	FY 2014
47	In-Vehicle Camera System	50	FY 2014
48	Radio System and Radios	24	FY 2014
49	2 Electronic Fareboxes	30	FY 2015
50	2 Fleet Radios	5	FY 2015
51	2 Small Buses	118	FY 2015
52	Dispatch Software	32	FY 2015
<b><u>CAROLINE COUNTY FY 2013 COMPLETIONS</u></b>			
53	1 Medium Bus	116	Complete
54	2 Strobe Lights	1	Complete
55	4 Radios	13	Complete
56	Replacement Bus Cameras	10	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CAROLINE COUNTY FY 2014 AND 2015</u></b>			
57	1 Small Bus	61	FY 2014
58	Block Heater Outlet	11	FY 2014
59	Denton Parking Bus Shelter	9	FY 2014
60	Preventive Maintenance	97	FY 2014
61	2 Medium Replacement Buses	223	FY 2015
<b><u>CARROLL COUNTY FY 2013 COMPLETIONS</u></b>			
62	Bus Equipment Branding (ARRA)	50	Complete
63	Fuel Provision	129	Complete
<b><u>CARROLL COUNTY FY 2014 AND 2015</u></b>			
64	Preventive Maintenance	70	Ongoing
65	2 Small Expansion Buses	120	FY 2014
66	2 Small Replacement Buses	120	FY 2014
67	Preventive Maintenance	200	FY 2014
68	2 Small Expansion Buses	122	FY 2015
69	2 Small Replacement Buses	122	FY 2015
<b><u>CECIL COUNTY FY 2013 COMPLETIONS</u></b>			
70	11 Surveillance Cameras	30	Complete
71	4 Bike Racks	6	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CECIL COUNTY FY 2014 AND 2015</u></b>			
72	Preventive Maintenance	55	Ongoing
73	2 Bus Wraps	5	FY 2014
74	2 Small Buses	146	FY 2014
75	5 Fareboxes	4	FY 2014
76	5 Passenger Counters	1	FY 2014
77	Bus Shelters	68	FY 2014
78	NextBus Passenger Info System	64	FY 2014
79	North Bus Canopy Expansion	90	FY 2014
80	Preventive Maintenance	104	FY 2014
81	Route Match System	53	FY 2014
82	1 Medium Expansion Bus	226	FY 2015
83	2 Bus Wraps	16	FY 2015
84	2 Medium Replacement Buses	451	FY 2015
<b><u>CHARLES COUNTY FY 2013 COMPLETIONS</u></b>			
85	Fuel Provision	224	Complete
86	Maintenance Facility Feasibility Study	55	Complete
87	Preventive Maintenance (ARRA)	410	Complete
<b><u>CHARLES COUNTY FY 2014 AND 2015</u></b>			
88	Preventive Maintenance	8	Ongoing
89	7 Small Buses	395	FY 2014
90	Bus Stop Signs	8	FY 2014
91	County VanGo Transfer Facility	477	FY 2014
92	P&R Facility Improvements	232	FY 2014
93	Preventive Maintenance	227	FY 2014
94	Rt 301 P&R Improvements	232	FY 2014
95	Transit Facility Feasibility Study	300	FY 2014
96	2 Small Replacement Buses	105	FY 2015

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>DORCHESTER COUNTY FY 2013 COMPLETIONS</u></b>			
97	1 Medium Replacement Bus	140	Complete
98	1 Medium Replacement Bus	113	Complete
99	4 Radios	12	Complete
100	Bus Facility Camera System	135	Complete
101	Preventive Maintenance	35	Complete
<b><u>DORCHESTER COUNTY FY 2014 AND 2015</u></b>			
102	1 Minivan	25	FY 2013
103	10 AVL Units	42	FY 2013
104	Cambridge Parking Lot Upgrade	18	FY 2014
105	Maintenance Shop Expansion	526	FY 2014
106	Preventive Maintenance	60	FY 2014
107	Senior Transit Facility	116	FY 2014
108	Tire Changer/Balancer	32	FY 2014
109	Vehicle Lift	8	FY 2014
110	2 Small Buses	137	FY 2015
<b><u>FREDERICK COUNTY FY 2013 COMPLETIONS</u></b>			
111	2 Bus Engines	70	Complete
112	Fuel Provision	379	Complete
113	Parking Lot Cameras	17	Complete
<b><u>FREDERICK COUNTY FY 2014 AND 2015</u></b>			
114	Preventive Maintenance	200	Ongoing
115	Ridesharing	123	Ongoing
116	Preventive Maintenance (5307)	600	FY 2014
117	Preventive Maintenance (5311)	70	FY 2014
118	3 Small Buses	194	FY 2015

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>GARRETT COUNTY FY 2013 COMPLETIONS</u></b>			
119	1 Support Vehicle	38	Complete
120	2 Minivans	83	Complete
121	Preventive Maintenance	181	Complete
122	Shah Software	20	Complete
<b><u>GARRETT COUNTY FY 2014 AND 2015</u></b>			
123	2 Small Buses	103	FY 2014
124	Preventive Maintenance	191	FY 2014
125	1 Small Bus	50	FY 2015
<b><u>HARFORD COUNTY FY 2013 COMPLETIONS</u></b>			
126	12 Medium Expansion Buses (ARRA)	4,210	Complete
127	Fuel Provision	162	Complete
<b><u>HARFORD COUNTY FY 2014 AND 2015</u></b>			
128	Preventive Maintenance	63	Ongoing
129	Ridesharing	88	Ongoing
130	1 Medium Bus	198	FY 2014
131	Bus Shelters	130	FY 2014
132	Bus Stop Info Signs	15	FY 2014
133	Bus Wash Renovation	55	FY 2014
134	Garage Door Repair	30	FY 2014
135	Maintenance Equipment	17	FY 2014
136	Non-Revenue Vehicle	28	FY 2014
137	Preventive Maintenance	57	FY 2014
138	Training PCs, AudioVisual Training Equipment & Software	10	FY 2014
<b><u>HOWARD COUNTY FY 2013 COMPLETIONS</u></b>			
139	Bus Painting (ARRA)	61	Complete
140	Bus Stop Amenities (ARRA)	100	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>HOWARD COUNTY FY 2014 AND 2015</u></b>			
141	Preventive Maintenance	31	Ongoing
142	Ridesharing	130	Ongoing
143	3 Medium Hybrid & 1 Small Hybrid Bus	830	FY 2014
144	4 Hybrid Sedans	100	FY 2014
145	Bus IT Package	78	FY 2014
146	Bus Shelters	50	FY 2014
147	Central Maryland Operations Facility	750	FY 2014
148	Communication System	150	FY 2014
149	Preventive Maintenance	200	FY 2014
150	Voucher Card System	179	FY 2014
<b><u>KENT COUNTY</u></b>			
151	See Caroline County for Projects		
<b><u>MONTGOMERY COUNTY FY 2014 AND 2015</u></b>			
152	Ridesharing	372	Ongoing
153	5 Medium Replacement Buses	2,288	FY 2015
<b><u>OCEAN CITY FY 2013 COMPLETIONS</u></b>			
154	Bus Lifts	250	Complete
155	Bus Spare Parts	75	Complete
156	Capital Maintenance Equipment	75	Complete
157	Preventive Maintenance	500	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>OCEAN CITY FY 2014 AND 2015</u></b>			
158	3 Heavy Duty Replacement Buses	1,408	Underway
159	6 Heavy Duty Replacement Buses State of Good Repair	2,500	FY 2014
160	Bus Barn Fire Suppression	15	FY 2014
161	Bus Barn Roof Repairs	125	FY 2014
162	Park & Ride Decking	100	FY 2014
163	Passenger Shelters and Parts	30	FY 2014
164	Preventive Maintenance	600	FY 2014
165	Transit Facility & Bus Barn D&E	1,250	FY 2014
166	3 Large Replacement Buses	1,362	FY 2015
<b><u>PRINCE GEORGE'S COUNTY FY 2014 AND 2015</u></b>			
167	Ridesharing	269	Ongoing
<b><u>QUEEN ANNE'S COUNTY FY 2013 COMPLETIONS</u></b>			
168	Preventive Maintenance	35	Complete
169	Shop Tools	14	Complete
170	Tires	9	Complete
<b><u>QUEEN ANNE'S COUNTY FY 2014 AND 2015</u></b>			
171	Bus Cameras	35	FY 2014
172	Bus Wash Facility Renovation	70	FY 2014
173	Preventive Maintenance	30	FY 2014
174	Tires	10	FY 2014
<b><u>ST MARY'S COUNTY FY 2013 COMPLETIONS</u></b>			
175	2 Wheelchair Tie-downs	6	Complete
176	Bike Racks	3	Complete
177	Preventive Maintenance	35	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ST MARY'S COUNTY FY 2014 AND 2015</u></b>			
178	Bus Barn Construction	845	Underway
179	1 Small Bus	47	FY 2014
180	2 Medium Replacement Buses	233	FY 2014
181	24 Bus Cameras	45	FY 2014
182	Brake Lathe	14	FY 2014
183	New Bus Shelter-California P&R	12	FY 2014
184	Preventive Maintenance	50	FY 2014
<b><u>SOMERSET COUNTY FY 2013 COMPLETIONS</u></b>			
185	See Tri-County Council for the Lower Eastern Shore Projects		
<b><u>SOMERSET COUNTY FY 2014 AND 2015</u></b>			
186	See Tri-County Council for the Lower Eastern Shore Projects		
<b><u>TALBOT COUNTY FY 2013 COMPLETIONS</u></b>			
187	See Caroline County for Projects		
<b><u>TALBOT COUNTY FY 2014 AND 2015</u></b>			
188	See Caroline County for Projects		
<b><u>WASHINGTON COUNTY FY 2013 COMPLETIONS</u></b>			
189	Fuel Provision	126	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>WASHINGTON COUNTY FY 2014 AND 2015</u></b>			
190	Farebox Equipment	40	Underway
191	On-Board Surveillance Cameras	80	Underway
192	Preventive Maintenance	58	Ongoing
193	1 Replacement Laptop	3	FY 2014
194	1 Small Bus	51	FY 2014
195	Mobile Data Computers	35	FY 2014
196	On-Vehicle Video Surveillance	82	FY 2014
197	Passenger Shelter Installs	50	FY 2014
198	Preventive Maintenance	150	FY 2014
<b><u>WICOMICO COUNTY FY 2013 COMPLETIONS</u></b>			
199	See Tri-County Council for the Lower Eastern Shore for Projects		
<b><u>WICOMICO COUNTY FY 2014 AND 2015</u></b>			
200	See Tri-County Council for the Lower Eastern Shore for Projects		
<b><u>WORCESTER COUNTY FY 2013 COMPLETIONS</u></b>			
201	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		
<b><u>WORCESTER COUNTY FY 2014 AND 2015</u></b>			
202	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		
<b><u>CENTRAL MD REGIONAL TRANSIT FY 2014 AND 2015</u></b>			
203	Electric Bus Project	3,778	Underway
204	Preventive Maintenance	100	FY 2014

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2014 AND 2015</u></b>			
205	1 Laptop	2	Underway
206	1 Medium Replace Bus	142	Underway
207	GPS Hardware	4	Underway
208	Maintenance Facility & Site Work	7,200	Underway
209	Office Equipment	9	Underway
210	Preventive Maintenance	400	Ongoing
211	Ridesharing	109	Ongoing
212	Fuel Provision	152	FY 2013
213	Maintenance Facility Support Vehicle	40	FY 2013
214	Presentation Case	2,000	FY 2013
215	Spare Parts	20	FY 2013
216	1 Minivan	45	FY 2014
217	1 Minivan	45	FY 2014
218	Bus Security Cameras	30	FY 2014
219	Facility Construction- Phase III	1,420	FY 2014
220	ID Card Machine	4	FY 2014
221	Passenger Amenities	75	FY 2014
222	Preventive Maintenance	600	FY 2014
223	Shop Equipment	18	FY 2014
224	Trapeze Call Back Module	16	FY 2014
225	Trapeze Cert. Module	16	FY 2014
226	1 Small Bus	62	FY 2015
227	4 Small Buses	243	FY 2015

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY13 COMPLETIONS</u></b>			
228	Allegany County HRDC - Preventive Maintenance	11	Complete
229	Charles County Nursing & Rehabilitation - Preventive Maintenance	12	Complete
230	Daybreak Adult Day Services - 1 Small Bus & Preventive Maintenance	71	Complete
231	Dorchester County Commission on Aging - Preventive Maintenance	14	Complete
232	Humanim - Preventive Maintenance	8	Complete
233	Lifebridge Health - Preventive Maintenance	6	Complete
234	Shore Up - Preventive Maintenance	8	Complete
235	UCP of Central Md. - Preventive Maintenance	12	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2014 AND 2015</u></b>			
237	ARC of Montgomery County - 1 Small Bus & Preventive Maintenance	60	Ongoing
238	Associated Catholic Charities - 1 Small Bus & Preventive Maintenance	61	Ongoing
239	Bayside Community Network- 2 Small Buses & Preventive Maintenance	121	Ongoing
240	Dove Pointe - 1 Small Bus & Preventive Maintenance	61	Ongoing
241	Easter Seals Hagerstown - 1 Small Bus & Preventive Maintenance	61	Ongoing
242	Easter Seals Silver Spring - 1 Small Bus & Preventive Maintenance	60	Ongoing
243	Friends Aware - 1 Minivan & Preventive Maintenance	41	Ongoing
244	Kent Center - 1 Small Bus & Preventive Maintenance	62	Ongoing
245	Progress Unlimited - 2 Small Buses & Preventive Maintenance	120	Ongoing
246	Southern Md. TCCAC - 1 Small Bus & Preventive Maintenance	60	Ongoing
247	Spring Dell - 3 Small Buses & Preventive Maintenance	180	Ongoing
248	Washington County Community Action Council - 1 Small Bus & Preventive Maintenance	60	Ongoing
249	Washington County Human Development Corp - 2 Small Buses & Preventive Maintenance	123	Ongoing
250	Worcester County Commission on Aging - 1 Minivan & Preventive Maintenance	40	Ongoing
251	Appalachian Parent Association - 2 Small Buses	120	FY 2014
252	ARC of Northern Chesapeake Region - 2 Small Buses	120	FY 2014
253	Bay Community Support Services - 1 Small Bus	60	FY 2014
254	Center for Life Enrichment - 2 Small Buses	120	FY 2014
255	Chi Centers - 1 Small Bus	60	FY 2014
256	Prologue Inc - 2 Small Buses	120	FY 2014
257	Somerset Community Services - 2 Small Buses	120	FY 2014
258	St Mary's Adult Medical Daycare - 1 Small Bus	60	FY 2014
259	Way Station - 2 Small Buses	120	FY 2014
<b><u>EASTERN SHORE NON-PROFITS FY 2014 AND 2015</u></b>			
260	Job Access and Reverse Commute (JARC) Program	47	Ongoing
261	New Freedom Program	882	Ongoing

**LOCALLY OPERATED TRANSIT SYSTEMS**

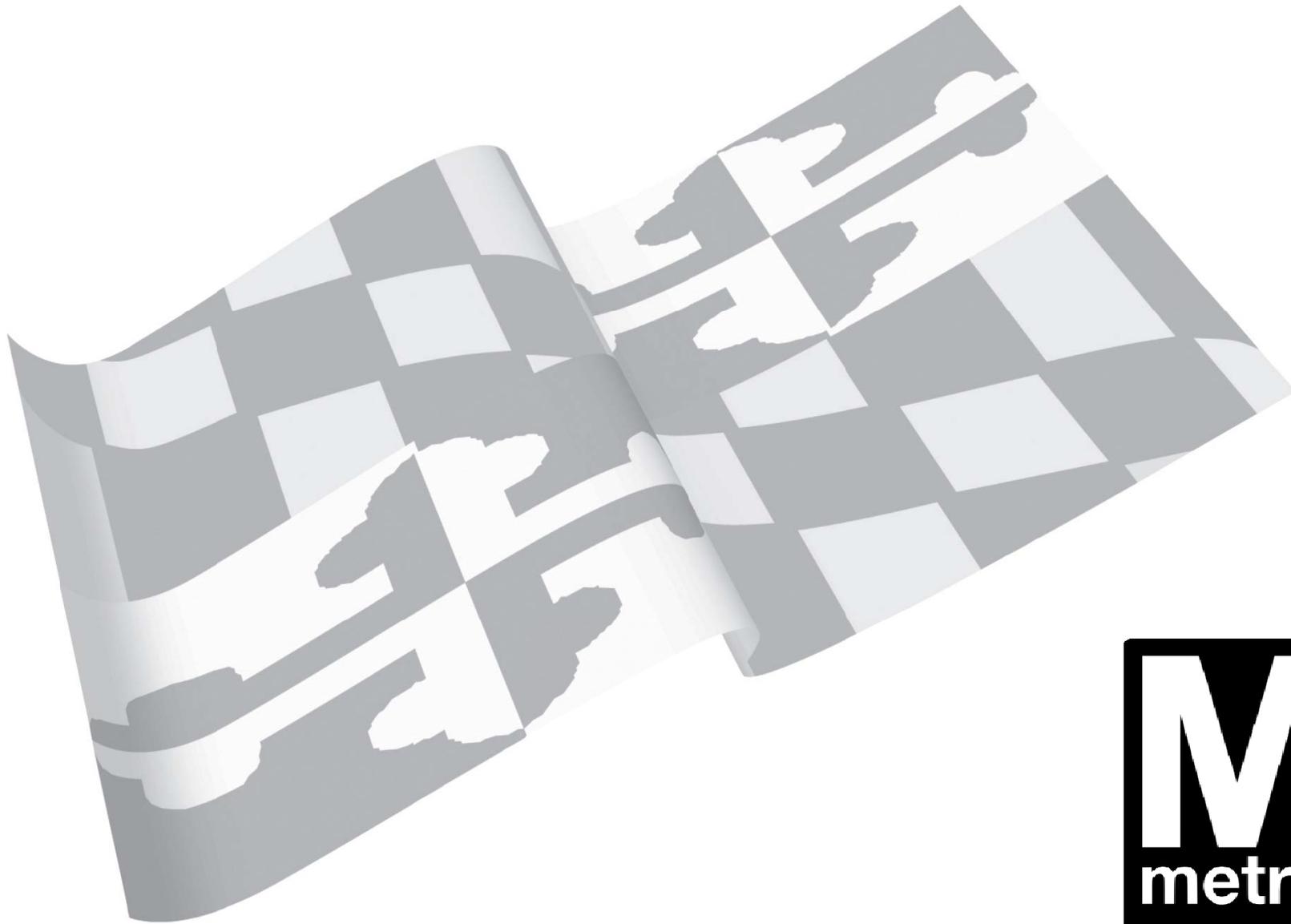
**MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>WESTERN MD NON-PROFITS FY 2014 AND 2015</u></b>			
262	Job Access and Reverse Commute (JARC) Program	34	Ongoing
263	New Freedom Program	68	Ongoing
<b><u>SOUTHERN MD NON-PROFITS FY 2014 AND 2015</u></b>			
264	Job Access and Reverse Commute (JARC) Program	100	Ongoing
265	New Freedom Program	400	Ongoing
<b><u>CENTRAL MD NON-PROFIT FY 2014 AND 2015</u></b>			
266	Job Access and Reverse Commute (JARC) Program	2,382	Ongoing
267	New Freedom Program	542	Ongoing

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 51**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
236	<p align="center"><u>LOCALLY OPERATED TRANSIT SYSTEMS</u></p> <p align="center"><u>ELDERLY/DISABLED NON-PROFITS FY 2014 AND 2015</u></p> <p>ARC of Baltimore - 2 Small Buses &amp; Preventive Maintenance</p>	121	Ongoing



**WASHINGTON METROPOLITAN AREA TRANSIT**

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

	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
<b>Major Projects</b>	243.3	242.7	246.9	255.3	254.8	255.0	1,498.0
<b>Special Funds</b>	153.1	133.1	137.3	145.7	145.2	145.4	859.9
<b>Federal Funds - WMATA *</b>	90.1	109.6	109.6	109.6	109.6	109.6	638.1

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



**PROJECT:** Metro Debt Service

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

**JUSTIFICATION:** Payments required to retire revenue bonds previously issued by the Washington Metropolitan Area Transit Authority to supplement construction costs of the Metrorail system.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
WMATA Capital Improvement Program -- Line 2

**STATUS:** The final maturity for the Metrorail construction bonds is FY 2015. Maryland's final payment to WMATA for Maryland's share of the Metrorail construction bonds will occur in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013			2014	2015	.....2016.....	.....2017.....		
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	638,709	634,509	4,200	0	0	0	0	0	4,200	0
Total	638,709	634,509	4,200	0	0	0	0	0	4,200	0
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0



**PROJECT:** WMATA Capital Improvement Program

**DESCRIPTION:** The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

**JUSTIFICATION:** WMATA's FY 2014-2019 CIP is focused on safety improvements, infrastructure rehabilitation and replacement, and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2014 - 2019 CIP also includes investment in capacity and enhancement projects necessary to meet anticipated future growth in the system. WMATA's FY 2014 - 2019 CIP includes, but is not limited to, projects to replace rail cars, rehabilitation of some of the oldest segments of the Metrorail system, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board. The projects

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Metrorail Debt Service --Line 1  
Matching Funds --Line 4

**STATUS:** The FY 2014 - 2019 CIP was adopted by the WMATA Board of Directors on April 25, 2013.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The project cost increased \$247.6 million due to the addition of FY 2019 and an adjustment to match WMATA's current funding requirement forecast.

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 2013			2014	2015	....2016....	....2017....		
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	2,297,078	1,178,721	171,243	181,134	185,417	193,775	193,290	193,498	1,118,357	0
<b>Total</b>	<b>2,297,078</b>	<b>1,178,721</b>	<b>171,243</b>	<b>181,134</b>	<b>185,417</b>	<b>193,775</b>	<b>193,290</b>	<b>193,498</b>	<b>1,118,357</b>	<b>0</b>
Federal-Aid	79,880	79,880	0	0	0	0	0	0	0	0

9004, 9005, 9006



**PROJECT:** Rail Cars/Capital Improvement Program

**DESCRIPTION:** This program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program. Another portion of this program funded Maryland's share of 48 new rail cars that were ordered in FY 2003.

**JUSTIFICATION:** WMATA's Project Development Program provides for preliminary planning and design of projects within the WMATA region. The addition of new rail cars provided significant relief to certain severe overcrowding conditions.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Project Development Program planning studies are ongoing. All of the rail cars purchased through this program are in service

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The project cost increased \$1.1 million due to the addition of FY 2019.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016.....	.....2017.....		
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	76,873	70,417	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Total	76,873	70,417	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011, 8013, 8014



**PROJECT:** Matching Funding for "Passenger Rail Investment and Improvement Act of 2008" - P.L. 110-432

**DESCRIPTION:** The Passenger Rail Investment and Improvement Act of 2008 authorizes new federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority. The federal legislation also requires matching funds from Maryland, Virginia, and the District of Columbia. This program provides Maryland's share of the match to the federal funds.

**JUSTIFICATION:** Maryland is committed to providing its annual share of the match to the federal funds as part of the dedicated funding package for WMATA.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

WMATA Capital Improvement Program -- Line 2

**STATUS:** Congress is expected to appropriate \$150.0 million in Federal Fiscal Year 2013 and Maryland will provide \$50.0 million in matching funds to WMATA. The funds will be used for capital improvements including, but not limited to, the purchase of new rail cars to replace WMATA's 1000 series vehicles.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increased \$50.0 million due to the addition of FY 2019.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	....2016....	....2017....			....2018....
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	599,992	143,583	56,310	50,000	50,000	50,000	50,000	50,000	306,310	150,099	
Total	599,992	143,583	56,310	50,000	50,000	50,000	50,000	50,000	306,310	150,099	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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

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

**JUSTIFICATION:** The funds are being used for capital projects which include the procurement of replacement buses and support equipment, rehabilitation of passenger and maintenance facilities, and upgrades to various operational and information technology systems. WMATA's ARRA projects were selected based on WMATA's agency goals and the ability to meet the requirements of the federal law.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

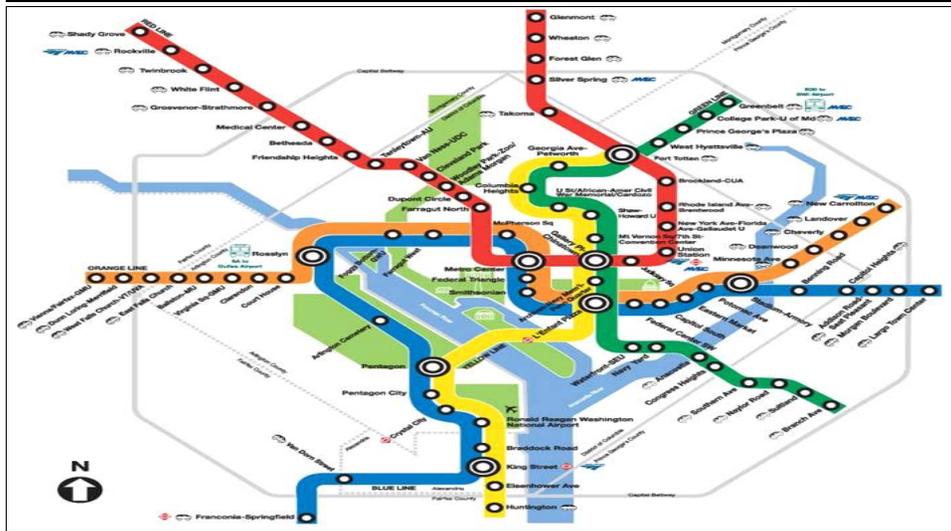
**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Project is completed.

**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 2013			2014	2015	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	72,416	72,416	0	0	0	0	0	0	0	0
Total	72,416	72,416	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.



**PROJECT:** Metro Matters Program

**DESCRIPTION:** Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland's share of the required contributions under the terms of the Metro Matters Funding Agreement.

**JUSTIFICATION:** The Metro Matters program was initiated in FY 2005 with a multi-year budget of approximately \$3.9 billion. A majority of Metro Matters project work was completed during FY 2005-2010. Repayment of long-term bonds issued by WMATA to fund the Metro Matters program will extend through FY 2034.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

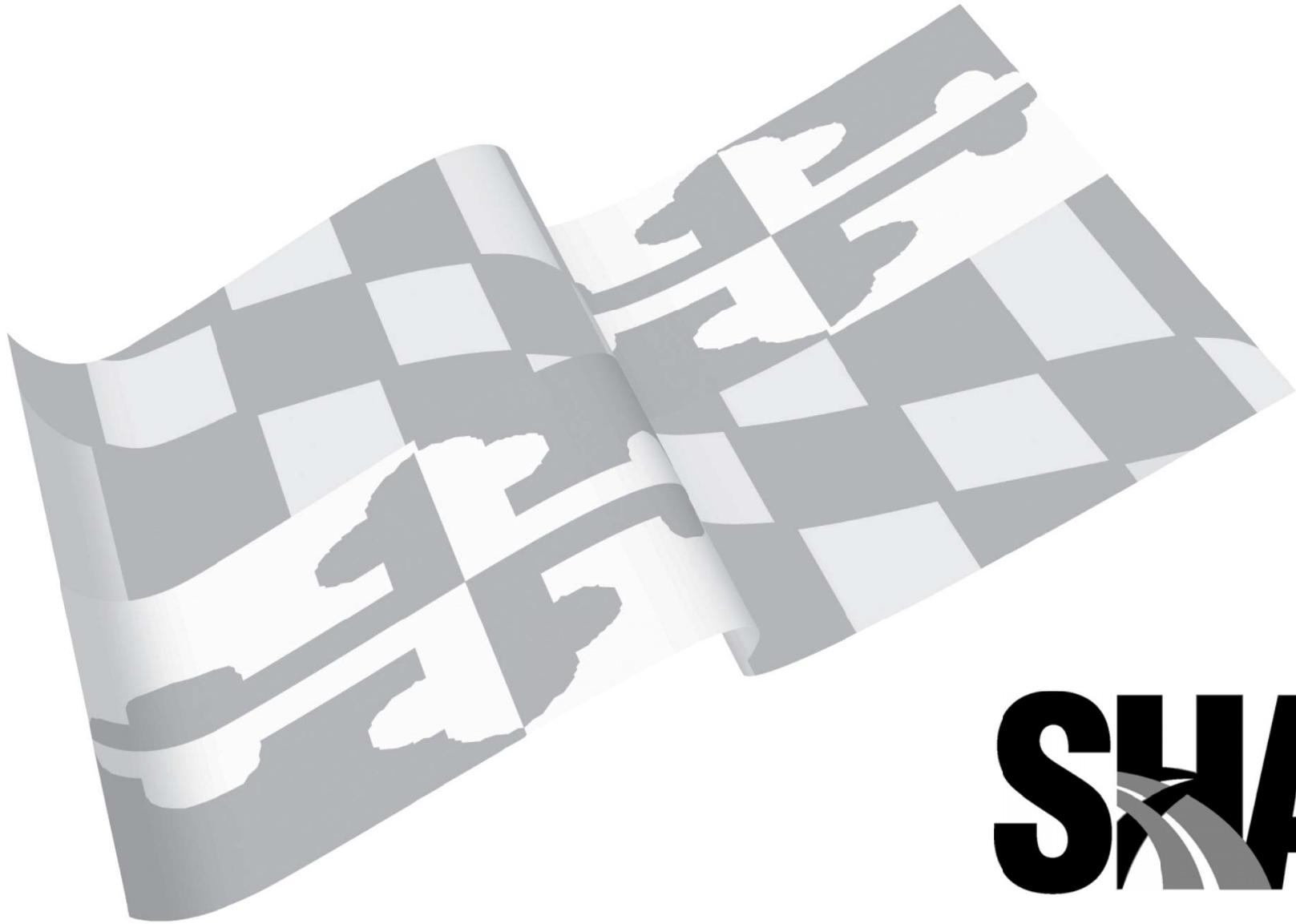
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Maryland's share of the annual contributions to the Metro Matters program is approximately \$10.5 million during the FY 2014-2019. The final maturity date of the Metro Matters Bonds is in FY 2034.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The project cost increased \$10.5 million due to the addition of FY 2019.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
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	104,520	41,808	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0	
<b>Total</b>	<b>104,520</b>	<b>41,808</b>	<b>10,452</b>	<b>10,452</b>	<b>10,452</b>	<b>10,452</b>	<b>10,452</b>	<b>10,452</b>	<b>62,712</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**SHA**



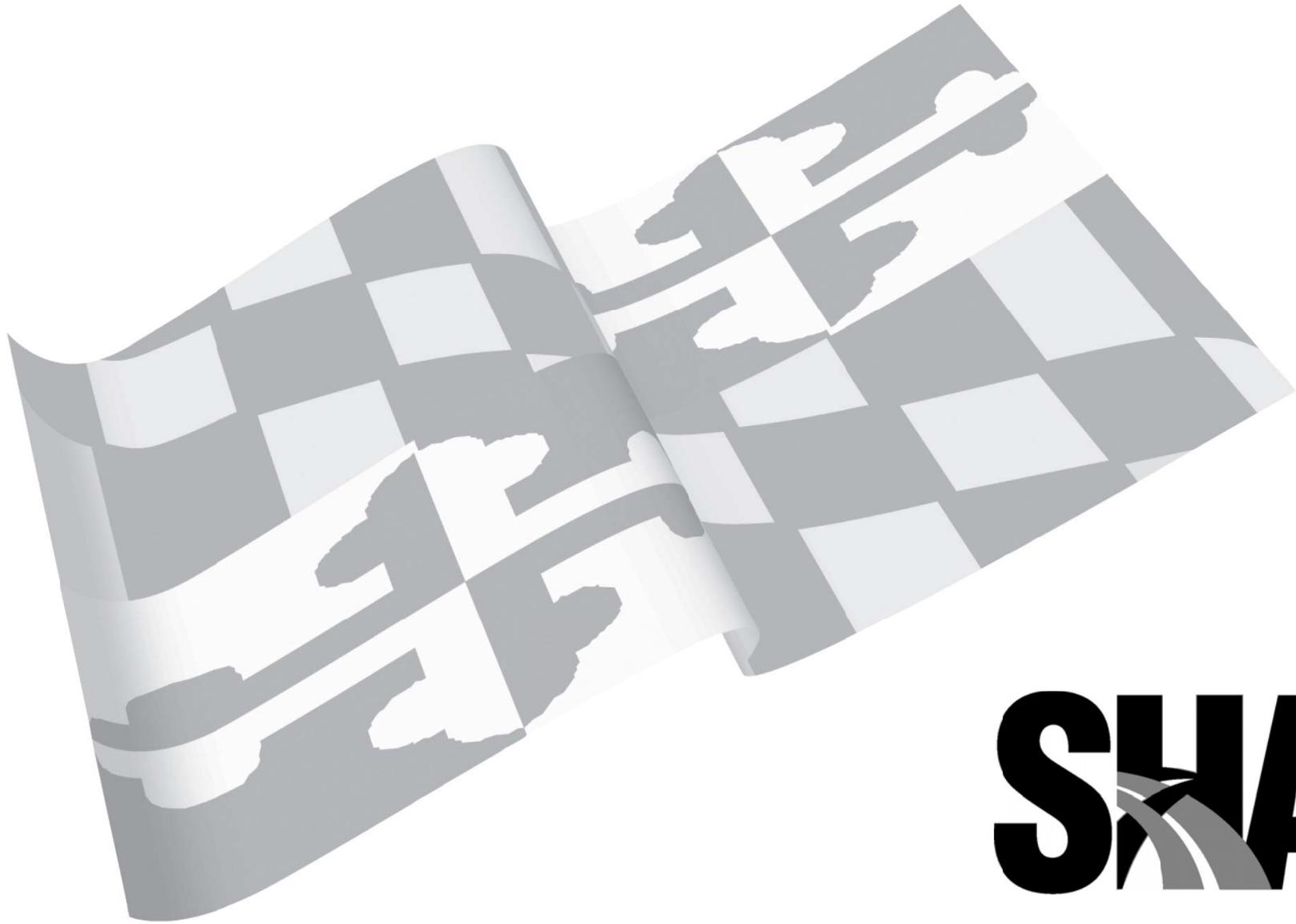
**STATE HIGHWAY ADMINISTRATION**

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

	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	164.8	251.5	333.8	317.0	230.0	118.7	1,415.8
Safety, Congestion Relief and Community Enhancements	801.9	859.6	840.6	856.3	877.9	862.9	5,099.2
Other System Preservation	40.1	38.5	39.0	39.5	41.4	41.6	240.1
Programs 3 & 8	12.7	13.6	14.9	10.6	10.7	10.7	73.2
<b><u>Development &amp; Evaluation Program</u></b>	<u>61.6</u>	<u>112.0</u>	<u>92.4</u>	<u>44.9</u>	<u>21.3</u>	<u>17.1</u>	<u>349.3</u>
<b>TOTAL</b>	1,081.1	1,275.2	1,320.7	1,268.3	1,181.3	1,051.0	7,177.6
Special Funds	618.8	781.4	888.5	947.6	939.4	820.0	4,995.7
Federal Funds	462.3	493.8	432.3	320.6	241.9	230.9	2,181.8

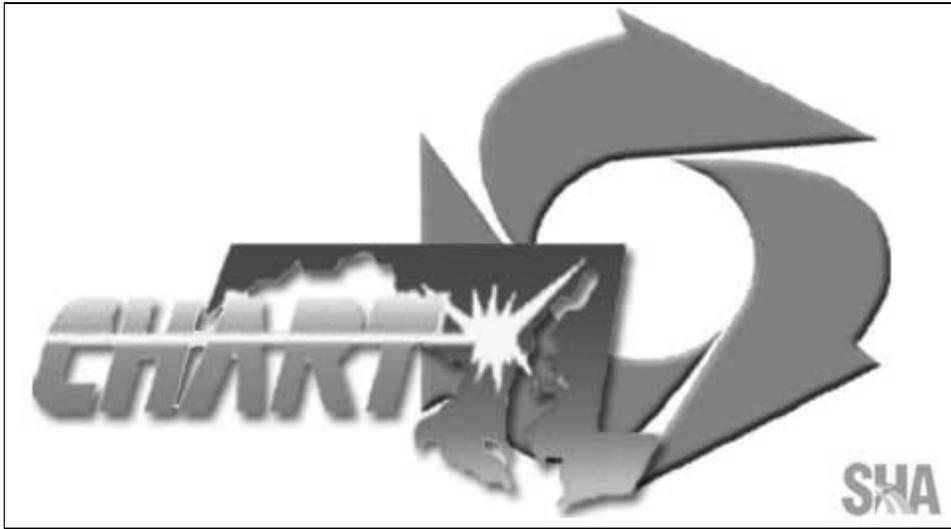
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**SHA**



**SHA STATEWIDE**



**PROJECT:** Coordinated Highway Action Response Team (CHART)

**DESCRIPTION:** Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) "511" - Traveler's Information; 4) System Integration and Communication; 5) Traffic Management.

**PURPOSE & NEED SUMMARY STATEMENT:** Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing any realistic hope of expanding capacity through building new highways, or expanding existing ones, it is imperative to operate the existing system more efficiently through the application of Intelligent Transportation System technologies and interagency teamwork.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Projects in the CHART program will aid in the reduction of travel time, reduce congestion and provide critical traffic information for the traveling public. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

**STATUS:** Engineering and Construction underway. This represents a summary of the Statewide CHART program. Individual corridor work is shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Increased funding allocation due to the Transportation Infrastructure Investment Act of 2013 and funding in FY19.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016....	.....2017....	.....2018....	.....2019....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	144,086	83,786	12,700	11,800	5,900	10,700	9,600	9,600	60,300	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	264,068	209,268	9,100	11,500	12,300	6,900	7,200	7,800	54,800	0	0
Total	408,154	293,054	21,800	23,300	18,200	17,600	16,800	17,400	115,100	0	0
Federal-Aid	390,950	287,360	19,620	20,970	16,380	15,840	15,120	15,660	103,590	0	0

SPECIAL  FEDERAL  GENERAL  OTHER

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



**PROJECT:** Community Safety and Enhancement Program

**DESCRIPTION:** This is the SHA element of the Statewide Neighborhood Conservation Program. Funds will be made available for highway transportation projects in designated revitalization areas. Areas will be designated by local jurisdictions, taking into account factors such as the age and number of abandoned and substandard structures, the extent of unemployment, and the redevelopment plans and strategies of the local jurisdiction. Project improvements include roadway reconstruction, lighting and drainage improvements, streetscaping and roadway improvements.

**PURPOSE & NEED SUMMARY STATEMENT:** Some of Maryland's older urban areas contain significant investments in physical infrastructure that are underutilized due to their inability to attract new investment. MDOT is joining with other State agencies to target resources for these areas with the goal of increasing their attractiveness to private investment.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This program targets transportation improvements in older urban areas with physical infrastructure that is in need of repair to support economic development and revitalization. Provides/promotes bike and pedestrian access to commercial centers, transit facilities, schools and other public facilities. Encourages other State Agencies to target resources for those areas with the goal of increasing their attractiveness for private investment.

**STATUS:** Engineering, Right-of-way and Construction underway. This sheet represents a summary of this program. Individual projects are shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Increased funding allocation due to the Transportation Infrastructure Investment Act of 2013 and funding in FY19.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	85,692	60,592	3,100	4,500	4,900	4,200	4,200	4,200	25,100	0
Right-of-way	18,465	14,665	450	650	750	650	650	650	3,800	0
Construction	568,376	279,476	25,050	56,050	56,650	57,450	50,350	43,350	288,900	0
Total	672,533	354,733	28,600	61,200	62,300	62,300	55,200	48,200	317,800	0
Federal-Aid	196,121	75,821	11,400	24,700	24,100	23,100	19,600	17,400	120,300	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



**PROJECT:** Sidewalk Program

**DESCRIPTION:** This program will provide matching funds for the construction of sidewalks adjacent to State highways. Fifty percent of project costs will be required from local and municipal project sponsors, except in urban revitalization areas where projects are eligible for 100 percent state funding, and in priority funding areas where projects are eligible for 75 percent state funding.

**PURPOSE & NEED SUMMARY STATEMENT:** Program will support community revitalization efforts and efforts to encourage pedestrian usage along State highways consistent with the intent of the "Access 2000" legislation.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This program supports community revitalization and other efforts to encourage pedestrian usage along State Highways. Provides/promotes safer access to transit service for both surface bus and fixed rail systems.

**STATUS:** Engineering, Right-of-way and Construction underway. Working with local jurisdictions to identify projects. This sheet represents a summary of the Program. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Increased funding allocation due to the Transportation Infrastructure Investment Act of 2013 and funding in FY19.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,547	5,947	1,400	1,400	1,200	1,200	1,200	1,200	7,600	0	0
Right-of-way	295	295	0	0	0	0	0	0	0	0	0
Construction	63,829	35,529	2,800	4,600	4,000	3,000	3,000	10,900	28,300	0	0
Total	77,671	41,771	4,200	6,000	5,200	4,200	4,200	12,100	35,900	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



**PROJECT:** Sound Barrier Program

**DESCRIPTION:** Funding to implement retrofit sound barrier projects that meet eligibility criteria.

**PURPOSE & NEED SUMMARY STATEMENT:** Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This program provides mitigation of highway noise to those communities that qualify for noise abatement. Improves quality of life for eligible communities adjacent to access controlled facilities.

**STATUS:** Engineering, Right-of-way and Construction underway. This consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Increased funding allocation due to the Transportation Infrastructure Investment Act of 2013 and funding in FY19.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	45,284	37,704	2,380	1,750	900	850	850	850	7,580	0
Right-of-way	500	365	75	60	0	0	0	0	135	0
Construction	322,499	285,514	4,245	6,490	13,300	7,050	1,650	4,250	36,985	0
Total	368,283	323,583	6,700	8,300	14,200	7,900	2,500	5,100	44,700	0
Federal-Aid	245,498	220,998	4,100	4,700	8,100	4,100	1,100	2,400	24,500	0

**CLASSIFICATION:**

STATE - N/A

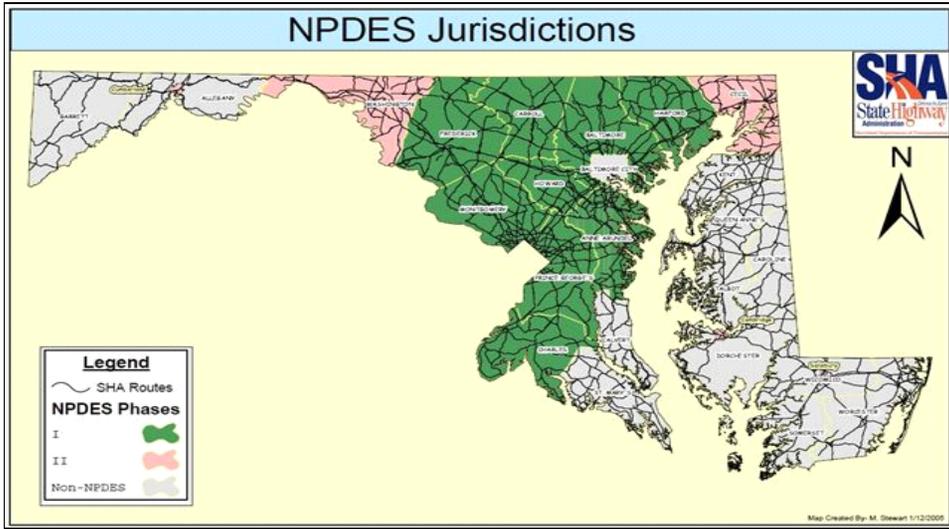
FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



**PROJECT:** Total Maximum Daily Load (TMDL)

**DESCRIPTION:** Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland Phase I and Phase II Counties in order to meet the US Environmental Protection Agency's (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements by the year 2025. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland commitment in its Watershed Implementation Phase I Plan (WIP I).

**PURPOSE & NEED SUMMARY STATEMENT:** SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollution Elimination Discharge System (NPDES) Phase I and Phase II Municipal Separate and Storm Sewer System Permit (MS4) permits. This programmatic effort is needed for compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Implement strategies through the year 2025 that will primarily reduce nitrogen, phosphorus and sediment loads in waters that drain to the Chesapeake Bay from SHA-owned roads and coverage areas. Implementation Strategies to include: Structural and Non-Structural Best Management Practices; Environmentally Sensitive Designs; Stream and Wetland Restoration; and Afforestation.

**STATUS:** Engineering underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Increased funding allocation due to the Transportation Infrastructure Investment Act of 2013 and funding in FY19.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	42,400	9,900	5,300	7,200	6,500	4,500	4,500	4,500	32,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	539,000	26,400	29,400	73,000	85,300	102,300	118,800	103,800	512,600	0
Total	581,400	36,300	34,700	80,200	91,800	106,800	123,300	108,300	545,100	0
Federal-Aid	43,094	23,494	4,000	4,000	4,000	4,000	3,600	0	19,600	0

**CLASSIFICATION:**

STATE - N/A

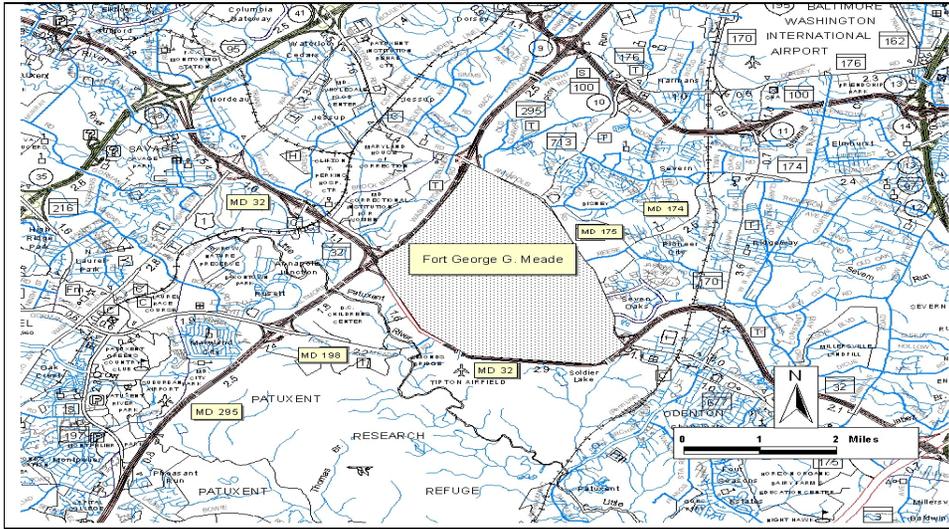
FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



**PROJECT:** BRAC Intersections near Fort Meade

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** 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  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 175, MD 713 to Disney Road (Anne Arundel Line 1)
- MD 175, at Maples/Reece Roads (Anne Arundel Line 2)
- MD 175, MD 295 to MD 170 (Anne Arundel County Line 8)
- MD 198, MD 295 to MD 32 (Anne Arundel County Line 9)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service  Safety & Security
- System Preservation & Performance  Environmental Stewardship
- Connectivity for Daily Life

**EXPLANATION:** Improvements to key intersections in the vicinity of Fort Meade are vital in support of the congressionally authorized BRAC initiative. These improvements will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost decrease of \$9.0 million is due to removing of the cost for the Fort Meade gate improvements.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL PROJECT CASH FLOW					FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	2016	2017	2018	2019			
Planning	252	252	0	0	0	0	0	0	0	0	0
Engineering	9,390	6,990	2,400	0	0	0	0	0	0	2,400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,726	0	0	0	0	4,726	0	0	0	4,726	0
Total	14,368	7,242	2,400	0	0	4,726	0	0	0	7,126	0
Federal-Aid	8,079	953	2,400	0	0	4,726	0	0	0	7,126	0

**CLASSIFICATION:**

STATE - N/A

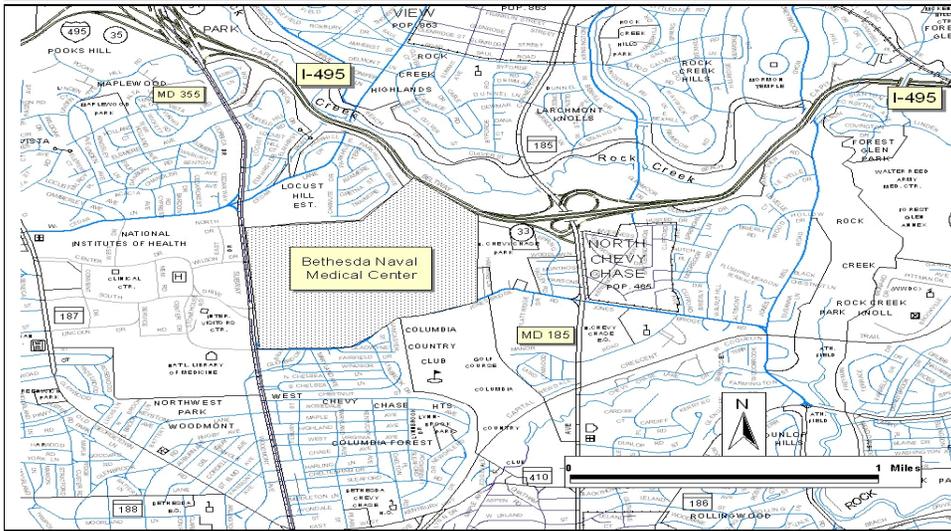
FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



**PROJECT:** BRAC Intersections near Bethesda Naval Center

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycle and pedestrian facilities will be provided where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to Bethesda Naval Center is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersections improvements will improve safety, capacity and operations in the near-term.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge Road - Phase 1&2(Montgomery County Line 6)
- MD 185, at Jones Bridge (Phase 3) (Montgomery County Line 7)
- MD 187, at West Cedar Lane (Montgomery County Line 8)
- MD 320, at Sligo Creek (Montgomery County Line 10)
- MD 355, at Jones Bridge (Montgomery County Line 11)
- MD 355, at West Cedar Lane (Montgomery County Line 12)

**STATUS:** Engineering underway. Office of Economic Adjustments has contributed \$38.2 million towards the BRAC improvements. Awaiting final approval of the remaining \$10.7 million.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved funds to the Montgomery County Construction Program for MD 185 at Jones Bridge (Phase 3 - Line 7), MD 187 at West Cedar Lane (Line 8), MD 355 at West Cedar Lane (Phases 1&2 - Line 12) and MD 320 at Sligo Creek (Line 10).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,812	10,362	450	0	0	0	0	0	450	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,580	0	0	0	3,695	4,885	0	0	8,580	0
Total	19,392	10,362	450	0	3,695	4,885	0	0	9,030	0
Federal-Aid	10,711	1,681	450	0	3,695	4,885	0	0	9,030	0

**CLASSIFICATION:**

STATE - N/A

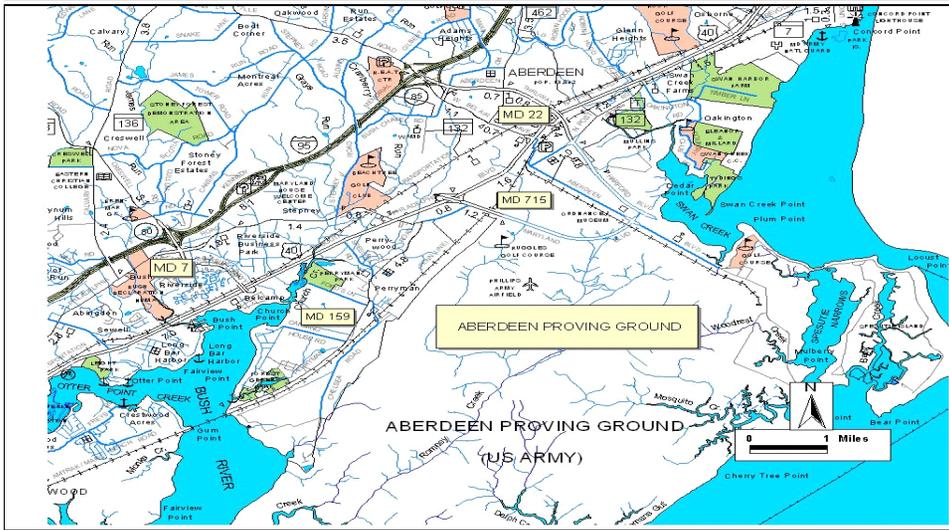
FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



**PROJECT:** BRAC Intersections near Aberdeen Proving Grounds

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.

**JUSTIFICATION:** Improved access to Aberdeen Proving Grounds is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 22, at Old Post Road (Harford County Line 2)
- MD 22, at Beards Hill Road (Harford County Line 3)
- MD 22, at MD 462 (Harford County Line 4)
- US 40, Interchange at MD 715 (Harford County Line 6)
- US 40, at MD 7/MD 159 (Phase 1 - Harford County Line 7)
- US 40, at MD 7/MD 159 (Phase 8 - Harford County Line 8)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved funds to the Harford County Construction Program for MD 22 at Beards Hill Road ( Line 3), MD 22 at MD 462 (Line 4) and US 40 at MD 7/MD 159 (Phase 2 - Line 8).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,041	6,571	470	0	0	0	0	0	470	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>7,041</b>	<b>6,571</b>	<b>470</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>470</b>	<b>0</b>
Federal-Aid	2,628	2,158	470	0	0	0	0	0	470	0

**CLASSIFICATION:**

STATE - N/A

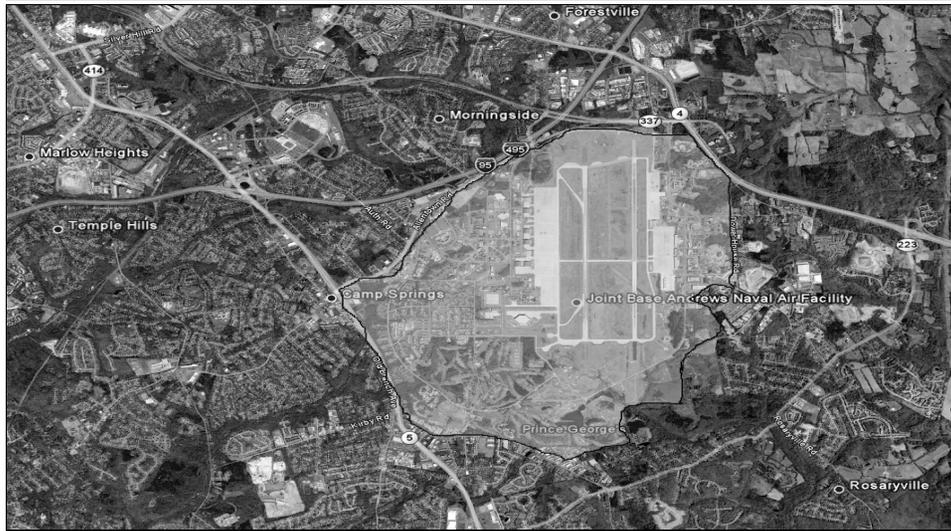
FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



**PROJECT:** BRAC Intersections near Andrews Air Force Base

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Andrews Air Force Base. Bicycle and pedestrian facilities will be provided where appropriate.

**JUSTIFICATION:** Improved access to Andrews Air Force Base 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  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-95/495, Branch Ave. Metro Access (Prince George's Line 3)
- MD 4, at Suitland Parkway (Prince George's Line 6)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Prince George's Line 10)
- MD 4, MD 223 to I-95 (Prince George's Line 13)
- MD 5, US 301 to I-95 (Prince George's Line 14)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,490	1,255	500	500	2,118	2,117	0	0	0	5,235
Right-of-way	907	0	570	337	0	0	0	0	0	907
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,397	1,255	1,070	837	2,118	2,117	0	0	0	6,142
Federal-Aid	7,184	1,241	945	763	2,118	2,117	0	0	0	5,943

**CLASSIFICATION:**

STATE - N/A

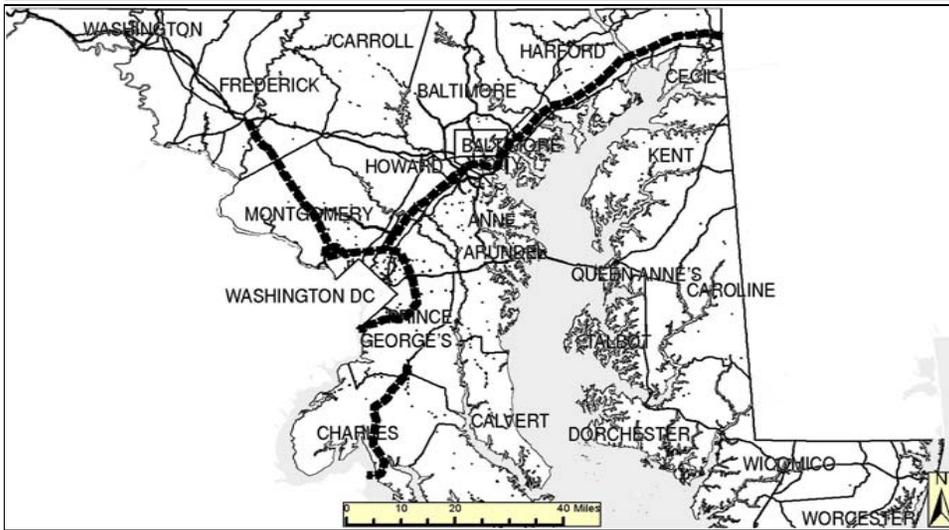
FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - N/A

PROJECTED (2030) - N/A



**PROJECT:** Operational Improvement Studies

**DESCRIPTION:** Develop traffic management strategies to improve operations on the Capital Beltway, I-95, I-270 and US 301.

**JUSTIFICATION:** A comprehensive set of relatively low cost strategies is needed to address recurring and non-recurring congestion that occurs along these corridors.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	5,000	100	510	2,780	1,610	0	0	0	0	4,900	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,000	100	510	2,780	1,610	0	0	0	0	4,900	0
Federal-Aid	3,490	70	347	1,946	1,127	0	0	0	0	3,420	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - N/A

PROJECTED (2030) - N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Year 2013 Completions</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1		Install and upgrade traffic barrier in District 6; guardrail	1,338	Completed
		<b><u>Safety/Spot Improvement</u></b>		
2		At various locations in District 5; sidewalks	2,801	Completed
		<b><u>Enhancements</u></b>		
		<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>		
3		Native Plant establishment and Integrated Roadside vegetation Management in District 3 and 5; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	Completed
4		Native Plant establishment and Integrated Roadside vegetation Management in District 1 and 2; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	Completed
5		Seeding and plug installation at various locations in District 4,6 and 7; meadow enhancement by removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	Completed
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
6		Various locations in Districts 3 and 5; pavement marking	3,196	FY 2014
7		Various locations in Districts 1 and 2; pavement marking	2,885	FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
8		Various locations; guardrails	2,355	FY 2014
9		Various locations in Montgomery and Prince George's Counties; resurface	2,410	FY 2014
10		At various locations in District 5; widen and resurface	4,176	FY 2014
11		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	493	FY 2014
12		Various locations in Districts 4 and 7; pavement marking	2,450	FY 2014
13		Various locations in District 2; slurry seal	1,186	FY 2014
14		Various Locations in Carroll, Frederick and Howard Counties; joint sealing	997	FY 2014
15		Various locations in Carroll, Frederick and Howard Counties; patching	1,712	FY 2014
16		Various locations in District 3 and 5; thermoplastic thinline striping	1,207	FY 2014
17		Various locations in District 4 and District 7; pavement marking	975	Under construction
18		Various locations in Gaithersburg Shop area of Montgomery County; mill/grind, patch and resurface pavements	5,195	Under construction
19		Various locations in District 2; guardrail	383	FY 2014
20		Various locations in Fairland Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,396	FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
21		Various locations in District 1 and 2; thermoplastic thinline striping	1,363	FY 2014
22		Various locations in District 7; guardrail	1,413	FY 2014
23		Various locations in Cecil, Kent, Queen Anne's and Caroline Counties; sidewalks	737	FY 2014
24		Various locations in Baltimore and Harford Counties; joint sealing	1,020	FY 2014
25		Various locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties; traffic barrier upgrades	853	FY 2014
26		Various locations in District 4; slurry seal	892	Under construction
27		Various locations in Baltimore or Harford Counties; patching	3,276	Under construction
28		Traffic barrier upgrades at various locations in District 7; guardrail	1,556	Under construction
29		Various locations in District 5 and Prince George's County; drainage	2,820	Under construction
30		Concrete pavement repairs at various locations in District 5	724	Under construction
31		Install/upgrade Traffic barrier at various locations in District 6	725	FY 2014
32		Traffic barrier upgrades at various locations in District 3	1,143	Under construction
33		Various Locations in District 5; slurry seal	1,932	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
34		10 existing bridges on US 13, MD 353, MD 12 and US 113; clean and paint bridges	1,516	FY 2014
35		Fixed bridges, Culverts, Noise Walls and Retaining Walls in Alleghany, Garrett and Washington Counties	1,717	FY 2014
36		11 existing bridges on MD 75, MD 77, MD 91, MD 144 and I 70	1,486	Under construction
37		6 existing bridges on MD 80 to I 270; clean and paint bridges	1,977	FY 2014
<b><u>Safety/Spot Improvement</u></b>				
38		At various locations in District 2; raised pavement markings	357	FY 2014
39		Various locations statewide; drainage improvement	2,860	FY 2014
40		Various locations in District 2; rumble strips	232	FY 2014
41		ADA Compliance Program in District 1	4,135	FY 2014
42		Various locations in Baltimore and Harford Counties; safety	4,233	FY 2014
43		Various Stormwater Sites; drainage improvements	3,432	FY 2014
44		At various locations in District 3; sidewalks	3,744	Under construction
45		Various locations statewide; drainage	1,457	Under construction
46		Various locations in Allegany and Garrett Counties; geometric improvements	2,133	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
47		Various locations in District 4; pavement markings	517	Under construction
48		Repairs on Stormwater Facilities in various locations; drainage improvement	622	Under construction
49		Install/upgrade Traffic barriers in District 6	588	Under construction
50		Sign Reflectivity Management Statewide; signing	8,000	Under construction
51		Friction Improvements in District 3 - Phase 3; joint sealing	3,029	Under construction
52		Stormwater Management facilities at various locations Statewide; drainage improvement	2,717	Under construction
53	MD 228	Berry Road; MD 210 to Marsh Hawk Drive; guardrail	1,200	Under construction
<b><u>Noise Barriers</u></b>				
54		Various locations; noise abatements	1,144	FY 2014
55	I 495	Capital Beltway; noisewalls 15110 and 15113; drainage improvements	445	FY 2014
<b><u>Traffic Management</u></b>				
56		Various locations in District 3; signing	3,432	FY 2014
57		Various locations in District 6 and 7; lighting	2,288	FY 2014
58		Various locations in District 4; signalization	3,432	FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Traffic Management (cont'd)</u></b>				
59		Various locations in District 1 and 2; lighting	2,288	FY 2014
60		Various Locations in District 5; signalization	3,432	FY 2014
61		Various locations in District 4; signing	3,432	FY 2014
62		Automatic Traffic Recorders Statewide; miscellaneous	2,231	FY 2014
63		Modify/reconstruct with in Districts 3, 4, 5; signalization	9,152	FY 2014
64		Traffic signs and APS in District 3; signalization	7,153	FY 2014
65		Sign Structure replacement in District 7	4,987	FY 2014
66		Sign Structure replacement in District 4	4,987	FY 2014
67		Sign Structure replacement in District 3	5,003	FY 2014
68		Various locations in District 3, 4 and 5; signalization	5,671	FY 2014
69		Various Locations in Districts 6 and 7; signalization	3,168	Under construction
70		At various locations in District 5; signing	2,295	FY 2014
71		Various locations in District 5; signalization	5,935	Under construction
72		Various locations; signalization	3,262	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Traffic Management (cont'd)</u></b>				
73		Various locations in District 1 and District 2; signing	1,101	Under construction
74		Various locations in District 7; signing	2,383	Under construction
75		Various locations in District 4; signalization	3,088	Under construction
76		Various locations in District 4; sign structures	2,584	Under construction
77		Various locations in District 3; sign structures	2,595	Under construction
78		Various locations in District 3; signing	3,256	Under construction
79		Various locations in District 1 and District 2; signalization	1,279	FY 2014
80		Various locations in District 6 and District 7; signalization	2,338	Under construction
81		Various locations in District 3; signalization	6,029	Under construction
82		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	Under construction
83		Install and modify Traffic Control devices in District 4; signalization	6,022	Under construction
84		UPS/LED Signal installation/reconstruct in Districts in 3, 4, and 5	5,360	Under construction
85		Various Locations in District 1 and 2; signalization	1,064	Under construction
86		Various Locations in District 4; lighting	1,783	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
87		Various Locations in District 1 and 2; signing	1,287	Under construction
88		Various Locations in District3; signalization	2,146	Under construction
89		Various Locations in District 3; signing	2,810	Under construction
90		Various Locations in District 5; signalization	2,104	Under construction
91		Various Locations in District 6 and 7; lighting	930	Under construction
92		Various Locations in District 4; signing	2,999	Under construction
93		Various Locations in District 5; lighting	1,674	Under construction
94		Various Locations in District 3; lighting	1,984	Under construction
95		Various Locations in District 6 and 7; signing	2,170	Under construction
96		Various Locations in District 1 and 2; lighting	1,300	Under construction
97		Various Locations in District 4; signalization	2,048	Under construction
98		Various Locations in District 6 and 7; signalization	1,074	Under construction
99		Sign Lighting System (Lumitrak) (ARRA PROJECT)	2,541	Under construction
100		Interstate Highway Lighting - Phase 1 (ARRA PROJECT)	7,999	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Traffic Management (cont'd)</u></b>				
101		Traffic Detection at Signalized Intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	Under construction
102		UPS/LED - Phase 1 District 1, 2, 4 and 5 (ARRA PROJECT)	5,474	Under construction
<b><u>C.H.A.R.T. Projects</u></b>				
103		Road Weather Information Systems Upgrade	500	Under construction
104		CHART Closed Circuit Television deployment - Phase 4	799	Under construction
105		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	Under construction
106		Back-up Power for CHART Cameras	1,818	Under construction
107		10 CCTV Cameras Project	700	Under construction
108		Various Dynamic Message Signs Deployment (ARRA PROJECT)	3,540	Under construction
<b><u>Environmental Preservation</u></b>				
109		Various locations in District 3 and 5; landscape	446	FY 2014
110		Various locations in District 1 and 2; landscape	200	FY 2014
111		Various locations in District 4 and 7; landscape	468	FY 2014
112		Various locations in District 1 and 2; landscape	162	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Environmental Preservation (cont'd)</u></b>				
113		Various locations in District 3 and 5; landscape	479	Under construction
114		Various interchanges on US 50 and US 13; landscaping	1,087	Under construction
115		Various interchanges on I 83, I 695 and I 95; landscaping	1,527	Under construction
116		Various Interchanges on US 50 and MD 100	1,220	Under construction
117		Various interchanges on I 70, I 68 and MD 200; landscaping	847	Under construction
118		Various interchanges on I 70, I 95 ,US 29 and MD 100 ; landscaping	1,663	Under construction
119		Landscaping at various locations in District 3 and District 5; landscaping	204	Under construction
120		Landscaping at various locations in District 4 and District 7; landscaping	220	Under construction
121		Landscaping at various locations in District 1 and District 2; landscaping	114	Under construction
122		Seeding and plug installation at various locations in District 4,6 and 7; meadow enhancement by removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement Program)	83	Under construction
123		Native Plant establishment and Integrated Roadside vegetation Management in District 1 and 2; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement)	148	Under construction
124		Native Plant establishment and Integrated Roadside vegetation Management in District 3 and 5; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement)	59	Underway

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Environmental Preservation (cont'd)</u></b>				
125	US 50	MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	449	FY 2014
126	I 68	Integrated roadside vegetation management - Allegany/Washington County line to Allegany/Garrett County line; landscaping	959	FY 2014
127	I 95	Vegetation Management at various interchanges between MD 100 to I 495; landscaping	3,011	Under construction
128	US 301	Blue Star Memorial Highway; US 50 split to Delaware State Line; landscape	222	Under construction
<b><u>Sidewalks</u></b>				
129		At Various locations in District 5; sidewalks	2,006	FY 2014
130		Various locations in District 3; sidewalks	2,613	FY 2014
131	MD 30 BUS	Main Street; near West Street; drainage improvement	369	FY 2014
132		Various locations in Caroline, Cecil, Kent, Talbot and Queen Anne's County; sidewalk	1,755	FY 2014
<b><u>Truck Weight</u></b>				
133		Virtual Weigh Station - Overheight detection	1,200	FY 2014
<b><u>TMDL Compliance</u></b>				
134		Tree planting at various locations in District 6; landscape (Transportation Infrastructure Investment Act of 2013)	1,144	FY 2015

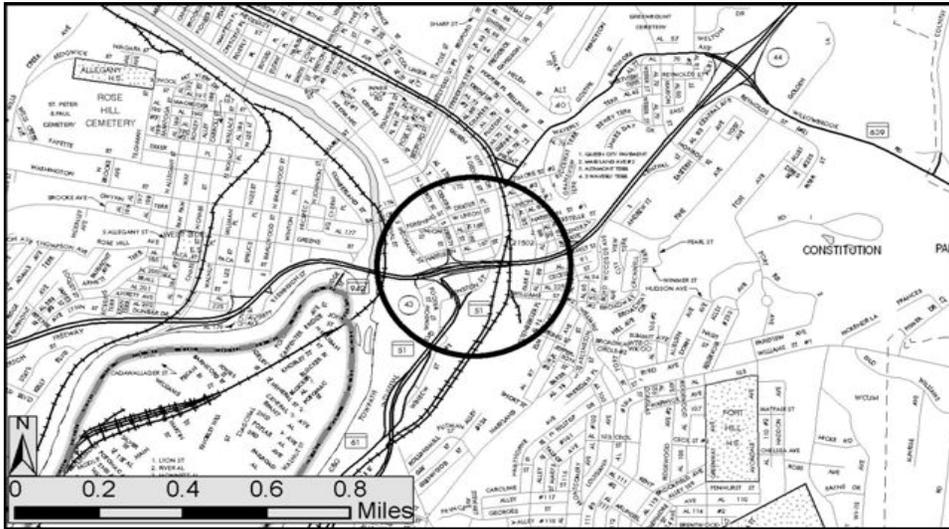
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>TMDL Compliance (cont'd)</u></b>				
135		Tree planting at various locations in District 3 and 5; landscape (Transportation Infrastructure Investment Act of 2013)	2,288	FY 2014
136		Tree planting at various locations in Harford County; landscape (Transportation Infrastructure Investment Act of 2013)	1,144	FY 2014
137		Tree Planting at various locations in District 7; landscape (Transportation Infrastructure Investment Act of 2013)	1,716	FY 2014
138		At various locations in District 5; drainage improvement (Transportation Infrastructure Investment Act of 2013)	4,000	FY 2015
139		At various locations in District 4; drainage improvement (Transportation Infrastructure Investment Act of 2013)	4,500	FY 2015
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Archaeological Planning &amp; Research (cont'd)</u></b>				
140		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	Underway
<b><u>Environmental Mitigation</u></b>				
141		Integrated Roadside Vegetation Management and Native Plant Establishment - US 50	193	Underway
<b><u>Congressional Earmarks</u></b>				
142		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark \$10 million; R/W) (Project underway)	0	



***ALLEGANY COUNTY***



**PROJECT:** I-68, National Freeway

**DESCRIPTION:** Rehabilitation of Bridge 01092 on MD 51 over CSX, Canal Parkway and Bridge 01096 on I-68 (Cumberland Thruway) over Wills Creek/CSX/Municipal Streets including ramps 01107, 01108, 01109, 01110, 01111 and 01112 which connect to the Cumberland Thruway Structure.

**PURPOSE & NEED SUMMARY STATEMENT:** Bridge rehabilitation including cleaning, painting, lighting, superstructure and substructure repairs.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** I-68 provides a critical link through Western Maryland. Maintaining these structures supports this east/west movement.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	16,247	6,033	5,466	4,748	0	0	0	0	10,214	0
Total	16,247	6,033	5,466	4,748	0	0	0	0	10,214	0
Federal-Aid	15,914	5,965	5,263	4,686	0	0	0	0	9,949	0

**CLASSIFICATION:**

STATE - Interstate

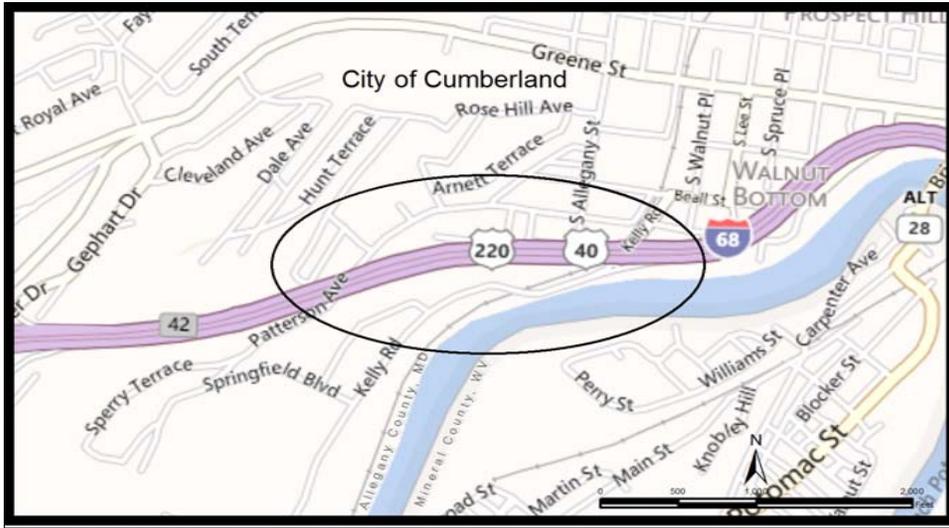
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 48,250

PROJECTED (2030) - 61,400



**PROJECT:** I-68, National Freeway

**DESCRIPTION:** Replace/rehabilitate Bridge deck 01102 over Kelly Road/Blvd. and CSXT and Bridge deck 01103 over Patterson Ave.

**PURPOSE & NEED SUMMARY STATEMENT:** Bridge rehabilitation including cleaning, painting, lighting, deck, superstructure and substructure repairs are required.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** I-68 provides a critical link through Western Maryland. Replacing this bridge supports this east/west connection for travel and goods movement.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	526	526	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	11,215	1,787	6,424	3,004	0	0	0	0	9,428	0	
Total	11,741	2,313	6,424	3,004	0	0	0	0	9,428	0	
Federal-Aid	11,492	2,236	6,327	2,929	0	0	0	0	9,256	0	

**CLASSIFICATION:**

STATE - Interstate

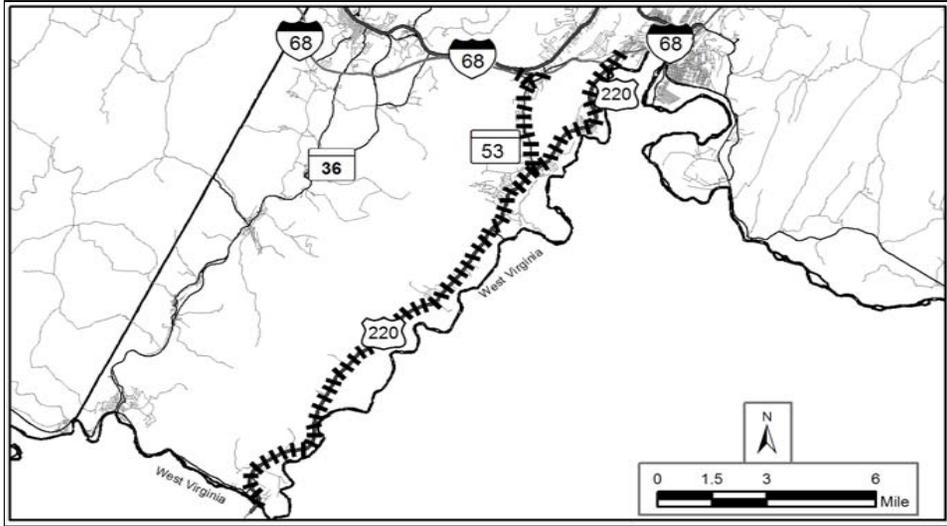
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 13,475

PROJECTED (2030) - 19,000



**PROJECT:** US 220, McMullen Highway

**DESCRIPTION:** Study to upgrade and/or relocate US 220 from I-68, via MD 53, to the West Virginia State Line (15.0 miles). This represents Maryland's portion of a larger joint study from I-68 to Corridor H in West Virginia.

**JUSTIFICATION:** Improvements along the US 220 South corridor would enhance accessibility and promote economic development in the Appalachian Region.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 219, I-68 to Pennsylvania State Line (Garrett County - Line 2)

**STATUS:** Project Planning for Tier 2 will begin during current fiscal year. The cost shown is SHA share only. West Virginia is the lead in performing this study.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$5.0 million to Planning due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016....	.....2017....	.....2018....	.....2019....		
Planning	6,363	1,092	79	1,621	1,400	1,400	771	0	5,271	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,363	1,092	79	1,621	1,400	1,400	771	0	5,271	0
Federal-Aid	5,208	991	63	1,297	1,120	1,120	617	0	4,217	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 9,250 - 18,100

PROJECTED (2030) - 11,800 - 32,650

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4**

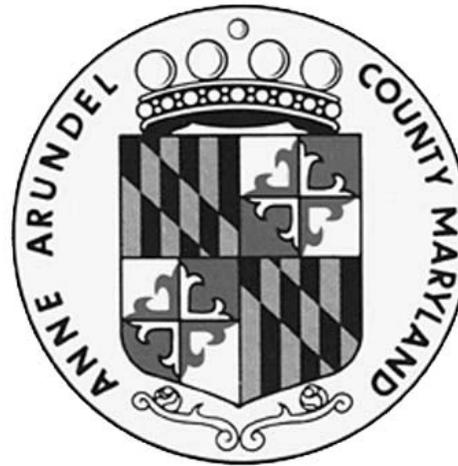
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Year 2013 Completions</u></b>		
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
1		Cleaning and painting of bridges on MD 936, I 68 and MD 36	1,006	Completed
		<b><u>Commuter Action Improvements</u></b>		
2	MD 144	Ali Ghan Road; at Christie Road; ridesharing facilities	242	Completed
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
3		Various locations in Allegany County; resurface	5,848	FY 2014
4	MD 36	Mount Savage Road; south corporate limits of Mt. Savage to Jennings Run; safety and resurface	915	FY 2014
5	US 40 SC	National Pike; Fifteen Mile Creek Road to West Shipley Road; resurface	1,567	FY 2014
6	MD 51	Oldtown Road; west of Comerford Drive to Potomac River Bridge; safety and resurface (Transportation Infrastructure Investment Act of 2013)	2,517	FY 2014
7	I 68	National Freeway; at Orleans Road at Friendsville; climbing lane	962	FY 2014
		<b><u>Safety/Spot Improvement</u></b>		
8	I 68 EB	National Freeway; at US 220 interchange; improvement access to I 68	3,720	Under construction
9	MD 144	National Pike; I 68 to Prides Lane; guardrail	1,557	FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

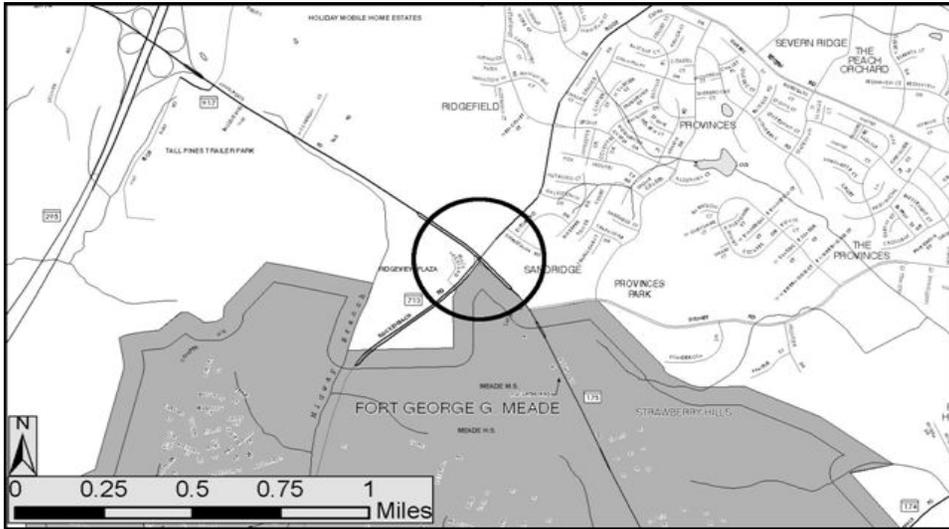
**STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
10		<p><u>Fiscal Years 2014 and 2015 (cont'd)</u></p> <p><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p>	198	FY 2014
		<p>Amtrak Station Entryway Improvement</p>		

**SHA**



***ANNE ARUNDEL COUNTY***



**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** Construct intersection capacity improvements from west of MD 713 (Rockenbach Road/Ridge Road) to east of Disney Road/26th Street. (BRAC intersection improvement).

**PURPOSE & NEED SUMMARY STATEMENT:** The project will improve safety and operations along MD 175 and ease growing congestion resulting from BRAC expansion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 175, at Mapes and Reece Roads (Line 2)  
 MD 175, MD 295 to MD 170 (Line 8)  
 BRAC Intersection Improvements near Fort Meade (Statewide Line 6)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

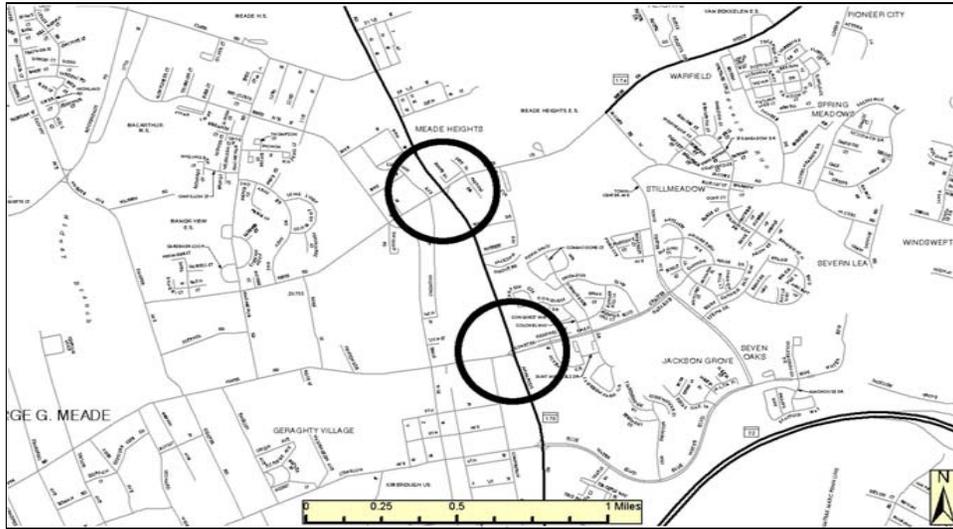
**EXPLANATION:** This project will relieve traffic congestion on this failing intersection as a result of the projected volumes resulting from BRAC expansion.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2016.....	.....2017.....	.....2018.....	.....2019.....	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,196	3,544	652	0	0	0	0	0	652	0
Construction	8,771	6,186	2,585	0	0	0	0	0	2,585	0
Total	12,967	9,730	3,237	0	0	0	0	0	3,237	0
Federal-Aid	12,617	9,507	3,110	0	0	0	0	0	3,110	0

**CLASSIFICATION:**  
 STATE - Urban Minor Arterial  
 FEDERAL - Urban Minor Arterial  
**STATE SYSTEM:** Secondary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
 CURRENT (2013) - 25,900  
 PROJECTED (2030) - 65,700



**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (MD 174) (BRAC intersection improvement)

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations along MD 175 and ease growing congestion resulting from BRAC expansion at Fort Meade.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

- MD 175, MD 713 to Disney Road (Line 1)
- MD 175, MD 295 to MD 170 (Line 8)
- BRAC Intersection Improvements near Fort Meade (Statewide Line 6)

**EXPLANATION:** This project will relieve traffic congestion at these failing intersections, as a result of the projected volumes from BRAC.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	7,249	1,153	2,131	1,830	1,830	305	0	0	6,096	0
Construction	14,200	0	0	7,155	7,045	0	0	0	14,200	0
Total	21,449	1,153	2,131	8,985	8,875	305	0	0	20,296	0
Federal-Aid	18,302	1,152	2,124	7,404	7,318	304	0	0	17,150	0

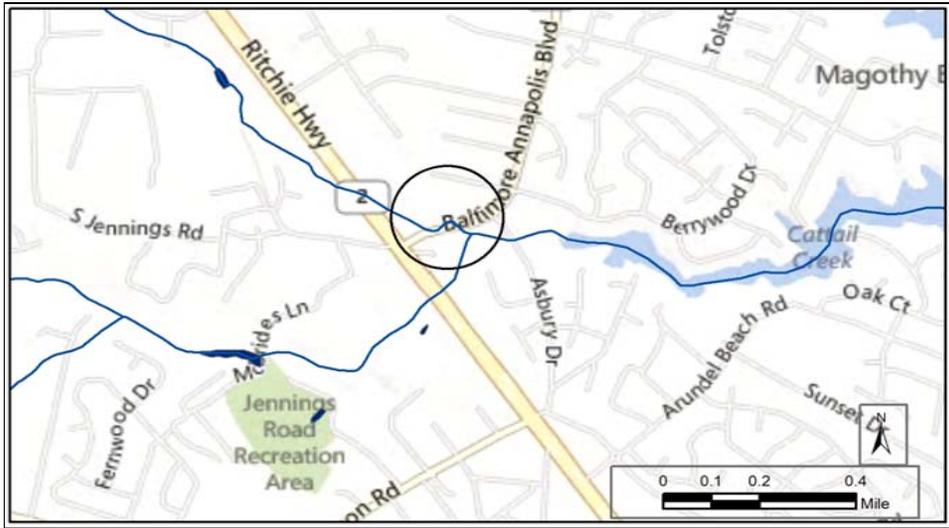
**CLASSIFICATION:**

- STATE - Urban Minor Arterial
- FEDERAL - Urban Minor Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

- CURRENT (2013) - 24,700
- PROJECTED (2030) - 65,700



**PROJECT:** MD 648, Baltimore Annapolis Boulevard

**DESCRIPTION:** Replace small structure 02080XX over Cattail Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing structure is structurally deficient.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	525	335	190	0	0	0	0	0	190	0
Right-of-way	332	17	172	143	0	0	0	0	315	0
Construction	904	13	759	132	0	0	0	0	891	0
Total	1,761	365	1,121	275	0	0	0	0	1,396	0
Federal-Aid	769	149	620	0	0	0	0	0	620	0

**CLASSIFICATION:**

STATE - Local

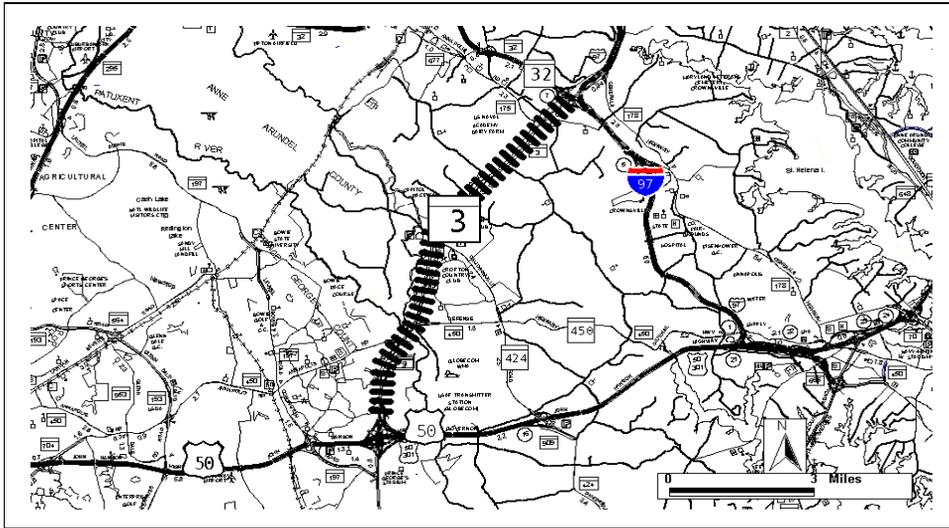
FEDERAL - Urban Local

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 7,800

PROJECTED (2030) - 9,000



**PROJECT:** MD 3, Robert Crain Highway

**DESCRIPTION:** Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Bicycle and pedestrian access will be provided where appropriate.

**JUSTIFICATION:** This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- US 301, South Corridor Transportation Study (Prince George's County - Line 17)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 18)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 25)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	3,978	3,872	5	50	51	0	0	0	106	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>8,651</b>	<b>8,545</b>	<b>5</b>	<b>50</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>0</b>	
Federal-Aid	2,785	2,710	4	35	36	0	0	0	75	0	

**CLASSIFICATION:**

STATE - Principal Arterial

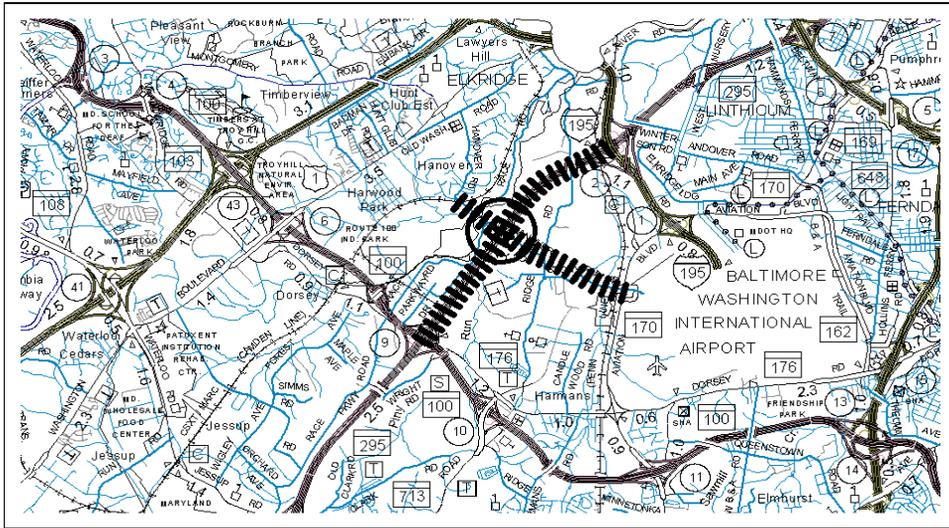
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 63,300 - 81,275

PROJECTED (2030) - 78,375 - 124,800



**PROJECT:** MD 295, Baltimore Washington Parkway

**DESCRIPTION:** Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

**JUSTIFICATION:** This project would help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	2,554	2,554	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,554	2,554	0	0	0	0	0	0	0	0	
Federal-Aid	2,043	2,043	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial

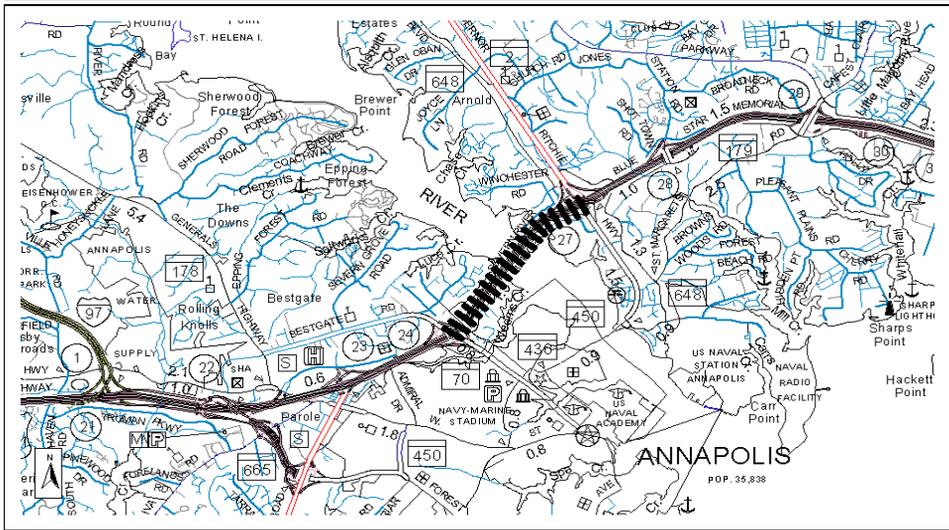
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 98,700

PROJECTED (2030) - 134,700



**PROJECT:** US 50, John Hanson Highway

**DESCRIPTION:** Study to investigate options for alleviating congestion on US 50 from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge. (1.7 miles)

**JUSTIFICATION:** The approaches to the Severn River/Pearl Harbor Memorial Bridge experience severe congestion, particularly the eastbound direction during the evening peak period.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Feasibility Study complete. Planning to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$2.0 million to Planning due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	2,563	563	500	1,000	500	0	0	0	0	2,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,563	563	500	1,000	500	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

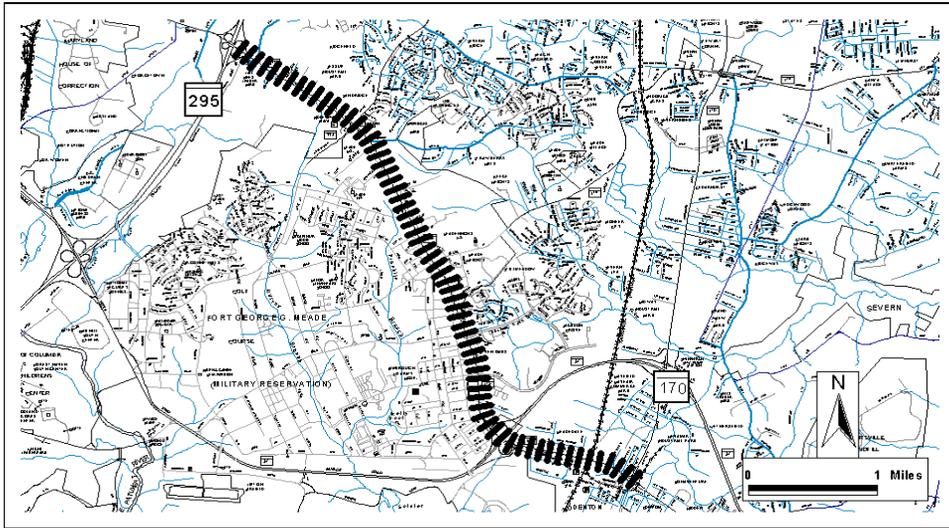
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 126,450

PROJECTED (2030) - 159,900



**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycles and pedestrian accommodations will be provided where appropriate. (BRAC Related)

**JUSTIFICATION:** This project would address current and future congestion along MD 175 and will improve access to Fort Meade.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 175, MD 713 to Disney Road (Line 1)
- MD 175, at Mapes and Reece Roads (Line 2)
- MD 198, MD 295 to MD 32 (Line 9)
- BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

**STATUS:** Partial Engineering underway. The Engineering shown is for the design of the MD 295 interchange. Right-of-Way for the MD 295 interchange to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$29.0 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	2,603	2,603	0	0	0	0	0	0	0	0
Engineering	8,519	2,828	1,000	1,000	1,000	2,691	0	0	5,691	0
Right-of-way	29,000	0	2,000	15,000	10,000	2,000	0	0	29,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	40,122	5,431	3,000	16,000	11,000	4,691	0	0	34,691	0
Federal-Aid	10,489	4,816	1,000	982	1,000	2,691	0	0	5,673	0

**CLASSIFICATION:**

STATE - Urban Minor Arterial

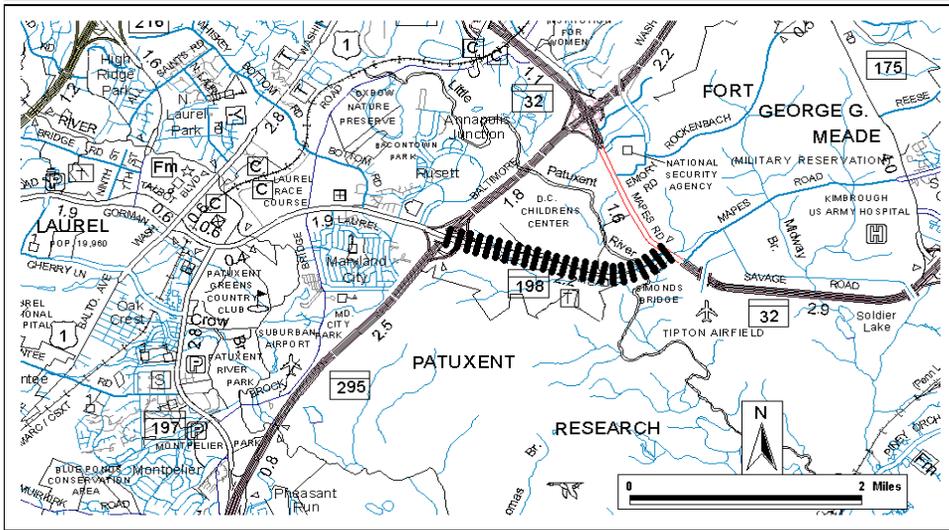
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 24,700 - 38,000

PROJECTED (2030) - 54,300 - 82,200



**PROJECT:** MD 198, Laurel Fort Meade Road

**DESCRIPTION:** Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.66 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

**JUSTIFICATION:** MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 175, MD 713 to Disney Road (Line 1)
- MD 175, at Mapes and Reece Roads (Line 2)
- MD 175, MD 295 to MD 170 (Line 8)
- BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

**STATUS:** Project Planning underway. County contributing up to \$3.5 million for the planning phase.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 26,000

PROJECTED (2030) - 42,300

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Year 2013 Completions</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
1		West Nursery Road; over MD 295 (NB and SB); bridge rehabilitation	5,310	Completed
<b><u>Safety/Spot Improvement</u></b>				
2	MD 2	Solomon's Island Road; Jewel Road/MD 423; safety	1,421	Completed
3	MD 4	Southern MD Boulevard; various locations at MD 4 and MD 408 interchange; drainage improvements	544	Completed
4	MD 450	West Street; MD 2 to MD 435; ADA improvements	1,850	Completed
5	MD 648	Baltimore Annapolis Boulevard; Edgewood Road to Hammonds Lane; ADA improvements (ARRA PROJECT)	175	Completed
<b><u>Enhancements</u></b>				
<b><u>Environmental Mitigation</u></b>				
6		Functional Enhancement of SWM facilities along MD 4 in Anne Arundel County; SWM facilities improvements	407	Completed
<b><u>Fiscal Years 2014 and 2015</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
7		At Various locations in Anne Arundel County; joint sealing	386	FY 2014
8		Various locations in Southern Anne Arundel County; mill/grind, patch and resurface pavement	10,482	FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
9		Various locations in Northern Anne Arundel County; mill/grind, patch and resurface pavement	9,345	FY 2014
10		Various locations in Northern Anne Arundel County	7,929	FY 2014
11	MD 2	At MD 214; resurface	250	FY 2014
12	MD 100 EB	Howard County Line to MD 713; resurfacing (ARRA PROJECT)	795	Under construction
13	MD 450	Defense Highway; Housley Road to Generals Highway; resurface	742	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
14		11 Existing bridges on MD 295 and MD 100; clean and paint bridges	2,059	FY 2014
15		Cleaning and Painting of bridges on MD 176, MD 174, MD 32, MD 2 and MD 10 in Anne Arundel County	3,358	Under construction
16	MD 173	Fort Smallwood Road; bridge 02045 over Stoney Creek; clean paint bridge	2,085	Under construction
17	I 695	Baltimore Beltway; bridge over Patapsco River and Hammonds Ferry Road; clean and paint bridges	3,649	Under construction
<b><u>Safety/Spot Improvement</u></b>				
18		Crain Highway; Business 3 at 11th Avenue; landscape	73	Under construction
19	MD 2	Solomon's Island Road; at MD 255; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,719	FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
20	MD 2	Solomon's Island Road; at Harwood Drive; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,200	FY 2014
21	MD 4 SB	At Lower Pindell Road; geometric improvements	453	Under construction
22	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements (ARRA PROJECT)	26	FY 2015
23	MD 424	Davidsonville Road; MD 3 to MD 450; sidewalks (Transportation Infrastructure Investment Act of 2013)	4,000	FY 2014
24	MD 710	East Ordnance Road; at VEIP entrance; geometric improvements	991	Under construction
<b><u>Community Safety and Enhancements</u></b>				
25	MD 450	West Street; Goodwill Store to MD 2; reconstruction (Funded for concepts only) (Transportation Infrastructure Investment Act of 2013)	300	FY 2015
26	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; urban reconstruct (Project on hold)		
<b><u>Streetscapes and Minor Reconstruction</u></b>				
27		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Underway
<b><u>Traffic Management</u></b>				
28		MD 450 and Severn River/Naval Academy Bridge; lighting	398	FY 2014
29		Signals along MD 2 and MD 710; reconstruct signals (ARRA PROJECT)	1,550	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Environmental Preservation</u></b>				
30	MD 70 NB	Rowe Boulevard; Taylor Avenue to Farragut Road; landscaping	79	Under construction
31	MD 450	Defense Highway; at Annapolis Shop; drainage improvements	256	Under construction
<b><u>Commuter Action Improvements</u></b>				
32	MD 4	Southern Maryland Boulevard; at MD 794; ridesharing facilities	1,127	FY 2014
33	MD 424	Davidsonville Road; US 50 south of interchange; ridesharing lot expansion	1,860	FY 2014
<b><u>Intersection Capacity Improvements</u></b>				
34	MD 2	Governor Ritchie Highway; at Earleigh Heights Road/Magothy Bridge Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	4,100	FY 2014
<b><u>Bicycle Retrofit</u></b>				
35	MD 170	Camp Meade Road; MD 648 to Andover Road; bicycle retrofit	1,900	FY 2014
<b><u>TMDL Compliance</u></b>				
36	MD 665	Aris T Allen Boulevard; Broad Creek Stream Restoration; wetlands replacement (Transportation Infrastructure Investment Act of 2013)	1,487	FY 2015

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
37		South Shore Trail Phase II; Sappington Circle east to the Preserve at Severn Run Community; two mile 10' wide asphalt over stone base trail	1,645	FY 2015
<b><u>Environmental Mitigation</u></b>				
38		Rutland Road Fish Passage	856	FY 2014
39		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	Underway
40		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2014
41		North Cypress Branch Stream Restoration; 2200 linear feet of stream restoration for creation of a one-acre stormwater wetland; restoration/creation of 3.3 acres of wetlands along the stream; environmental mitigation	650	Underway
<b><u>Congressional Earmarks</u></b>				
42		Construct Broadneck Peninsula Trail; construct trail (Earmark \$1.2 million; CO)	0	
43		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark \$1.6 million; PE, CO)	0	



***BALTIMORE CITY***

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Year 2013 Completions</u></b>		
		<b><u>Enhancements</u></b>		
		<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>		
1		Pedestrian lighting in Baltimore City historic districts; install new street lighting in four historic districts; Landscaping and other scenic beautification (Baltimore City Project)	862	Completed
		<b><u>Congressional Earmarks</u></b>		
2		Rehabilitate west Baltimore trail and the implementation of pedestrian improvements along associated roadways (Earmark \$720,000; CO) (Complete) (Baltimore City Project)	0	
3		Morgan State University Transportation Center (Earmark \$500,000) (Complete)	0	
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
4		Baltimore Waterfront Promenade - Inner Harbor East	2,000	FY 2014
5		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	FY 2014
6		Herring Run Greenway; Construct new portions of a 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	FY 2014
7		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path (Baltimore City Project)	554	Underway

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Enhancements (cont'd)</u></b>				
8		Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	Underway
<b><u>Historic Preservation (cont'd)</u></b>				
9		St. Paul Place and Preston Gardens	1,778	FY 2014
10		Historic Research along the US 40 Corridor; documentation of historic resources and neighborhoods in western section of the US 40 Corridor in Baltimore City	71	FY 2014
<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>				
11		West Baltimore MARC Station Beautification	102	FY 2014
<b><u>Pedestrian and Bicycle Safety and Educational Activities</u></b>				
12		Bicycle Safety Education Program	45	FY 2014
<b><u>Congressional Earmarks</u></b>				
13		State Center intersection improvements in Baltimore City (Earmark \$0.8 million; PE) (Design) (Baltimore City Project)	0	
14		Center for Aquatic Life this is for roadway access improvements, boardwalk and pier construction at Hanover Street and West Cromwell Street (Earmark \$2.7 million; CO) (Baltimore City Project) Sponsor: Baltimore City for the National Aquarium	0	
15		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark \$1.6 million; PE, CO) (Baltimore City Project)	0	

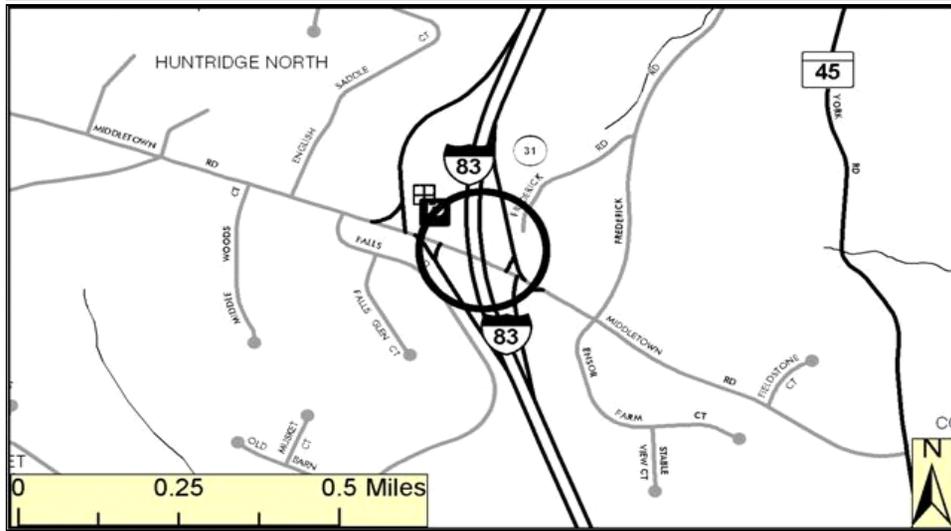
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Congressional Earmarks (cont'd)</u></b>				
16		Hanover Street Bridge rehabilitation (Earmark \$1.2 million; CO) (Baltimore City Project)	0	
17		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark \$2.32 million; CO) (Underway) (Baltimore City Project)	0	
18		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark \$1.52 million; CO) (Baltimore City Project)	0	
19		Canton Satellite Parking and Terminal; construction of fringe and corridor parking at the intersection (Earmark \$3.2 million; CO) (Baltimore City Project)	0	
20		Gwynns Falls Trail/CSX Bridge (Earmark \$335,000; PE, CO) (Baltimore City Project)	0	
21		Construction of new Baltimore water taxi terminals at Fells Point (Complete) and at Pier 1 which is Constellation dock improvement (Earmark \$2 million; CO) (Baltimore City Project)	0	
22		Construct phase 2 of the Jones Falls Trail: from Baltimore Penn Station to Maryland Science Center (Earmark \$3.2 million; CO) (Underway) (Baltimore City Project)	0	
23		Coppin State University; construct pedestrian bridge and garage (Earmark \$2.64 million; PE)	0	
24		Martin Luther King Junior Boulevard and West Baltimore Street; Safety and operations improvements (Earmark \$2 million; CO) (Baltimore City Project) Sponsor: University of Maryland, Baltimore	0	
25		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark \$9.0 million; CO) (Baltimore City Project)	0	
26	US 1	East North Avenue; reconstruction (Earmark \$4 million) (Baltimore City Project)	0	



***BALTIMORE COUNTY***



**PROJECT:** I-83, Harrisburg Expressway

**DESCRIPTION:** Replace Bridge 03214 on Middletown Road over I-83

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge is nearing the end of its structural life and needs to be replaced. An additional lane is required to accommodate traffic volumes through the interchange during peak hours.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The Bridge serves as a major link along the Interstate 83 commuter freight route. The I-83 corridor links points in southern Pennsylvania to points in northern Baltimore County such as Hunt Valley, Towson and Baltimore City.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	893	893	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	6,227	3,949	2,278	0	0	0	0	0	2,278	0	
Total	7,120	4,842	2,278	0	0	0	0	0	2,278	0	
Federal-Aid	6,865	4,591	2,274	0	0	0	0	0	2,274	0	

**CLASSIFICATION:**

STATE - Principal Arterial

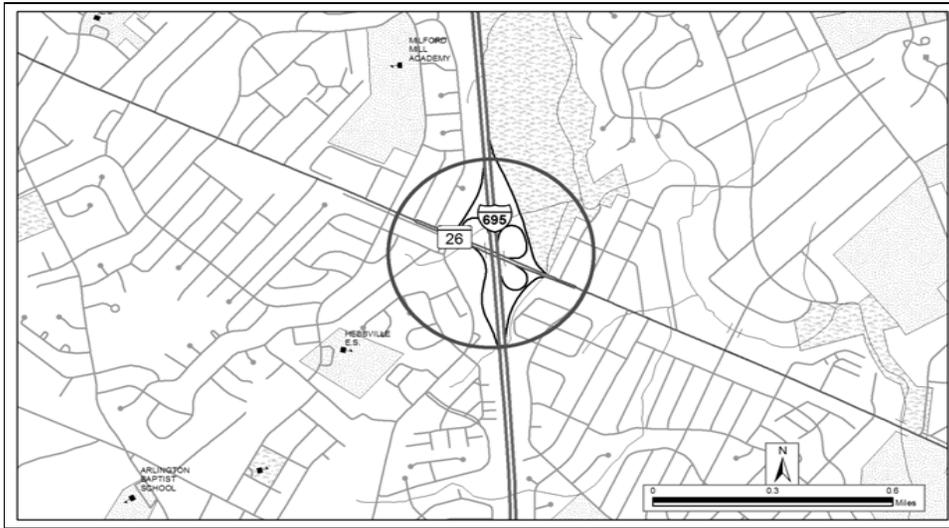
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 59,500 (I-83)  
7,600 (Middletown Road)

**PROJECTED (2030) -** 73,000 (I-83)  
9,300 (Middletown Road)



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Replaced Bridge 0313900 over MD 26 (Liberty Road). (ARRA Project)

**PURPOSE & NEED SUMMARY STATEMENT:** The I-695 bridge over MD 26 was nearing the end of its structural life and widening of the bridge was required to serve the future capacity needs of I-695.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-695, MD 372 Bridge Replacement (Line 4)
- I-695, I-95 to MD 122 (Line 11)
- I-695, Noise Barrier rehabilitation (System Preservation Program)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The Baltimore Beltway bridge over MD 26 (Liberty Road) is nearing the end of its structural life. The new bridge will provide critical capacity needed for improved safety and operations on I-695, a vital emergency, freight carrier and connecting route for the Baltimore Region. Lengthening of the bridge deck will allow for pedestrian and bicycle accommodations along MD 26 (Liberty Road).

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,296	2,296	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	24,262	23,529	733	0	0	0	0	0	733	0	
Total	26,558	25,825	733	0	0	0	0	0	733	0	
Federal-Aid	25,716	25,052	664	0	0	0	0	0	664	0	

**CLASSIFICATION:**

STATE - Principal Arterial

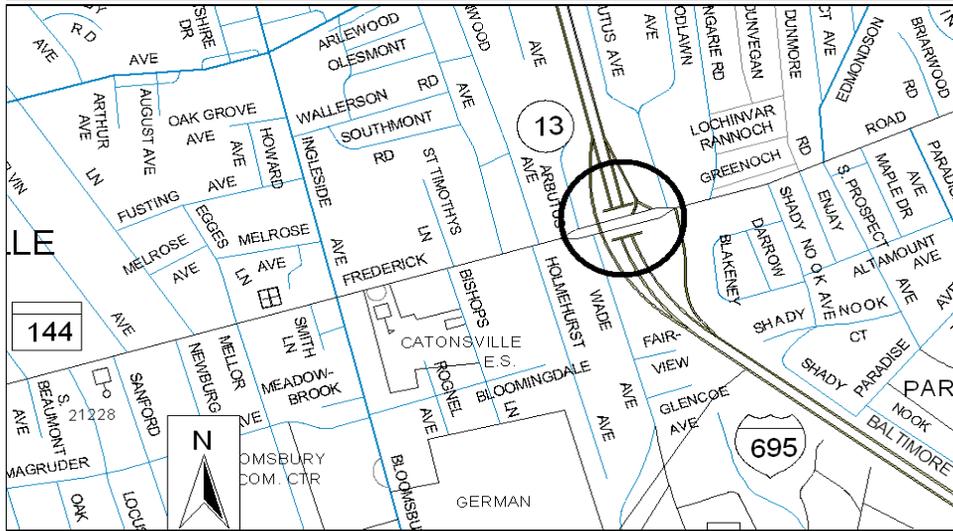
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 203,800

PROJECTED (2030) - 248,400



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Replace Bridge 0312100 MD 144 Bridge (Frederick Road) over I-695.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge is nearing the end of its structural life and widening of the bridge is required for future capacity improvements to I-695.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-695, MD 26 Bridge Replacement (Line 2)  
 I-695, MD 372 Bridge Replacement (Line 4)  
 I-695, I-95 to MD 122 (Line 11)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The MD 144 (Frederick Road) bridge is nearing the end of its structural life. The bridge serves as a major link connecting the Catonsville Community with Baltimore City. The new bridge will provide for future capacity improvements of I-695. The project will enhance safety, operation and accommodate pedestrians and bicycles.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	15,738	11,728	4,010	0	0	0	0	0	4,010	0
Total	15,738	11,728	4,010	0	0	0	0	0	4,010	0
Federal-Aid	15,613	11,603	4,010	0	0	0	0	0	4,010	0

**CLASSIFICATION:**

STATE - Principal Arterial

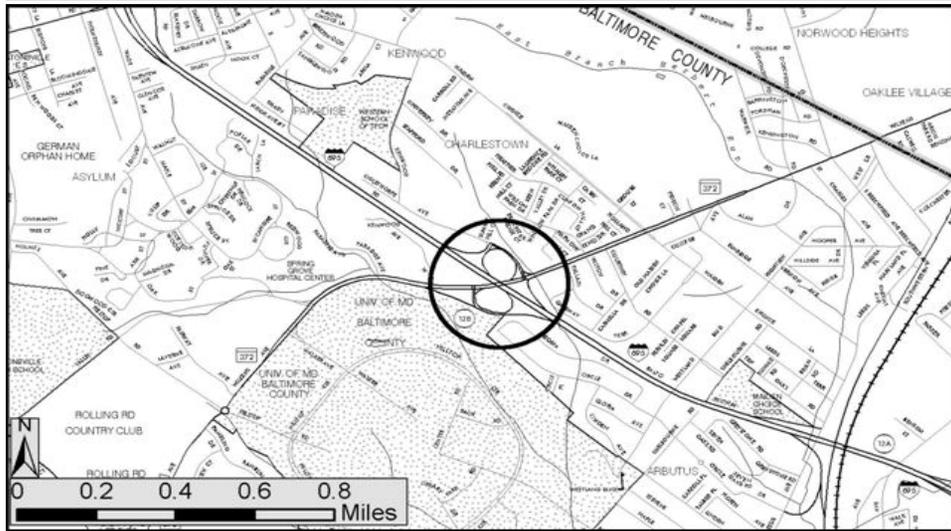
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 195,700

PROJECTED (2030) - 251,600



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Replace Bridge 0311905 on I-695 Inner Loop over MD 372 (Wilkins Ave.)

**PURPOSE & NEED SUMMARY STATEMENT:** This bridge is nearing the end of its structural life and widening is required for the future capacity needs of I-695.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-695, MD 26 Bridge Replacement (Line 2)  
 I-695, MD 144 Bridge Replacement (Line 3)  
 I-695, I-95 to MD 122 (Line 11)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The MD 372 (Wilkins Ave.) bridge is nearing the end of its structural life. The bridge serves as a major link for the Arbutus neighborhood and provides access to the UMBC Campus. The new bridge will also provide for future capacity improvements of I-695. The project will enhance safety, operations and accommodate pedestrians and bicycles.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,597	1,597	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	15,154	12,550	2,604	0	0	0	0	0	2,604	0	
Total	16,751	14,147	2,604	0	0	0	0	0	2,604	0	
Federal-Aid	16,325	13,721	2,604	0	0	0	0	0	2,604	0	

**CLASSIFICATION:**

STATE - Principal Arterial

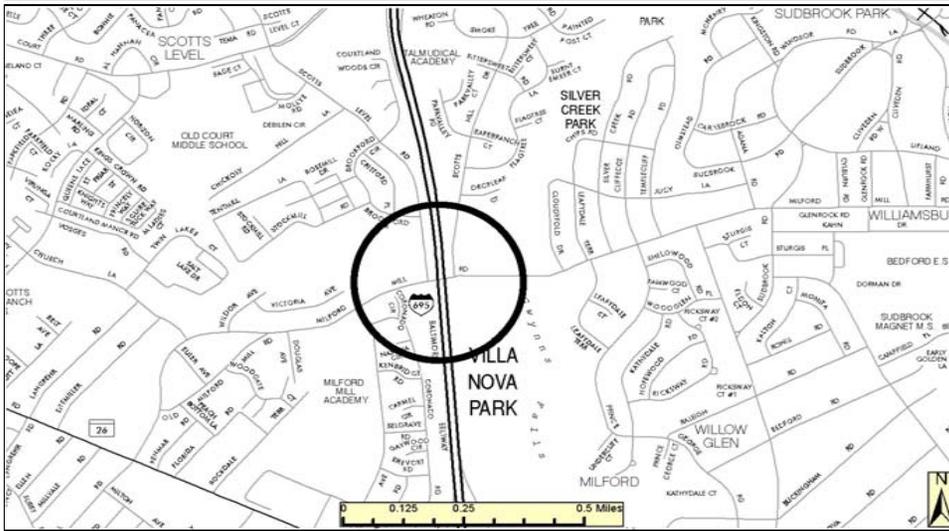
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 101,100

PROJECTED (2030) - 123,900



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Replace Bridge 0314000 over Milford Mill Road.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge is nearing the end of its useful service life and will be widened to accommodate future capacity needs of I-695.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-695, MD 26 Bridge Replacement (Line 2)

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The bridge is nearing the end of its useful service life. The bridge serves as a vital link to the Randallstown community and provides access to I-795. The new bridge will also provide for future capacity improvements of I-695. The project will enhance safety and operations and accommodate pedestrians and bicycles.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increase of \$12.8 million is due to the addition of the I-695 inner loop noise wall replacement from Milford Mill Road to I-795.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,246	1,246	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	30,287	16	5,195	10,846	9,602	4,628	0	0	30,271	0	
<b>Total</b>	<b>31,533</b>	<b>1,262</b>	<b>5,195</b>	<b>10,846</b>	<b>9,602</b>	<b>4,628</b>	<b>0</b>	<b>0</b>	<b>30,271</b>	<b>0</b>	
Federal-Aid	24,498	951	4,027	8,436	7,474	3,610	0	0	23,547	0	

**CLASSIFICATION:**

STATE - Principal Arterial

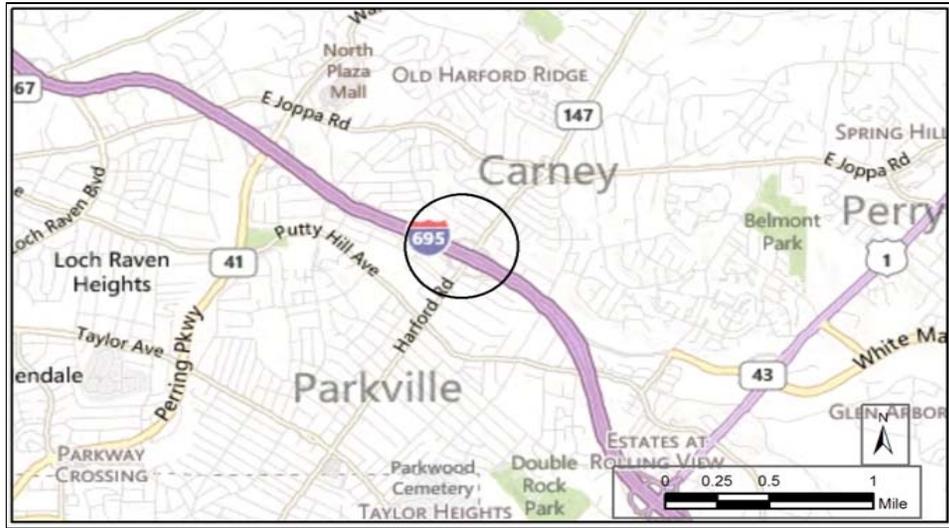
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 203,800

PROJECTED (2030) - 248,400



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** This project includes ramp reconfigurations on the Inner Loop of I-695 at the MD 147 (Harford Road) off ramps.

**PURPOSE & NEED SUMMARY STATEMENT:** The removal of the loop ramp will eliminate the existing weave maneuver along the Inner Loop of I-695, which in turn is expected to reduce crashes and delays within the existing weave area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-695, MD 41 to MD 147 (Line 9)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project includes geometric improvements that will improve safety and operations of the interchange. This interchange is a major access to the Parkville and Carney areas.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added to the Construction Program. Added \$3.8 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,000	200	200	600	0	0	0	0	800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,811	0	0	3,532	279	0	0	0	3,811	0
Total	4,811	200	200	4,132	279	0	0	0	4,611	0
Federal-Aid	2,973	0	0	2,755	218	0	0	0	2,973	0

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 160,825

PROJECTED (2030) - 181,275



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** This project from US 40 to MD 144 will improve the mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also provide increased pavement width to accommodate for the ultimate section of the beltway.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide additional capacity and improve safety and operations on this segment of I-695.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-695, MD 144 Bridge Replacement (Line 3)  
 I-695, MD 372 Bridge Replacement (Line 4)

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project will improve safety and traffic flow on I-695 as this portion serves as a major connection for the I-70 and I-95 users. This widening project will add a fourth lane on I-695 and provide pavement width to accommodate for the ultimate section of the beltway.

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$85.5 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project on I-695 from I-95 to MD 122 (Line 11)

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,239	7,289	750	500	700	0	0	0	1,950	0
Right-of-way	2,326	2,326	0	0	0	0	0	0	0	0
Construction	85,549	0	0	0	18,219	25,189	25,981	16,160	85,549	0
Total	97,114	9,615	750	500	18,919	25,189	25,981	16,160	87,499	0
Federal-Aid	9,672	7,722	750	500	700	0	0	0	1,950	0

**CLASSIFICATION:**

STATE - Principal Arterial

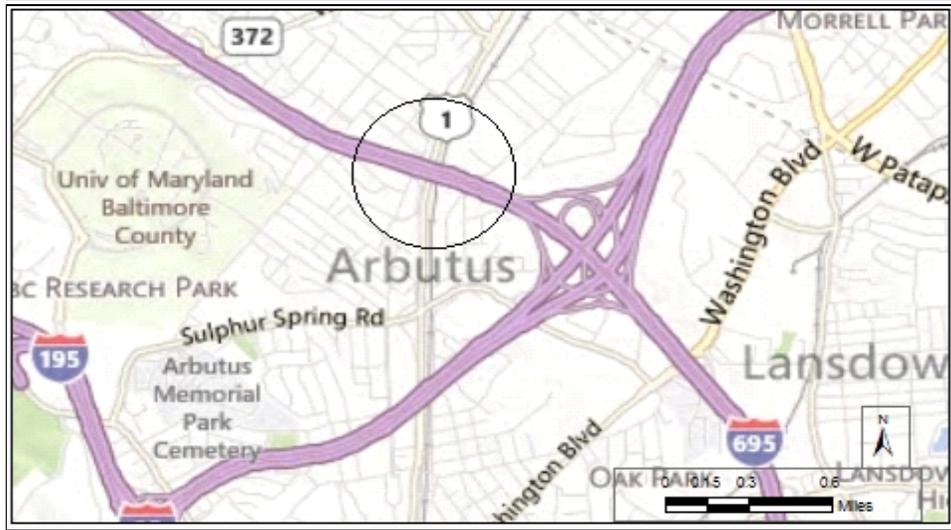
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 195,700

PROJECTED (2030) - 251,600



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Replacement of Bridge 0311305 on I-695 Inner Loop over Benson Ave. and Bridge 0311405 on I-695 Inner Loop over Leeds Ave, US 1, AMTRAK and Herbert Run. Realignment of I-695 Inner Loop Ramp from US 1 over Leeds Ave, and US 1 from Knecht Ave. to Linden Ave.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are nearing the end of their useful life and are structurally deficient. An existing ramp is being realigned as part of this project to provide a more direct connection from US 1 to the Inner Loop of I-695.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-695, MD 144 Bridge Replacement (Line 3)  
 I-695, MD 372 Bridge Replacement (Line 4)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are structurally deficient. The new bridges will provide for future capacity improvements of I-695. The ramp is being realigned to provide improved and more direct local and commuter access to the I-695 Inner Loop and to reduce traffic on local streets particularly in Arbutus, including Leeds Ave. by relocating the terminus of it to US 1.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$59.4 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,796	1,385	2,114	297	0	0	0	0	2,411	0
Right-of-way	791	10	781	0	0	0	0	0	781	0
Construction	59,380	0	0	9,976	21,258	18,907	9,239	0	59,380	0
Total	63,967	1,395	2,895	10,273	21,258	18,907	9,239	0	62,572	0
Federal-Aid	4,185	1,316	2,572	297	0	0	0	0	2,869	0

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 202,200  
 4,500 (Leeds Ave. ramp)

**PROJECTED (2030) -** 247,800  
 6,400 (Leeds Ave. ramp)



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** This project would provide a continuous auxiliary lane on both the Inner and Outer Loops of I-695 between MD 41 (Perring Parkway) and MD 147 (Harford Road). Other improvements include wider median shoulders on I-695 and the replacement of the existing Old Harford Road bridge over I-695.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations along this segment of I-695.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-695, MD 147 Ramp Reconfigurations (Line 6)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project will improve safety and traffic flow on I-695 as this portion serves as a major connection for I-95 and I-83 users. This project will provide a continuous auxiliary lane and wider median shoulder on both the Inner and Outer Loops of I-695. The reconstruction of the Old Harford Road Bridge over I-695 will accommodate the future widening along I-695.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$24.7 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project on I-695 from I-83 to I-95 (Line 12)

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,500	2,979	350	171	0	0	0	0	0	521	
Right-of-way	2,933	1,933	1,000	0	0	0	0	0	0	1,000	
Construction	24,700	0	5,000	7,000	7,000	5,700	0	0	0	24,700	
Total	31,133	4,912	6,350	7,171	7,000	5,700	0	0	0	26,221	
Federal-Aid	4,808	3,622	1,053	133	0	0	0	0	0	1,186	

**CLASSIFICATION:**

STATE - Principal Arterial

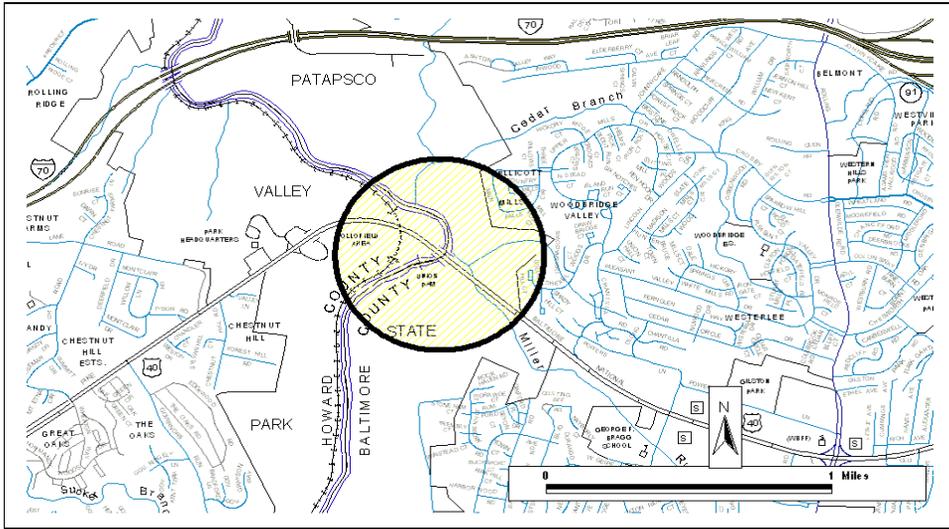
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 160,825

PROJECTED (2030) - 181,275



**PROJECT:** US 40, Baltimore National Pike

**DESCRIPTION:** Replaced Bridge 0310900 over Patapsco River. Shoulders will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** This project rehabilitated the deteriorating 1936 historic bridge structure over the Patapsco River at the Baltimore/Howard County Line.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This deteriorating bridge is a major link along the US 40 corridor. US 40 is a major commerce route for the transportation of goods and freight. In emergencies, the US 40 corridor serves as a backup route for I-70. The bridge will be rehabilitated to preserve the historic nature of the structure and to blend in with its Patapsco State Park setting. The bridge will be widened 5' to provide for bicycle/pedestrian compatible shoulders.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increase of \$1.1 million is due to the need for stream and drainage repairs caused by tropical storm Sandy.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016....	.....2017....	.....2018....	.....2019....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,068	3,068	0	0	0	0	0	0	0	0	0
Right-of-way	61	61	0	0	0	0	0	0	0	0	0
Construction	17,432	16,747	685	0	0	0	0	0	0	685	0
Total	20,561	19,876	685	0	0	0	0	0	0	685	0
Federal-Aid	19,688	19,006	682	0	0	0	0	0	0	682	0

**CLASSIFICATION:**

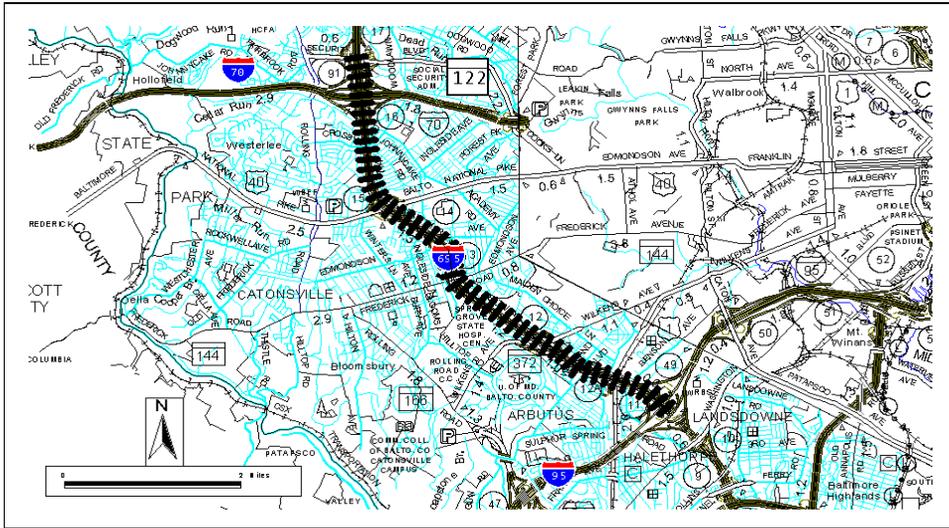
STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 41,200

PROJECTED (2030) - 47,300



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.67 miles).

**JUSTIFICATION:** This project would provide additional capacity and improve operations and safety on this segment of I-695.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-695, MD26 Bridge Replacement (Line 2)  
 I-695, MD 144 Bridge Replacement (Line 3)  
 I-695, MD 372 Bridge Replacement (Line 4)

**STATUS:** Engineering on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved I-695 from South of US 40 to MD 144 to the Construction Program (Line 7).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	6,669	6,669	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	8,095	8,095	0	0	0	0	0	0	0	0
Federal-Aid	4,669	4,669	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

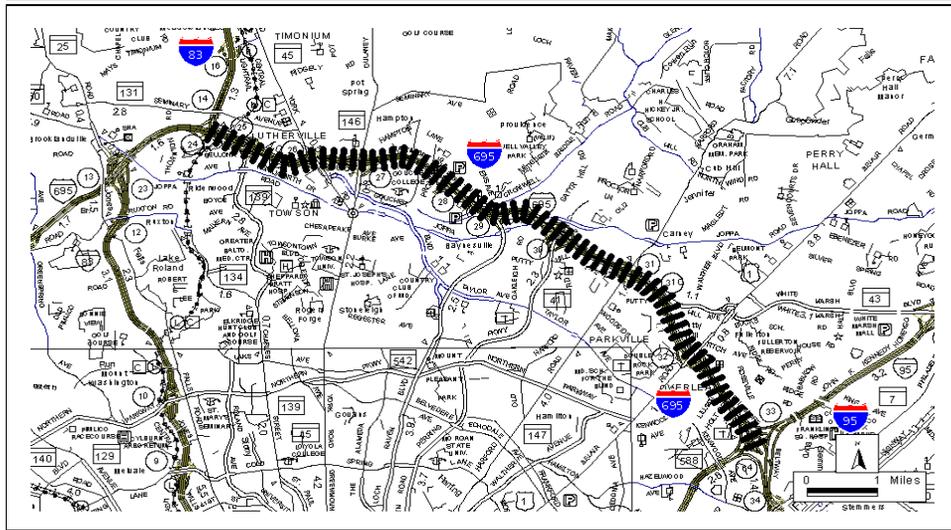
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 221,100

PROJECTED (2030) - 262,300



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (east) including the MD 139 (Charles Street) Interchange. (11.38 miles).

**JUSTIFICATION:** This project would provide additional capacity and improve operations and safety of this segment of I-695.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-695, MD 144 Bridge Replacement (Line 3)  
 I-695, MD 147 Ramp Reconfiguration (Line 6)  
 I-695, MD 41 to MD 147 (Line 9)

**STATUS:** Engineering on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved I-695 from MD 147 to MD 41 to the Construction Program (Line 9).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,515	1,515	0	0	0	0	0	0	0	0	
Engineering	4,096	4,096	0	0	0	0	0	0	0	0	
Right-of-way	30	30	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>5,641</b>	<b>5,641</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	3,952	3,952	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial

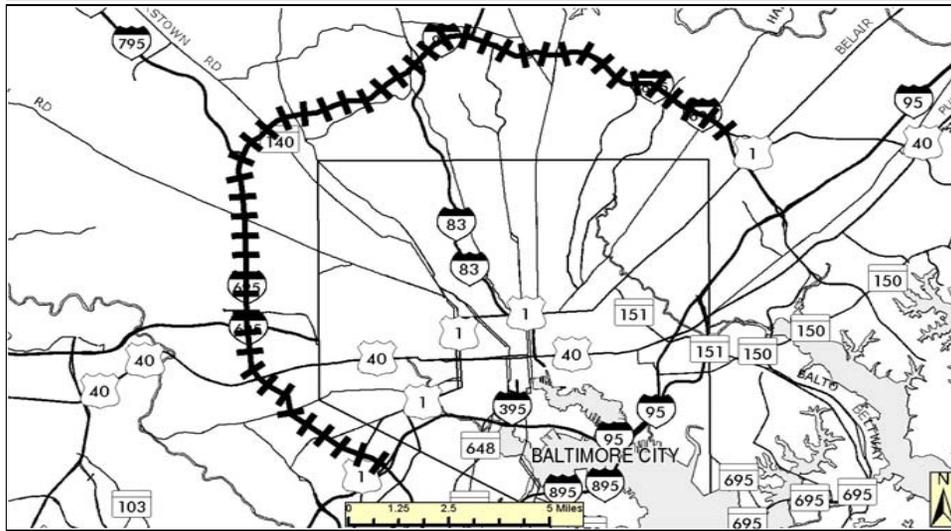
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 222,500

PROJECTED (2030) - 238,100



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Development of traffic management strategies to improve operations on the Baltimore Beltway by implementing interim improvements prior to the implementation of future widening projects.

**JUSTIFICATION:** The proposed traffic management strategies will improve traffic operations and safety along congested areas of I-695.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Operational studies underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,000	0	400	3,000	4,000	2,600	0	0	10,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,000	0	400	3,000	4,000	2,600	0	0	10,000	0
Federal-Aid	7,000	0	280	2,100	2,800	1,820	0	0	7,000	0

**CLASSIFICATION:**

STATE - Principal Arterial

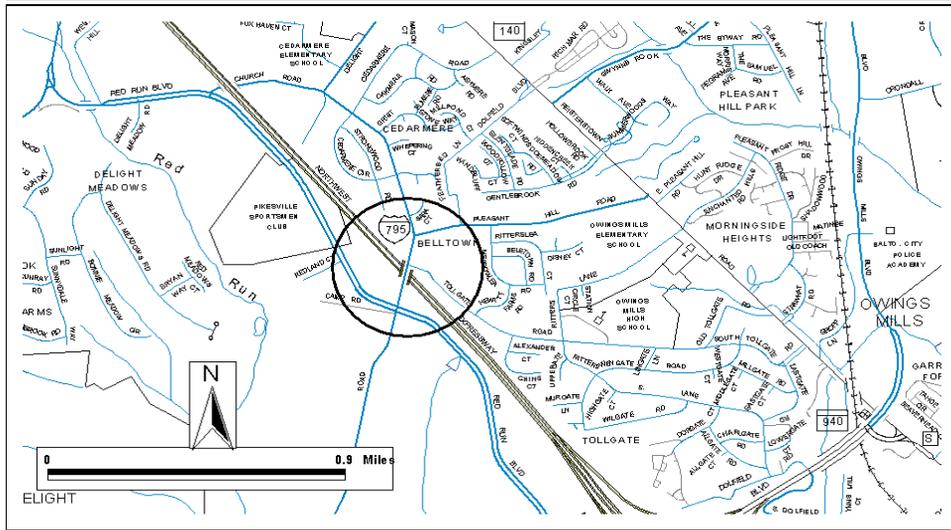
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 160,825 - 222,500

PROJECTED (2030) - 181,275 - 262,300



**PROJECT:** I-795, Northwest Expressway

**DESCRIPTION:** Study to develop interchange options at Dolfield Boulevard.

**JUSTIFICATION:** This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 140, Garrison View to Owings Mill (Line 15)  
 Owings Mill (TOD) (MTA Line 17)

**STATUS:** Project Planning underway. Baltimore County is contributing \$0.625 million towards Planning. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	2,142	2,142	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,142	2,142	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

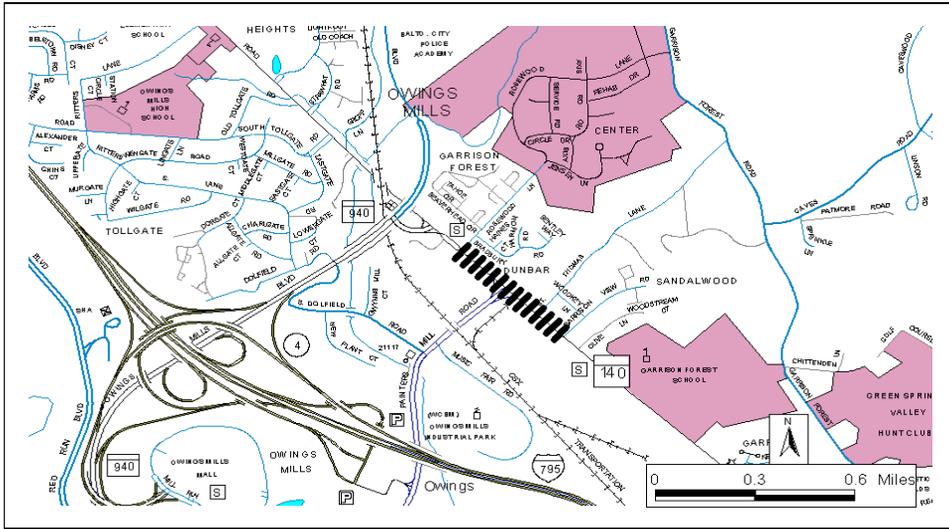
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 77,350

PROJECTED (2030) - 100,750



**PROJECT:** MD 140, Reisterstown Road

**DESCRIPTION:** Capacity and safety improvements to MD 140, from Garrison View Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.75 miles).

**JUSTIFICATION:** This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center, the Owings Mills Metro Station and the MD 140 Business corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-795, at Dolfield Road (Line 14)
- Transit Oriented Development at Owings Mills Metro Station (MTA Program Line 17)

**STATUS:** Engineering underway and Right-of-Way to begin during current fiscal year for a breakout project at Painters Mill Road.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$2.9 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,592	2,610	400	582	0	0	0	0	982	0
Right-of-way	2,929	0	550	1,189	1,190	0	0	0	2,929	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,521	2,610	950	1,771	1,190	0	0	0	3,911	0
Federal-Aid	1,100	150	400	550	0	0	0	0	950	0

**CLASSIFICATION:**

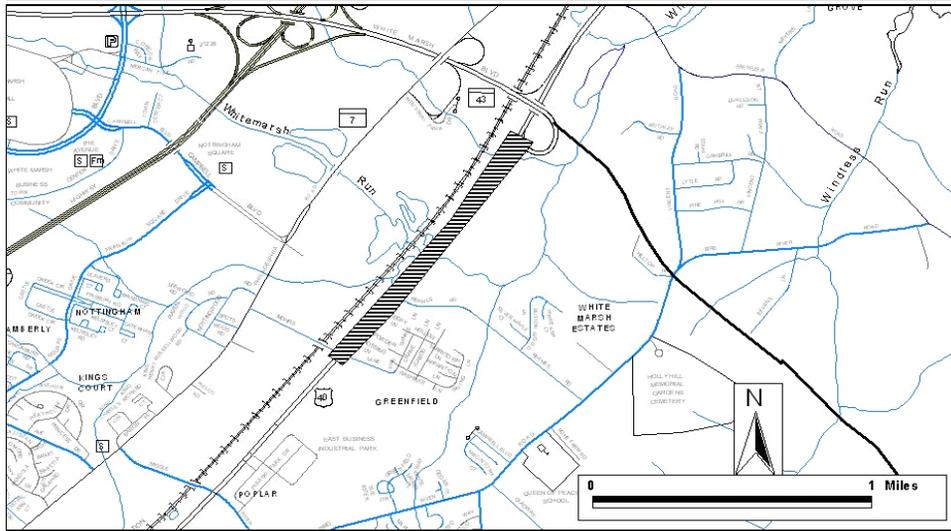
STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 39,600 (MD 140)

**PROJECTED (2030) -** 49,600 (MD 140)



**PROJECT:** US 40, Pulaski Highway

**DESCRIPTION:** This project will include improvements along US 40 from Middle River Road to MD 43 and is consistent with local corridor plans that promote mixed-use development along US 40 within the White Marsh/ Nottingham area of Baltimore County. The US 40 and Mohr's Lane intersection improvements, required for the extension of the County's Campbell Boulevard project are included within the project limits. (1.86 miles).

**JUSTIFICATION:** This project will provide improved safety and traffic operations along with beautification of this segment of the corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering underway. Right-of-Way to begin during current fiscal year. The County is contributing \$360K towards Engineering for US 40 at Mohr's Lane. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY					
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,913	309	1,203	401	0	0	0	0	1,604	0
Right-of-way	8,000	0	3,000	2,000	3,000	0	0	0	8,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,913	309	4,203	2,401	3,000	0	0	0	9,604	0
Federal-Aid	9,900	296	4,203	2,401	3,000	0	0	0	9,604	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 34,900

PROJECTED (2030) - 50,700

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Year 2013 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 26	Liberty Road; Powells Run Road to Offutt Road; resurface	2,925	Completed
2	US 40	Baltimore National Pike; I 695 to Baltimore City Line; resurface	4,856	Completed
3	MD 146	Dulaney Valley Road; Towson roundabout to I 695; resurface	1,923	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
4	MD 147	Harford Road; over Tributary to Little Gunpowder Falls; box culverts	201	Completed
<b><u>Safety/Spot Improvement</u></b>				
5		Various locations - Phase 2; drainage improvement	464	Completed
<b><u>Fiscal Years 2014 and 2015</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
6		Various locations in Baltimore County west of I 83; resurface	5,552	FY 2014
7		Various locations in Baltimore County east of I 83; resurface	5,199	Under construction
8		Interstate patching at various locations in Baltimore County	6,612	Under construction
9	MD 26	Liberty Road; I 695 to Baltimore City/County Line; resurface	4,339	Under construction
10	US 40	Pulaski Highway; Todds Lane to MD 700; resurface	5,341	FY 2015

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
11	MD 45	York Road; Stevenson Lane to Towsontown Boulevard; resurface	1,314	Under construction
12	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering)	124	PE Underway
13	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface	2,746	FY 2014
14	I 83 NB	Harrisonburg Expressway; Timonium Road to Shawan Road; safety and resurface (Transportation Infrastructure Investment Act of 2013)	4,997	FY 2014
15	I 83 SB	Harrisburg Expressway; Shawan Road to I 695; safety and resurface (Transportation Infrastructure Investment Act of 2013)	6,306	FY 2014
16	MD 131	Seminary Avenue; MD 45 to Bridge over I 83; resurface	2,116	FY 2014
17	MD 131	Seminary Avenue; MD 25 to Bridge over I 83; resurface	2,831	FY 2014
18	MD 150	Eastern Avenue; North Point Boulevard to Diamond Point Road; safety and resurface (Transportation Infrastructure Investment Act of 2013)	2,242	FY 2014
19	MD 157	Merritt Boulevard; Peninsula Expressway to Wise Avenue; resurface	5,310	FY 2014
20	I 195	Metropolitan Boulevard; Park and Ride to bridge over Francis Avenue; resurface	3,663	FY 2014
21	I 695	Baltimore Beltway; MD 122 to MD 26; resurface	4,865	FY 2014
22	I 695	Baltimore Beltway; MD 45 to Providence Road including numerous ramps; resurface	4,791	FY 2014
23	MD 695	Baltimore Beltway (outerloop); west of MD 7 to MD 150; resurface	5,295	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
24	I 795	Northwest Expressway; I 695 to CSX Railroad overpass southern portion; resurface	3,812	Under construction
25	I 795	Northwest Expressway; I 695 to CSX Railroad overpass northern portion; resurface	5,442	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
26		7 Existing bridges on I 695, MD 7, MD 695 and MD 702; clean and paint bridges	2,002	FY 2014
27		Existing bridges at various locations on I 695, MD 166, MD 702 and MD 695A; clean and paint bridges	841	FY 2014
28		Cleaning and painting of 8 existing bridges in I 83, I 695, and MD 158	2,187	Under construction
29	I 70	Bridge 0322903 and 0322904 over Patapsco River and CSX Transportation; clean and paint bridges	2,466	Under construction
30	I 83	Bridge 03203 over I 695 and MTA Light Rail; clean and paint bridge	1,701	FY 2014
31	MD 140	Westminster Pike; bridge 03083 over North Branch of Patapsco River; bridge rehabilitation	6,073	FY 2014
32	MD 145	Paper Mill Road; bridge 03376 over Gunpowder Falls; clean/paint bridge	2,098	Under construction
33	MD 150	Eastern Boulevard; bridge 03095 over MD 700; bridge rehabilitation	3,847	Under construction
34	MD 695	Baltimore Beltway; bridges 0323805, 0323806 over Amtrak and Back River; clean and paint	3,578	Under construction
<b><u>Safety/Spot Improvement</u></b>				
35	MD 7	Philadelphia Road; at Hospital Drive; safety	1,535	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
36	MD 45	York Road; Ridgely Road to Beaver Dam Run; ADA improvements	150	Under construction
37	MD 140	Reisterstown Road; Naylor's Lane to I 695; ADA improvements	150	Under construction
38	MD 150	Eastern Avenue; west of Lariat Road to Bowleys Quarters Road; ADA improvements	110	FY 2014
39	MD 150	Eastern Avenue; Old Eastern Avenue to Bennett Road; ADA improvements	180	FY 2014
40	MD 648	Old Annapolis Road; Baltimore City Line to Anne Arundel County Line; ADA improvements	400	FY 2014
41	I 695	Baltimore Beltway; at Double Rock Stream restoration from Townhouses to west of US 1; drainage improvement (Phase 1,2)	554	FY 2014
42	I 695	Baltimore Beltway; southeast loop at I 695 and MD 147; drainage improvement (This project is a split funded project with the Enhancement Program)	219	Under construction
43	I 695	Providence Road and I 795; lighting	3,611	Under construction
44	I 795	Northwest Expressway; Owings Mills Metro station to MD 140; traffic barrier	1,047	Under construction
<b><u>Community Safety and Enhancements</u></b>				
45	US 1	Belair Road; Baltimore City Line to I 695; geometric/pedestrian improvements (Funded for preliminary engineering only)	2,200	FY 2015
46	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; pedestrian improvements (Project on hold)		

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Community Safety and Enhancements (cont'd)</u></b>				
47	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; roadway reconstruction (Project on hold)		
48	MD 150	Eastern Boulevard; MD 700 (Martin Boulevard) to east of MD 587 (Wilson Point Road) and MD 587 - MD 150 to Strawberry Point Road in Middle River; urban reconstruct (Project on hold)		
<b><u>Traffic Management</u></b>				
49		I 83 at Timonium Road and I 695 at Edmondson Avenue; lighting	990	Under construction
50	I 83	Harrisburg Expressway; I 83 and Padonia Road; lighting	3,432	FY 2015
51	I 83	At Shawan Road; lighting	1,668	Under construction
52	I 695	Baltimore Beltway; at Hollins Ferry Road/Washington Boulevard; lighting	4,004	FY 2014
<b><u>Environmental Preservation</u></b>				
53		I 695 to Mountain Road; landscape	514	FY 2014
<b><u>Commuter Action Improvements</u></b>				
54	MD 166	Rolling Road; I 95 at MD 166; ridesharing facility	356	FY 2014
55	MD 439	Old York Road; I 83 at MD 439 East of Interchange; ridesharing facility	1,099	FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Intersection Capacity Improvements</u></b>				
56	MD 26	Liberty Road; Wards Chapel Road; widen MD 26 to provide a second through lane	1,422	Under construction
57	MD 30	Hanover Pike; at MD 91; widen to two lanes in southbound direction	2,124	Under construction
58	MD 146	Jarrettsville Pike; at MD 145; geometric improvements	3,009	FY 2014
59	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering)	739	PE Underway
<b><u>Truck Weight</u></b>				
60	I 83	Harrisburg Expressway; improvements at Parkton Weigh Station	3,090	Under construction
<b><u>TMDL Compliance</u></b>				
61		Tree Planting at various locations in Baltimore County; landscape (Transportation Infrastructure Investment Act of 2013)	1,716	FY 2014
<b><u>Enhancements</u></b>				
<b><u>Historic Preservation</u></b>				
62		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	Underway
<b><u>Environmental Mitigation</u></b>				
63		Storm Water Management mitigation Southeast loop at I 695 and MD 147 (This project is a split funded project with Environmental Preservation)	322	Underway

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
64		<p align="center"><u>Fiscal Years 2014 and 2015 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p> <p>Hampton National Historic Site</p>	897	FY 2014

**SHA**



***CALVERT COUNTY***



**PROJECT:** MD 261, Willows Road

**DESCRIPTION:** Replace Bridge 0401101 over Fishing Creek. Shoulders will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridge is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing structure is structurally deficient. MD 261 is an important north-south link in Calvert County.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increase of \$7.6 million is due to the need for additional Right-of-Way and utilities associated with increasing the final bridge height. The final SHA cost may decrease pending Right-of-way donations.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,281	1,281	0	0	0	0	0	0	0	0
Right-of-way	4,919	246	2,951	1,722	0	0	0	0	4,673	0
Construction	10,524	156	3,262	5,126	1,980	0	0	0	10,368	0
Total	16,724	1,683	6,213	6,848	1,980	0	0	0	15,041	0
Federal-Aid	13,772	1,319	5,258	5,650	1,545	0	0	0	12,453	0

**CLASSIFICATION:**

STATE - Urban Minor Arterial

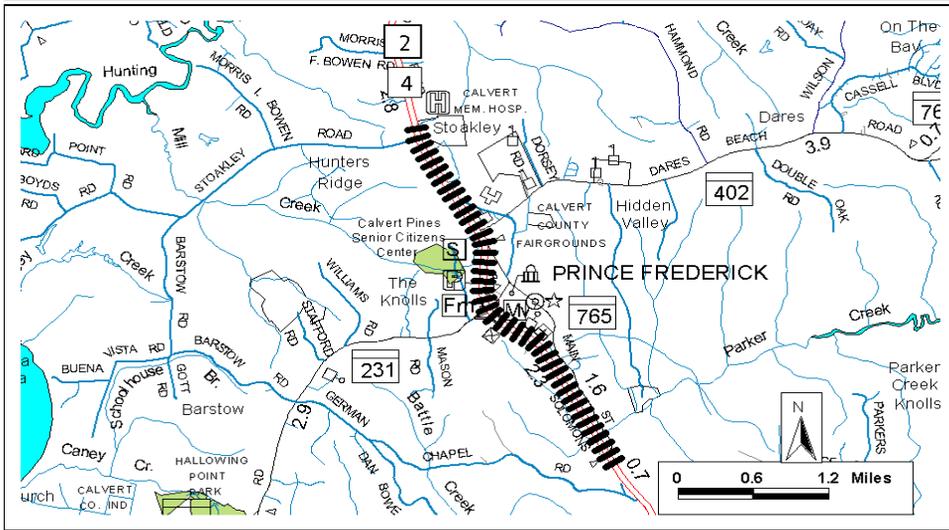
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 15,875

PROJECTED (2030) - 23,150



**PROJECT:** MD 2/4, Solomons Island Road

**DESCRIPTION:** Upgrade MD 2/4, from south of MD 765 to north of Stoakley Road, excluding the MD 231 intersection, to a 6 lane divided highway with auxiliary lanes (3.29 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Projected traffic volumes generated by continuing commercial growth in the Prince Frederick area and throughout Calvert County along the MD 2/4 corridor will result in congestion along the existing roadway unless additional capacity is provided.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

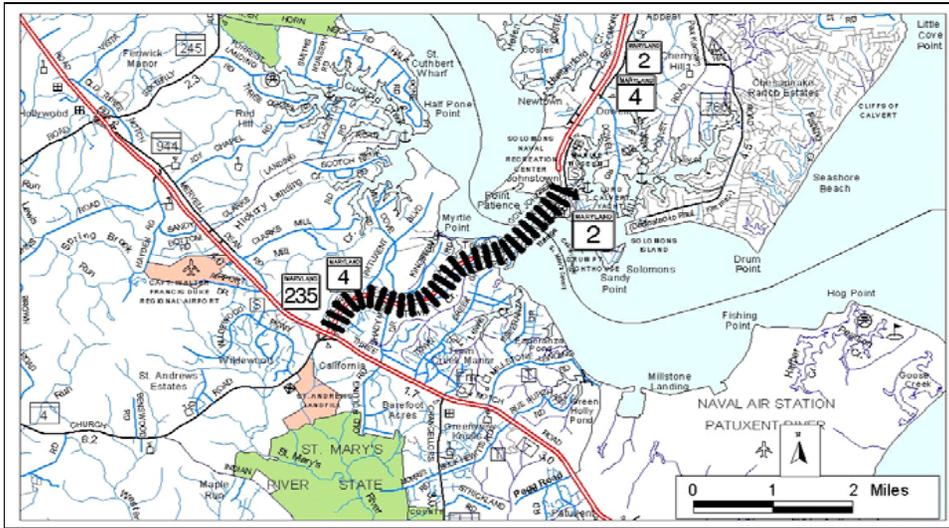
**ASSOCIATED IMPROVEMENTS:**  
 Prince Frederick Boulevard (County Project)

**STATUS:** Engineering underway and Right-of-Way to begin during current fiscal year for the segment from Fox Run Boulevard to Commerce Lane.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$13.3 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	4,477	1,752	750	850	1,125	0	0	0	2,725	0
Right-of-way	13,929	644	1,000	7,500	3,800	985	0	0	13,285	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,378	4,368	1,750	8,350	4,925	985	0	0	16,010	0
Federal-Aid	4,373	1,648	750	850	1,125	0	0	0	2,725	0

**CLASSIFICATION:**  
 STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
**STATE SYSTEM:** Primary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
 CURRENT (2013) - 50,000  
 PROJECTED (2030) - 83,600



**PROJECT:** MD 4, Solomons Island Road

**DESCRIPTION:** Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and a parallel trail system will accommodate bicycles and pedestrians.

**JUSTIFICATION:** Projected traffic volumes generated by planned growth will result in increasing congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project Planning underway for the entire segment. Engineering to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$10.0 million to Engineering for the design of the bridge and \$5.0 million to Engineering for the design of interim improvements along the corridor due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	5,016	3,969	208	419	420	0	0	0	0	1,047	0
Engineering	15,000	0	1,875	3,750	3,750	3,750	1,875	0	0	15,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,016	3,969	2,083	4,169	4,170	3,750	1,875	0	0	16,047	0
Federal-Aid	4,152	3,105	208	419	420	0	0	0	0	1,047	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 30,300

PROJECTED (2030) - 35,200

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

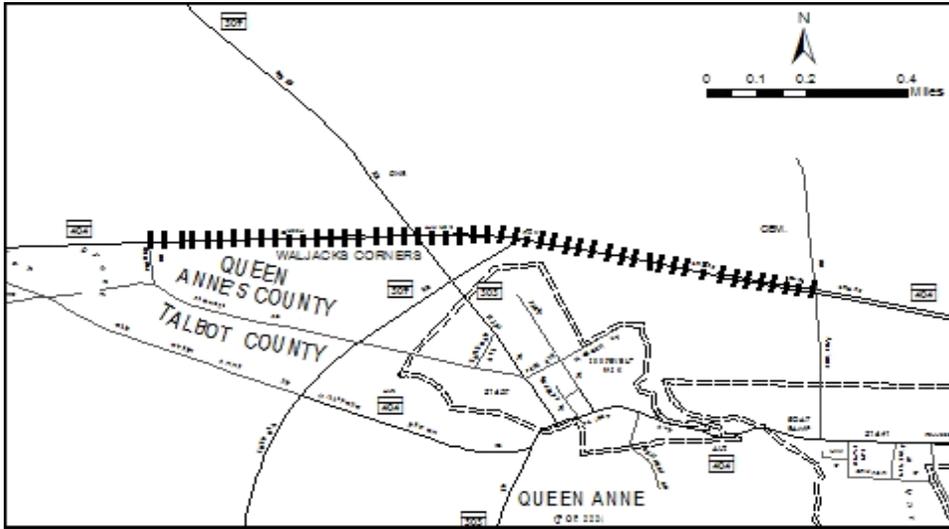
**STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1		Various locations in Calvert County; resurface	7,994	FY 2014
		<b><u>Safety/Spot Improvement</u></b>		
2		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Charles and St. Mary's Counties)	260	Under construction
		<b><u>Community Safety and Enhancements</u></b>		
3	MD 231	Church Street; MD 2/4 to MD 765A, MD 756A from King George Way to 300 feet north of Main Street; intersection improvement/roadway reconstruction (Transportation Infrastructure Investment Act of 2013)	6,000	FY 2015
4	MD 760/765	Rousby Hall Road/H.G. Trueman Road; MD 760 from east of MD 765 to west of MD 765 and MD 765 from Appeal Lane to south of MD 760 (Lusby); urban reconstruct (Project on hold)		

**SHA**



***CAROLINE COUNTY***



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.09 miles). Shoulders will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$42.0 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project of MD 404 from US 50 to MD 404 Business (Line 5).

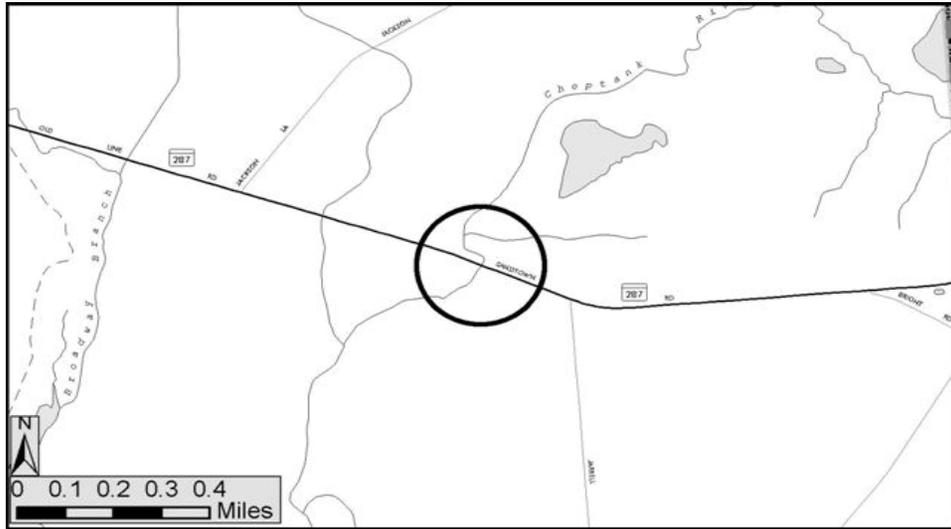
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,017	2,267	500	250	0	0	0	0	0	750	
Right-of-way	4,798	65	4,305	428	0	0	0	0	0	4,733	
Construction	42,024	0	3,257	11,889	14,376	12,502	0	0	0	42,024	
Total	49,839	2,332	8,062	12,567	14,376	12,502	0	0	0	47,507	
Federal-Aid	39,992	2,052	4,534	2,895	8,864	11,199	10,448	0	0	37,940	

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 16,100  
 PROJECTED (2030) - 24,900



**PROJECT:** MD 287, Sandtown Road

**DESCRIPTION:** Replace Bridge 5002 over the Choptank River. Shoulders will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing bridge is structurally deficient and functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,461	1,461	0	0	0	0	0	0	0	0	
Right-of-way	171	171	0	0	0	0	0	0	0	0	
Construction	4,454	4,154	300	0	0	0	0	0	300	0	
Total	6,086	5,786	300	0	0	0	0	0	300	0	
Federal-Aid	5,145	4,845	300	0	0	0	0	0	300	0	

**CLASSIFICATION:**

STATE - Major Collector

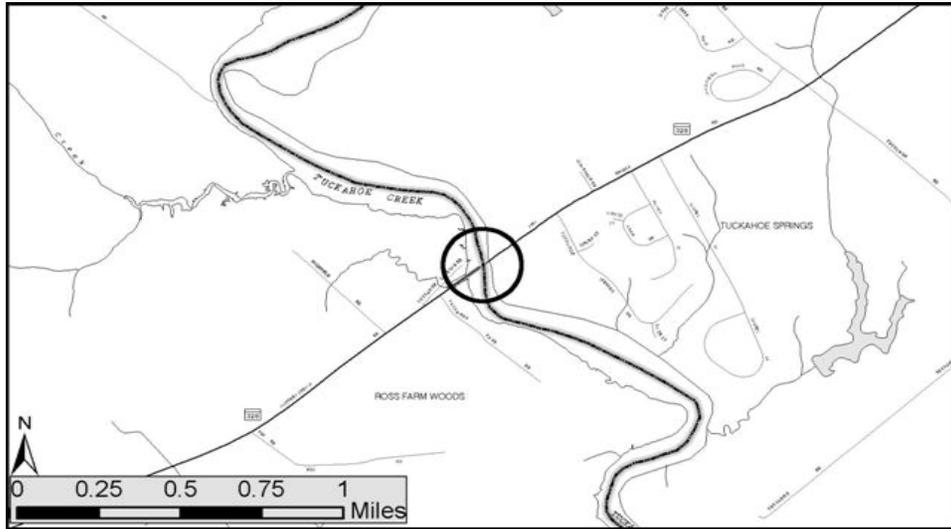
FEDERAL - Major Collector

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 2,625

PROJECTED (2030) - 3,150



**PROJECT:** MD 328, New Bridge Road

**DESCRIPTION:** Replaced Bridge 5012 over Tuckahoe Creek. The new bridge was built on a parallel alignment. Shoulders will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure was structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing bridge was structurally deficient and functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,646	1,646	0	0	0	0	0	0	0	0	
Right-of-way	1,064	1,064	0	0	0	0	0	0	0	0	
Construction	14,247	14,247	0	0	0	0	0	0	0	0	
Total	16,957	16,957	0	0	0	0	0	0	0	0	
Federal-Aid	16,238	16,238	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Minor Arterial

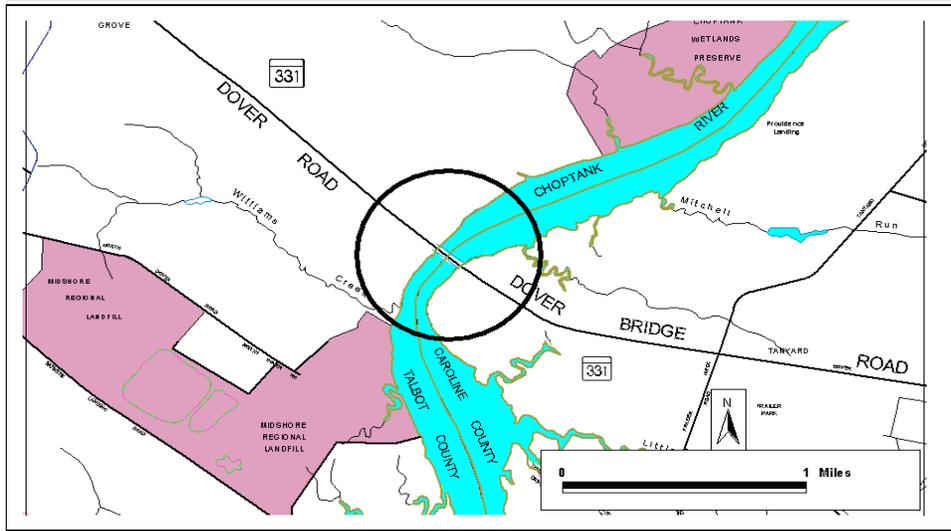
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 7,025

PROJECTED (2030) - 9,850



**PROJECT:** MD 331, Dover Road

**DESCRIPTION:** Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway and will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties with the drawbridge in the past that affected commerce and emergency services in Caroline and Talbot counties. This bridge is functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$53.4 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	636	10	626	0	0	0	0	0	626	0
Construction	53,442	0	3,736	18,999	19,538	11,169	0	0	53,442	0
Total	56,337	2,269	4,362	18,999	19,538	11,169	0	0	54,068	0
Federal-Aid	43,660	1,350	776	11,531	12,700	11,251	6,052	0	42,310	0

**CLASSIFICATION:**

STATE - Minor Arterial

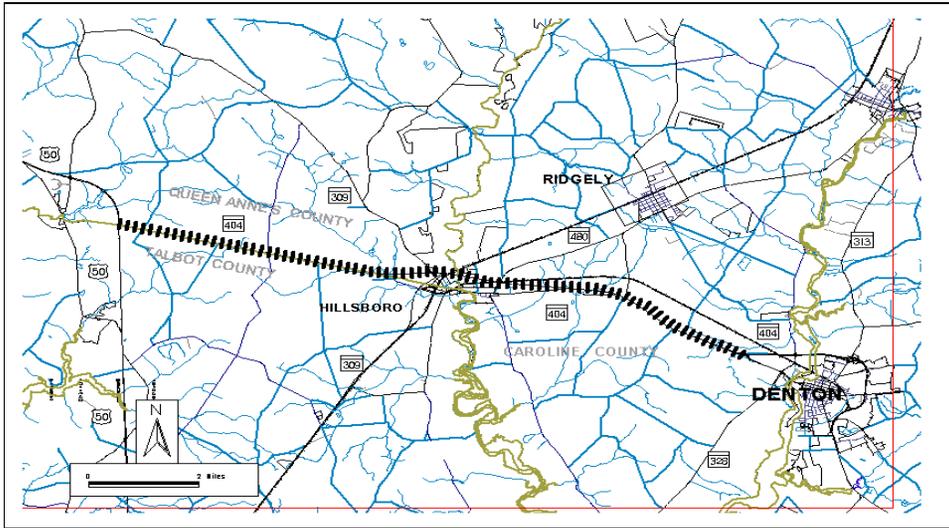
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 16,000

PROJECTED (2030) - 21,100



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 50, US 301 to MD 404 (Queen Anne's County - Line 4)

**STATUS:** Engineering on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved MD 404 from MD 309 to Cemetery Road (Phase 1B) to Construction Program (Line 1).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	4,883	4,883	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,442	5,442	0	0	0	0	0	0	0	0
Federal-Aid	3,809	3,809	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 20,625  
 24,775 (Summer)  
**PROJECTED (2030) -** 28,500  
 33,450 (Summer)

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 6**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Year 2013 Completions</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1		Various Locations in Caroline County; resurface	3,006	Completed
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
2	MD 313	Reliance Road; Bridge 0502200 over Marshyhope Creek; bridge rehabilitation	2,882	Completed
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
3		Various locations in Caroline County; patch and resurface	4,251	Under construction
4	MD 404	Shore Highway; Sennett Road to the Delaware State Line; resurface	2,313	Under construction
5	MD 404 Bus	Gay Street; 7th Street to 1st Street; resurface	537	FY 2014
6	MD 480	Main Street; from Cedar Lane to MD 313; resurfacing	573	FY 2014
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
7	MD 328	New Bridge Road; bridge over Tuckahoe Creek; mitigation	355	Under construction
		<b><u>Safety/Spot Improvement</u></b>		
8	MD 16	Harmony Road; Williston Lake Sluice Gate replacement; drainage improvement	255	FY 2014
9	MD 619 B	Legion Road; 5th Street to MD 404; sidewalk improvements	80	FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 6 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
10		<p><u>Fiscal Years 2014 and 2015 (cont'd)</u></p> <p><u>Enhancements</u></p> <p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p>	976	FY 2014
		<p>Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton</p>		



***CARROLL COUNTY***



**PROJECT:** MD 30 Bus. Main Street

**DESCRIPTION:** Streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Streetscape). Bicycle and pedestrian facilities will be provided (1.58 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide significant improvements to the roadway, sidewalk, and drainage infrastructure. It will also address operational issues, particularly at intersections.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This is the county's top priority for neighborhood conservation. This project would begin to restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added to the Construction Program. Added \$20.1 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,711	2,207	465	39	0	0	0	0	0	504	0
Right-of-way	715	0	174	232	232	77	0	0	0	715	0
Construction	20,096	0	0	2,058	8,479	6,177	3,382	0	0	20,096	0
Total	23,522	2,207	639	2,329	8,711	6,254	3,382	0	0	21,315	0
Federal-Aid	2,563	1,548	558	216	181	60	0	0	0	1,015	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

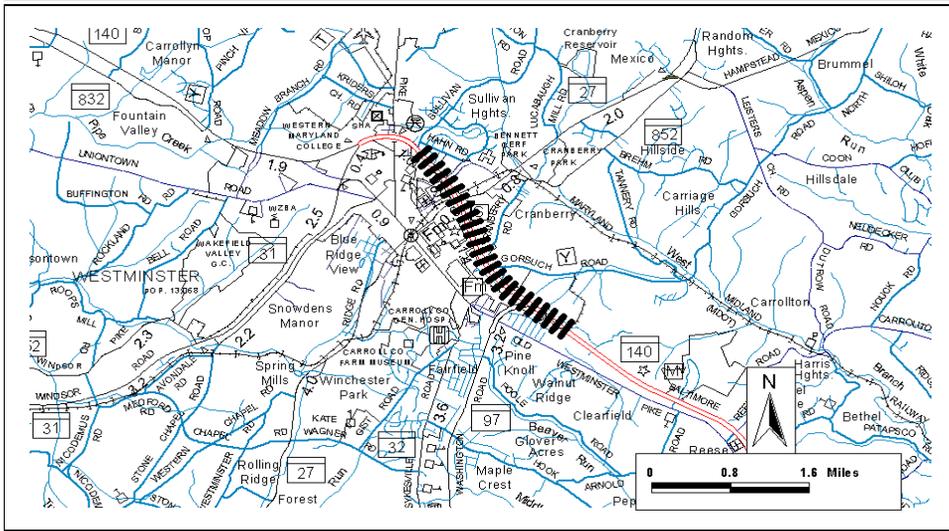
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 19,000

PROJECTED (2030) - 24,650



**PROJECT:** MD 140, Baltimore Boulevard

**DESCRIPTION:** Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminster (2.46 miles). Bicycle and pedestrian facilities will be provided.

**JUSTIFICATION:** This project would relieve existing congestion and provide additional capacity for planned growth and economic development within the Priority Funding Area of Westminster.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	1,432	1,432	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,432	1,432	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

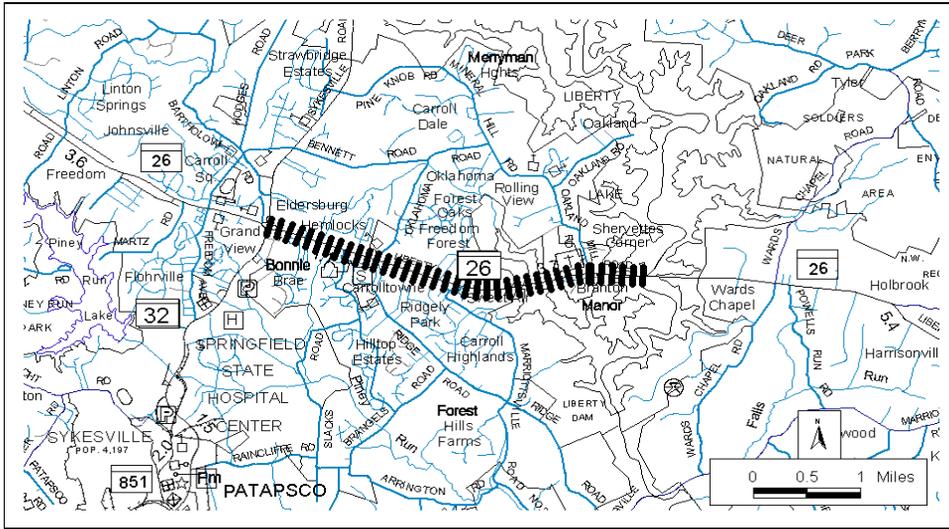
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 50,000 - 61,000

PROJECTED (2030) - 63,900 - 82,600



**PROJECT:** MD 26, Liberty Road

**DESCRIPTION:** Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.55 miles). Bicycle and pedestrian facilities will be provided.

**JUSTIFICATION:** This project would improve operations and safety along this segment of MD 26.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project on hold. County and State split planning cost and County contributing \$1.0 million towards engineering cost. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	290	290	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	290	290	0	0	0	0	0	0	0	0
Federal-Aid	203	203	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 27,475 - 36,300

PROJECTED (2030) - 28,400 - 41,400

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 140	Baltimore Boulevard; MD 91 to Market Street; guardrail	898	Completed
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
2		Various locations in Carroll County; resurface	10,501	FY 2014
3	MD 140	Baltimore Boulevard; west of Sandymount Road to west of MD 91; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,203	FY 2014
4	MD 140	Baltimore Boulevard; west of Sandymount Road to Market Street; resurface	4,403	Under construction
		<u>Safety/Spot Improvement</u>		
5	MD 30 BU	Main Street; near West Street; drainage improvement	284	FY 2014
6	MD 97	Littlestown Pike; at Stone Road; intersection reconstruct	3,300	Under construction
7	MD 808 A	South Main Street; Hood Street to Station Circle; ADA improvements	521	FY 2014
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
8		Finksburg Industrial Park Stormwater Management Facility	761	FY 2014
9		Westminster Community Pond Stormwater Management Facility; conversion of existing pond to stormwater management	933	FY 2014

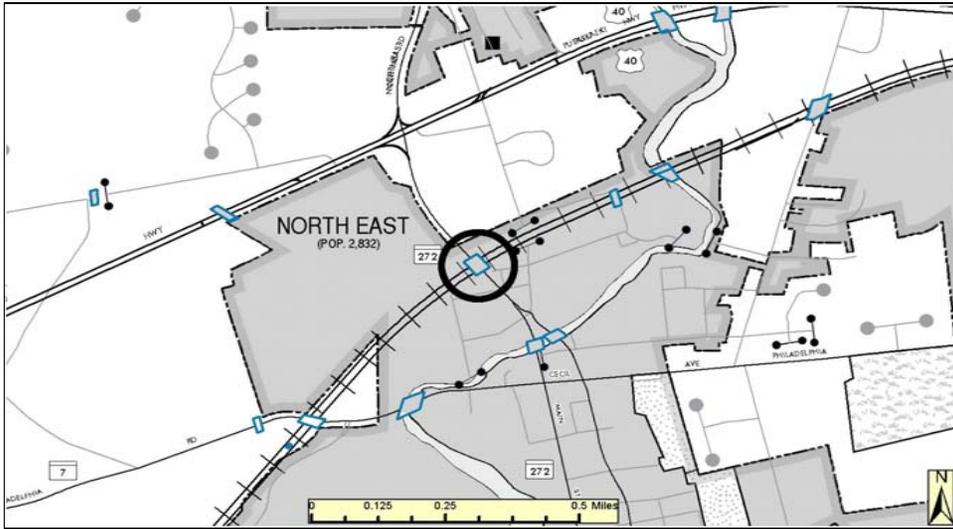
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
10		<p><u>Fiscal Years 2014 and 2015 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p>	454	Underway
		<p>Westminster High School Stormwater Management Facility; construction of a stormwater management facility to treat stormwater from portions of MD 97 to MD 32.</p>		



***CECIL COUNTY***



**PROJECT:** MD 272, Mauldin Ave

**DESCRIPTION:** Replace Bridge 7036 over Amtrak. Shoulders and sidewalks will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing bridge is structurally deficient and functionally obsolete. The new bridge will have sidewalks for pedestrians and wide shoulders for bicycles.

**STATUS:** Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increase of \$1.0 million is due to the need for additional right-of-way not included in the initial estimate.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2016.....	.....2017.....	.....2018.....	.....2019.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,975	1,975	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,194	50	597	547	0	0	0	0	0	1,144	0	0
Construction	12,665	81	2,146	5,892	4,546	0	0	0	0	12,584	0	0
Total	15,834	2,106	2,743	6,439	4,546	0	0	0	0	13,728	0	0
Federal-Aid	12,351	1,642	2,140	5,023	3,546	0	0	0	0	10,709	0	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 23,675

PROJECTED (2030) - 37,200

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

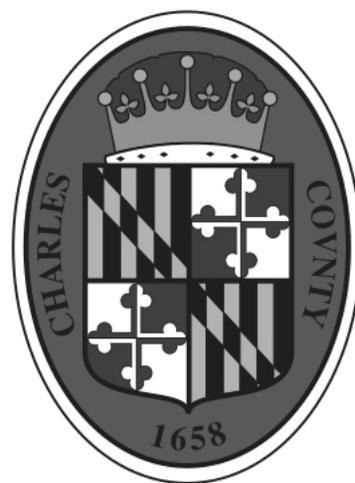
**STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Year 2013 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		Various Locations in Cecil County; resurface	3,290	Completed
2	MD 279	Elkton Newark Road; Elkton Municipality Limits at Belle Hill Road to the Delaware State Line; resurface	1,527	Completed
<b><u>Safety/Spot Improvement</u></b>				
3	US 40	Pulaski Highway; MD 222 to Delaware State Line; guardrail	2,494	Completed
<b><u>Intersection Capacity Improvements</u></b>				
4	MD 781	Delancy Road; north of US 40 to Suburban Drive; geometric improvements	623	Completed
<b><u>Fiscal Years 2014 and 2015</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
5		Various locations in Cecil County; patch and resurface	3,350	FY 2014
6	US 1	Rising Sun Bypass; MD 273A to the Pennsylvania State Line; resurface	1,100	FY 2015
7	US 40	Pulaski Highway; structure 7021 over Big Elk Creek to Delaware State Line; resurface	3,409	Under construction
8	MD 222	Perryville Road; US 40 to I 95; resurface	1,194	FY 2014
9	MD 282	Main Street; Western Corporate Town Limit of Cecilton to MD 213; resurface	566	Under construction

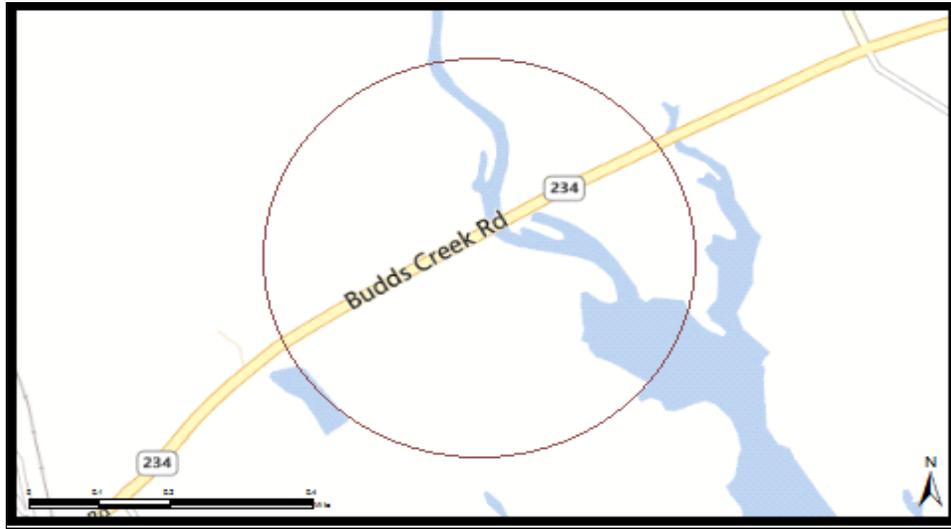
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>		
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
10		7 existing bridges on US 1, US 40, MD 222 and MD 272; clean and paint bridges	1,315	FY 2014
		<b><u>C.H.A.R.T. Projects</u></b>		
11		CHART DMS Deployment in Cecil County	102	FY 2014
		<b><u>Truck Weight</u></b>		
12	US 301	Blue Star Memorial Highway; at MD 299; CCTV cameras at Cecilton Weigh Station	327	FY 2014
		<b><u>TMDL Compliance</u></b>		
13		Tree planting at various locations in Cecil County; landscape (Transportation Infrastructure Investment Act of 2013)	858	FY 2014



***CHARLES COUNTY***



**PROJECT:** MD 234, Budds Creek Road

**DESCRIPTION:** Replace the temporary bridge over Allens Fresh Run.

**PURPOSE & NEED SUMMARY STATEMENT:** The original bridge was damaged during hurricane Lee in 2011. A temporary bridge was put in place in the fall of 2011 to reopen MD 234 to traffic. This new bridge will replace the temporary bridge.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** MD 234 provides a critical east west link in the State roadway system. Widening and reconstructing this structure supports this movement.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,285	1,285	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	2,456	11	2,285	160	0	0	0	0	2,445	0	0
Total	3,741	1,296	2,285	160	0	0	0	0	2,445	0	0
Federal-Aid	3,476	1,032	2,284	160	0	0	0	0	2,444	0	0

**CLASSIFICATION:**

STATE - Rural Minor Arterial

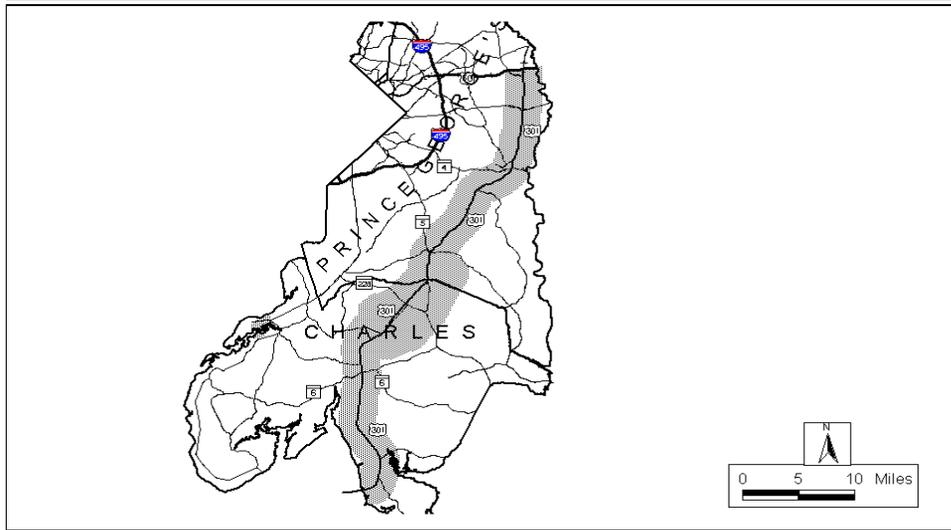
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 7,500

PROJECTED (2030) - 10,500



**PROJECT:** US 301, South Corridor Transportation Study

**DESCRIPTION:** Multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

**JUSTIFICATION:** This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- US 301, Waldorf Area Project (Line 3)
- Southern Maryland Mass Transportation Analysis (MTA)
- MD 3, US 50 to MD 32 (Prince George's Line 12)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Prince George's Line 14)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 15)

**STATUS:** Project Planning on hold. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	10,743	10,743	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,018	4,000	2,651	3,000	3,000	3,000	0	15,651	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	71,412	55,761	4,000	2,651	3,000	3,000	3,000	0	15,651	0	0
Federal-Aid	7,520	7,520	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE:  SPECIAL  FEDERAL  GENERAL  OTHER

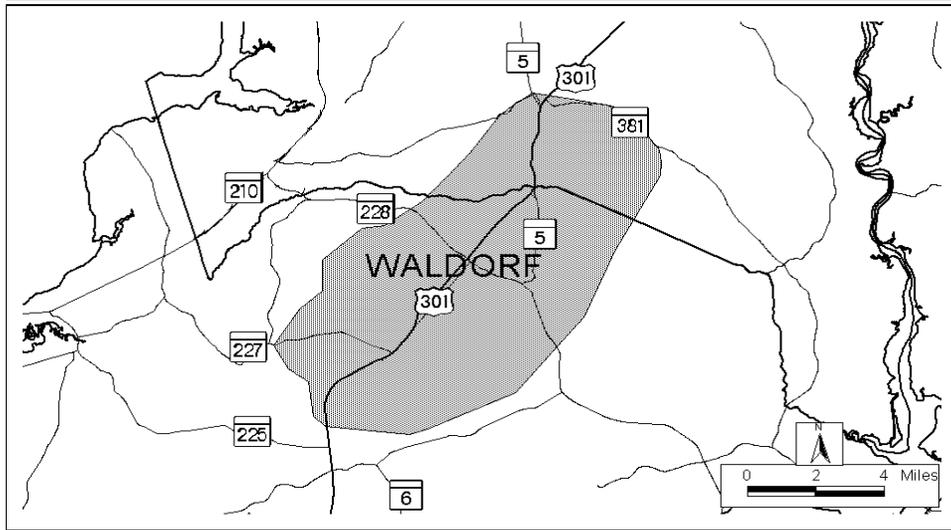
**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 19,850(Charles) - 91,100 (Prince George's)  
 PROJECTED (2030) - 27,300 (Charles) - 114,300 (Prince George's)



**PROJECT:** US 301, Waldorf Area Project

**DESCRIPTION:** Examine alternatives to upgrade US 301 through Waldorf and grade separated interchanges at US 301 at MD 5 and US 301 at MD 228.

**JUSTIFICATION:** Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- US 301, South Corridor Transportation Study (Line 2)
- Southern Maryland Mass Transportation Analysis (MTA)
- MD 5, US 301 to I-95/I-495 (Prince George's Line 14)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 15)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$5.0 million to Planning due to the Transportation Infrastructure Investment Act of 2013.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	16,262	9,638	300	1,581	1,581	1,581	1,581	0	6,624	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	16,262	9,638	300	1,581	1,581	1,581	1,581	0	6,624	0	
Federal-Aid	8,617	7,041	252	1,000	324	0	0	0	1,576	0	

POTENTIAL FUNDING SOURCE:

SPECIAL  FEDERAL  GENERAL  OTHER

**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 62,100 (Charles) - 91,000 (Prince George's)  
 PROJECTED (2030) - 75,000 (Charles) - 114,300 (Prince George's)

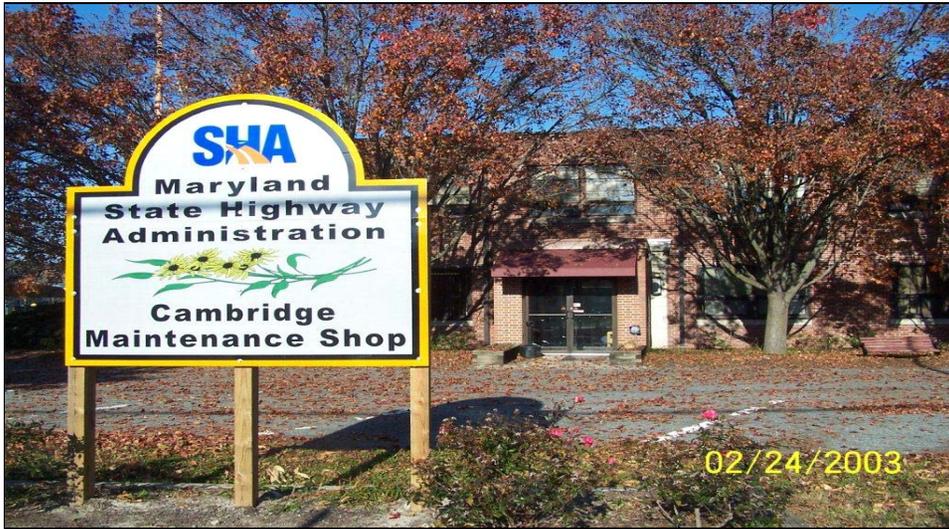
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Year 2013 Completions</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
1	MD 6	Charles Street; US 301 to Somerset Street; ADA improvements (ARRA PROJECT)	293	Completed
2	US 301	Crain Highway; Mitchell Road to Billingsley Road; guardrail	874	Completed
<b><u>Environmental Preservation</u></b>				
3	MD 5	Leonardtown Road; exit ramp from MD 231; wetland restoration and creation	1,185	Completed
<b><u>Fiscal Years 2014 and 2015</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
4		Various locations in Charles County; resurface	8,577	FY 2014
5		Various locations in Charles County; resurface	4,978	Under construction
<b><u>Safety/Spot Improvement</u></b>				
6		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and St. Mary's Counties)	260	Under construction
7	MD 5 BUS	Leonardtown Road; US 301 to Post Office Road northbound; ADA improvements	110	FY 2014
8	MD 6	Charles Street; Haldane Drive to MD 488 westbound; ADA improvements	115	Under construction
<b><u>Community Safety and Enhancements</u></b>				
9	MD 5 BUS	Leonardtown Road; at MD 925 (Old Washington Road); geometric improvement/pedestrian improvement (Transportation Infrastructure Investment Act of 2013)	738	FY 2014



***DORCHESTER COUNTY***



**PROJECT:** Maintenance Facility in Cambridge

**DESCRIPTION:** Replacement of the maintenance facility in Cambridge.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing shop does not meet the current needs of the shop to maintain the roads in Cambridge and Dorchester County.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing shop does not meet the current needs to maintain the roads in Cambridge and Dorchester County.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increase of \$1.2 million is due to a revised estimate for HVAC, electrical systems and other building upgrades.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,920	738	1,182	0	0	0	0	0	0	1,182	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	13,946	0	0	6,973	6,973	0	0	0	0	13,946	
Total	15,866	738	1,182	6,973	6,973	0	0	0	0	15,128	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - NA

FEDERAL - NA

STATE SYSTEM: NA

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - NA

PROJECTED (2030) - NA

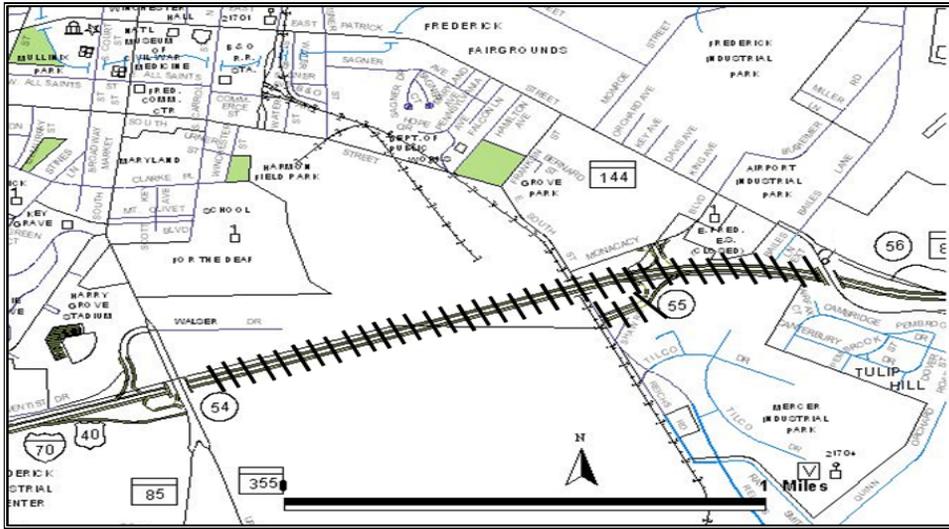
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1		Various locations in Dorchester County; resurface	3,681	Under construction
		<b><u>Community Safety and Enhancements</u></b>		
2	MD 16	Church Creek Road; in Church Creek; drainage improvement/roadway construct/pedestrian improvement (Project on hold)		
		<b><u>Enhancements</u></b>		
		<b><u>Scenic/Historic Highway Programs/Visitor Centers</u></b>		
3		Harriet Tubman Underground Railroad Visitor Center	9,724	FY 2014



***FREDERICK COUNTY***



**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** Widen I-70 east of MD 355 to east of MD 144 (1.57 miles), replace the I-70 bridge over Reich's Ford Road. The existing ramps to Monocacy Boulevard and Reich's Ford Road are reconstructed (Phase 2D).

**PURPOSE & NEED SUMMARY STATEMENT:** Signed as I-70, this section was constructed as US 40 Relocated and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the four lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick and improve Interstate travel.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-70, Mt. Phillip Road to MD 144FA (Line 6)

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** By improving the geometry of the existing interchange ramps between I-70 and Monocacy Boulevard and Reich's Ford Road, this project will improve operations along I-70 through Frederick and reduce collision and injury rates.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	3,042	2,760	282	0	0	0	0	0	282	0	
Construction	42,052	38,659	3,393	0	0	0	0	0	3,393	0	
<b>Total</b>	<b>45,094</b>	<b>41,419</b>	<b>3,675</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,675</b>	<b>0</b>	
Federal-Aid	44,159	40,558	3,601	0	0	0	0	0	3,601	0	

**CLASSIFICATION:**

STATE - Principal Arterial

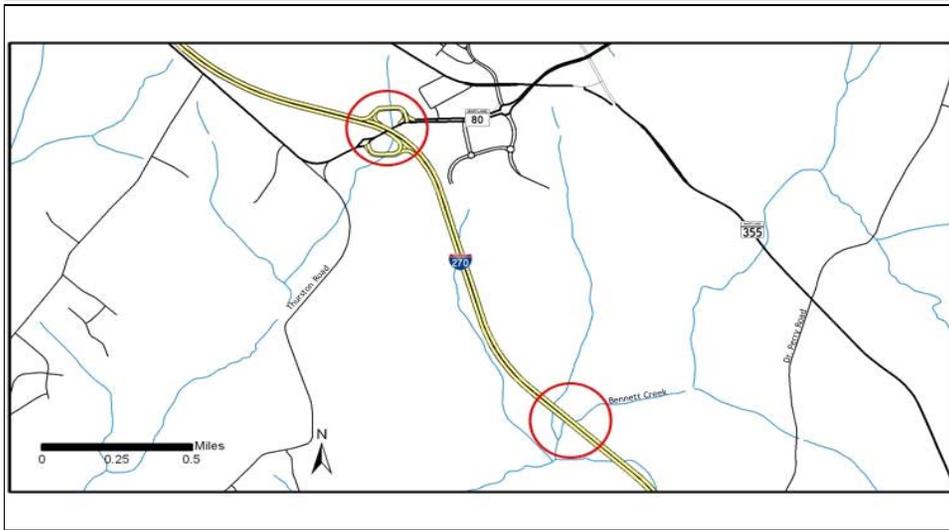
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC: (USAGE IMPACTS)**

CURRENT (2013) - 84,850

PROJECTED (2030) - 102,900



**PROJECT:** I-270, Eisenhower Memorial Highway

**DESCRIPTION:** Replaced decks and widen Bridges 10078 and 10079 over MD 80 and Bennett Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures were structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:** I-270 and US 15, Multi-Modal Corridor Study (Line 8)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing structures were structurally deficient and functionally obsolete.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,776	1,776	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	9,225	9,225	0	0	0	0	0	0	0	0	0
Total	11,001	11,001	0	0	0	0	0	0	0	0	0
Federal-Aid	10,512	10,512	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Rural Interstate

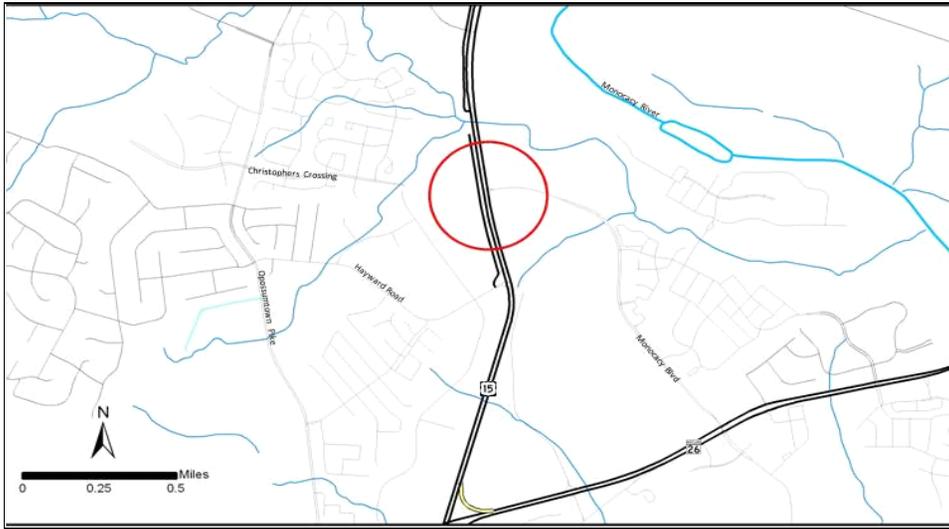
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 79,725 (I-270)  
20,600 (MD 80)

PROJECTED (2030) - 141,000 (I-270)  
(MD 80) 34,500



**PROJECT:** US 15, Catocin Mountain Highway

**DESCRIPTION:** Construct a grade-separated interchange at Monocacy Boulevard including a Park-and-Ride lot. This project will include appropriate bicycle and pedestrian facilities. (BRAC Related)

**PURPOSE & NEED SUMMARY STATEMENT:** This project will add a new interchange and Park-and-Ride lot in the vicinity of US 15 and Monocacy Boulevard to safely accommodate future traffic volumes associated with planned development. The project will close the existing at-grade intersection at US 15 and Hayward Road.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-270/US 15, Multi-Modal Corridor Study (Line 8)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The new interchange will improve safety and operations for all roadway users by closing existing at-grade intersections, providing new east-west access, and constructing a ride-share facility.

**STATUS:** Engineering underway. Right-of-Way to begin during current fiscal year. The County is providing \$2.0 million to proceed with engineering. The City has also committed \$2.0 million for engineering. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$13.4 million to Right-of-Way and \$67.5 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	472	472	0	0	0	0	0	0	0	0
Engineering	1,803	950	324	337	192	0	0	0	853	0
Right-of-way	13,386	0	3,748	6,425	3,213	0	0	0	13,386	0
Construction	67,465	0	0	7,098	10,544	12,986	12,986	12,986	56,600	10,865
<b>Total</b>	<b>83,126</b>	<b>1,422</b>	<b>4,072</b>	<b>13,860</b>	<b>13,949</b>	<b>12,986</b>	<b>12,986</b>	<b>12,986</b>	<b>70,839</b>	<b>10,865</b>
Federal-Aid	1,217	542	323	335	17	0	0	0	675	0

**CLASSIFICATION:**

STATE - Urban Freeway/Expressway

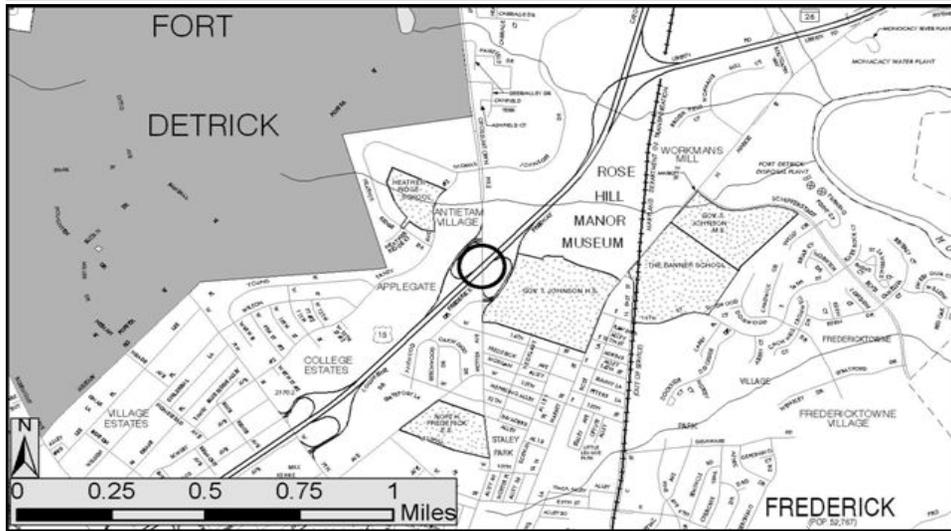
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 44,650

PROJECTED (2030) - 75,600



**PROJECT:** US 15, Catoctin Mountain Highway

**DESCRIPTION:** Replace Bridge 10098 on Motter Avenue.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 15, Interchange at Monocacy Boulevard (Line 3)  
 I-270 and US 15 Multi-Modal Corridor Study (Line 8)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing structure is structurally deficient and functionally obsolete.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,251	1,251	0	0	0	0	0	0	0	0	0
Right-of-way	961	961	0	0	0	0	0	0	0	0	0
Construction	12,071	7,798	3,312	961	0	0	0	0	0	4,273	0
Total	14,283	10,010	3,312	961	0	0	0	0	0	4,273	0
Federal-Aid	13,611	9,342	3,308	961	0	0	0	0	0	4,269	0

**CLASSIFICATION:**

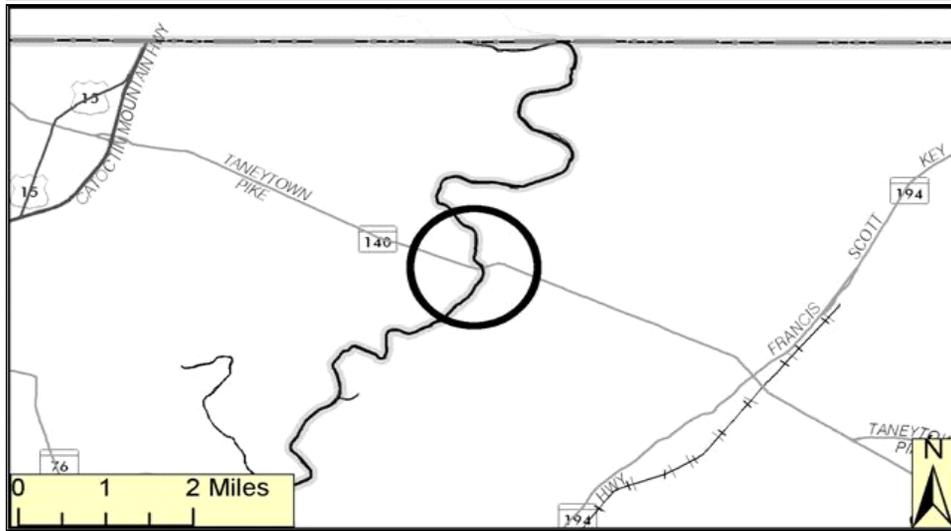
STATE - Urban Freeway/Expressway  
 FEDERAL - Urban Freeway/Expressway

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 85,775

PROJECTED (2030) - 102,125



**PROJECT:** MD 140, Taneytown Pike

**DESCRIPTION:** Replace Bridge 10065 over Monocacy River. Shoulders will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing structure is structurally deficient and functionally obsolete.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	227	227	0	0	0	0	0	0	0	0
Construction	4,440	3,175	1,265	0	0	0	0	0	1,265	0
Total	4,667	3,402	1,265	0	0	0	0	0	1,265	0
Federal-Aid	4,558	3,293	1,265	0	0	0	0	0	1,265	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

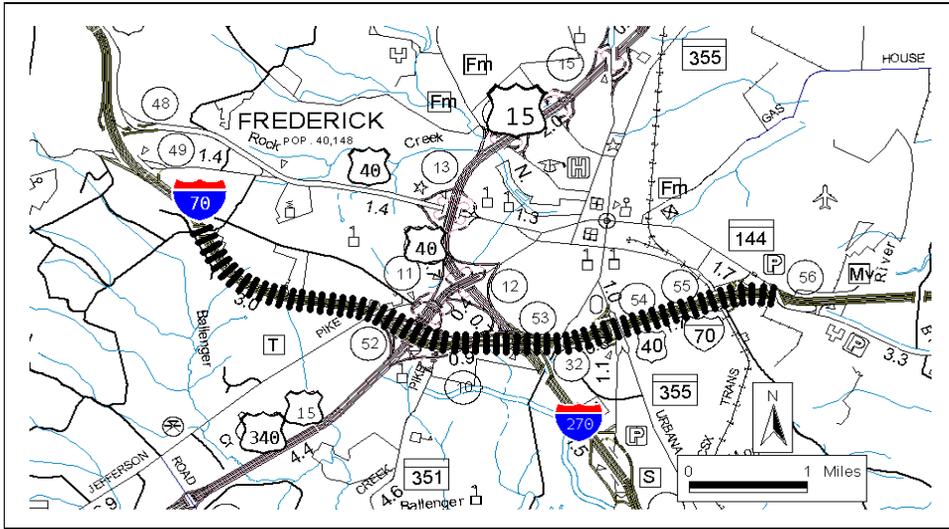
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 5,675

PROJECTED (2030) - 7,150



**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** Upgrade existing I-70 from Mount Phillip Road to MD 144 FA (Phase 4) (5.30 miles).

**JUSTIFICATION:** Although signed as I-70, this section was constructed as US 40 Relocated (the Frederick Bypass) and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the existing four lane section to six lanes and reconstruction of the interchanges.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-70, Phase 2D (Line 1)  
 I-270 and US 15 Multi-Modal Corridor Study (Line 8)

**STATUS:** Engineering on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,726	6,726	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,470	29,470	0	0	0	0	0	0	0	0
Federal-Aid	13,634	13,634	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

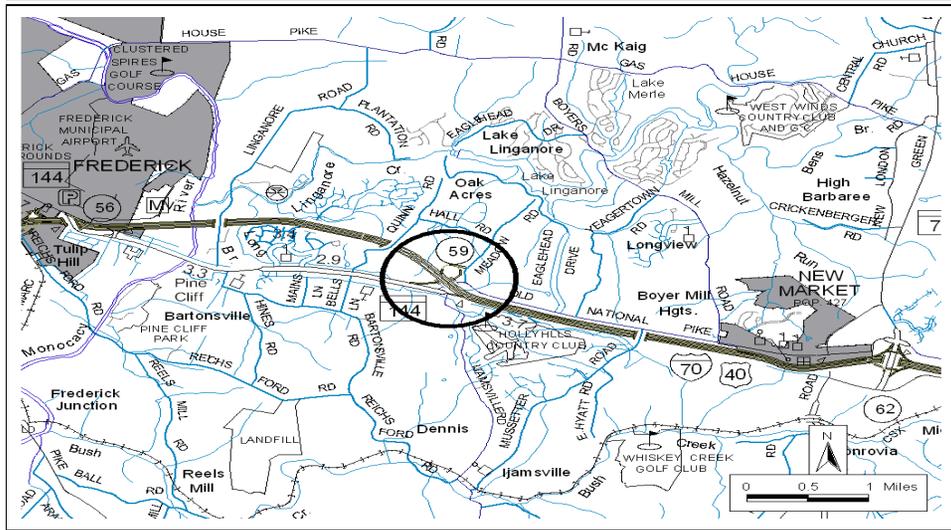
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 95,725

PROJECTED (2030) - 176,925



**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** Study to construct interchange improvements at Meadow Road.

**JUSTIFICATION:** This project will look at providing the missing eastbound off-ramp to westbound on-ramp to and from I-70. This will alleviate traffic on lower functioning routes into the City of Frederick.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	252	252	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>252</b>	<b>252</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Urban Interstate

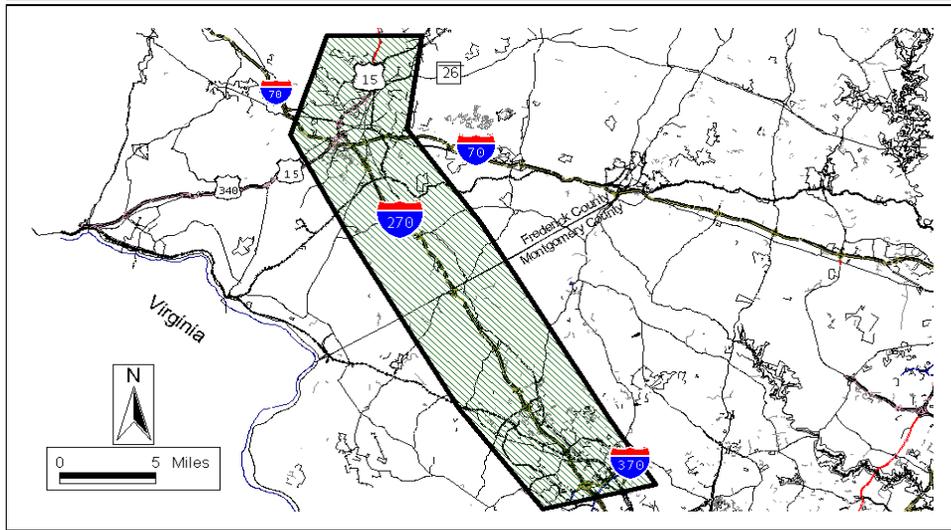
FEDERAL - Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 68,000

PROJECTED (2030) - 116,500



**PROJECT:** I-270, Eisenhower Highway, and US 15, Frederick Freeway

**DESCRIPTION:** Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

**JUSTIFICATION:** Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. Transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- US 15, Interchange at Monocacy Boulevard (Line 3)
- I-70, Mt. Phillip Road to MD 144 (Line 6)
- I-270, Interchange at Watkins Mill Road (Montgomery County Line 1)
- MD 200, InterCounty Connector (Montgomery County Line 3)

**STATUS:** Project Planning on hold, proceeding with transit options in corridor first.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	17,460	17,429	15	16	0	0	0	0	0	31	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,567	18,536	15	16	0	0	0	0	0	31	0
Federal-Aid	12,222	12,200	11	11	0	0	0	0	0	22	0

**CLASSIFICATION:**

STATE - Principal Arterial

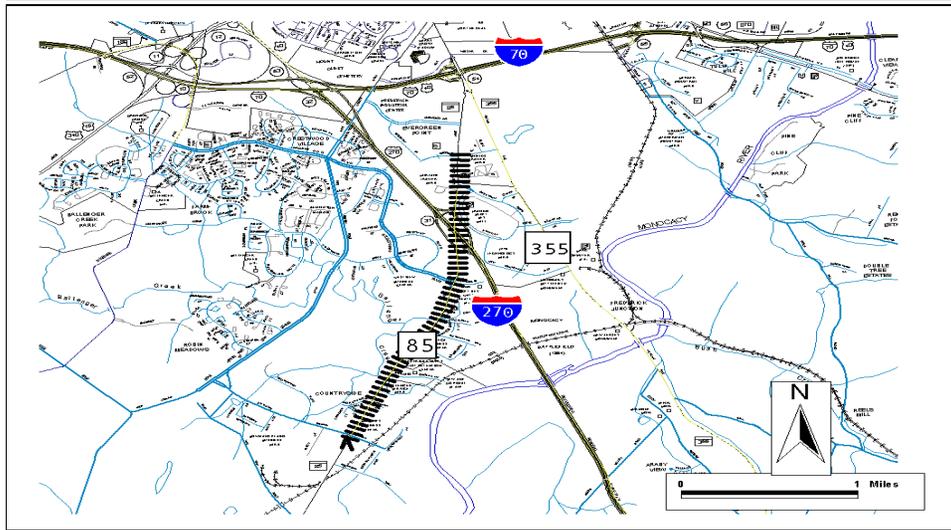
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 41,400 - 102,000 (US -15)  
79,725 - 212,500 (I-270)

**PROJECTED (2030) -** 58,000 - 169,100 (US 15)  
103,900 - 267,400 (I-270)



**PROJECT:** MD 85, Buckeystown Pike

**DESCRIPTION:** Upgrade MD 85 to a multi-lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). The project will include six-foot bicycle lanes.

**JUSTIFICATION:** This project would relieve congestion and provide capacity for planned commercial development along the MD 85 corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-270/US 15, Multi-Modal Corridor Study (Line 8)

**STATUS:** Partial Engineering for Phase 1 underway. County funding partial Engineering for \$1.5 million. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	5,354	794	585	625	3,350	0	0	0	4,560	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,885	1,325	585	625	3,350	0	0	0	4,560	0
Federal-Aid	4,451	766	585	582	2,518	0	0	0	3,685	0

**CLASSIFICATION:**

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 9,450 - 46,675

PROJECTED (2030) - 16,175 - 64,000



**PROJECT:** MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike

**DESCRIPTION:** Study to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Drive to Corporate Drive, while supporting existing and planned development. This project will include appropriate bicycle and pedestrian facilities.

**JUSTIFICATION:** Land adjacent to existing MD 180 and MD 351 is experiencing rapid growth. Businesses and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-70, Mt. Phillip Road to MD 144 (Line 6)
- I-270/US 15, Multi-Modal Corridor Study (Line 8)
- Butterfly Lane Improvements (Frederick County)

**STATUS:** Project Planning underway. Frederick County contributed \$0.5 million to Planning. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	2,271	1,585	250	436	0	0	0	0	686	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,271	1,585	250	436	0	0	0	0	686	0
Federal-Aid	800	114	250	436	0	0	0	0	686	0

**CLASSIFICATION:**

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 28,050

PROJECTED (2030) - 53,450

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 11**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Year 2013 Completions</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1	US 15 SB	Catoctin Mountain Highway; Roddy Road to Structure 10182; resurface	2,282	Completed
		<b><u>Safety/Spot Improvement</u></b>		
2	US 15	Catoctin Mountain Highway; at Mountville Road; geometric improvements	820	Completed
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
3		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	Completed
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
4		Various locations in Frederick County; resurface	10,059	Under construction
5	US 15 NB	Catoctin Mountain Highway; north of Angleberger Road to Owens Creek Structure 10004; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,306	FY 2014
6	US 15 NB	Catoctin Mountain Highway; MD 26 to north of Angleberger Road; resurface	3,255	Under construction
7	I 70 EB	Eisenhower Memorial Highway; US 15 to New Design Road; resurface	2,213	Under construction
8	I 270 NB	Eisenhower Memorial Highway; north of MD 80 to north of I 70; resurface (Transportation Infrastructure Investment Act of 2013)	3,747	FY 2014

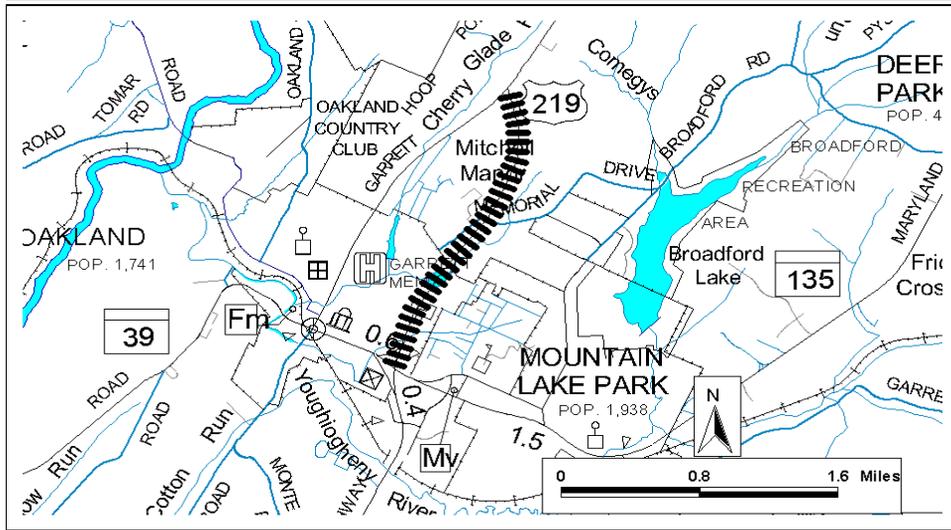
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
9		10 existing bridges on MD 383, MD 75, US 15, US 340 and I 70; clean and paint bridges	1,830	FY 2014
10	MD 26	Liberty Road; bridge 1002504 over Monocacy River; clean and paint bridge	2,166	Under construction
<b><u>Community Safety and Enhancements</u></b>				
11	US 40 ALT	Old National Pike; through Middletown; urban reconstruct (Funded for preliminary engineering)	3,000	PE Underway
12	MD 144 FB	Main Street; through Town of New Market to Bye Alley; urban reconstruct (Transportation Infrastructure Investment Act of 2013)	6,000	FY 2014
13	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; urban reconstruct (Funded for preliminary engineering)	1,760	FY 2015
<b><u>Sidewalks</u></b>				
14	MD 17	Myersville Middletown Road; Eagle Bay Drive to Cedar Street; sidewalks (Transportation Infrastructure Investment Act of 2013)	400	FY 2014
<b><u>Enhancements</u></b>				
<b><u>Acquisition of Scenic Easements and Scenic/Historic Sites</u></b>				
15		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway
<b><u>Pedestrian/Bicycle Facilities</u></b>				
16		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	3,000	FY 2014



***GARRETT COUNTY***



**PROJECT:** US 219 Relocated, Oakland Bypass

**DESCRIPTION:** Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate and shoulders will accommodate pedestrians in open sections. Shoulders and wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Existing US 219 through Oakland experiences congestion because of the frequency of entrances and intersections along with restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland, improving safety and reducing congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,280	1,280	0	0	0	0	0	0	0	0	
Engineering	4,129	4,014	2	113	0	0	0	0	115	0	
Right-of-way	4,410	4,410	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	9,819	9,704	2	113	0	0	0	0	115	0	
Federal-Aid	2,818	2,818	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Intermediate Arterial

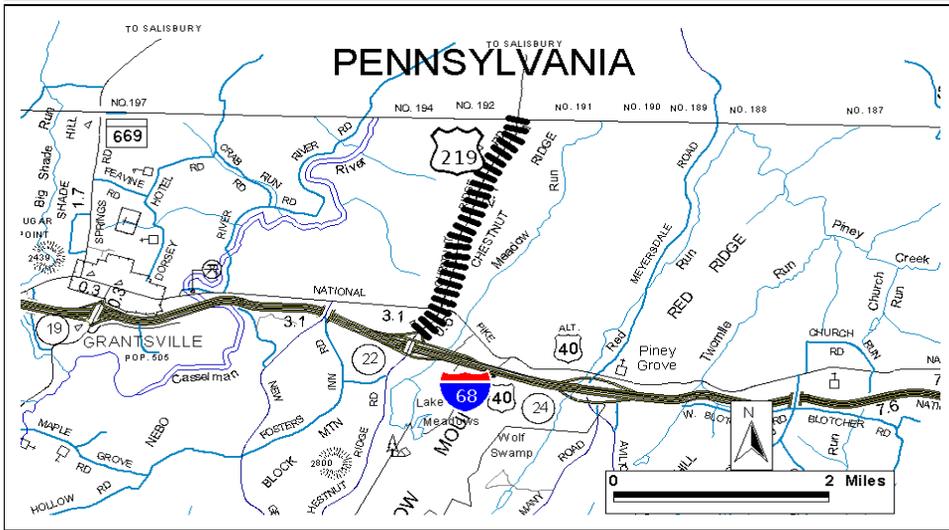
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 7,600- 17,550

PROJECTED (2030) - 7,800 (Bypass)  
18,200 (US 219)



**PROJECT:** US 219 North, Chestnut Ridge Road

**DESCRIPTION:** Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study of US 219, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

**JUSTIFICATION:** Improvements along the US 219 North Corridor would enhance accessibility and promote economic development in the Appalachian Region.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 220, I-68 to West Virginia State Line (Allegheny County - Line 3)

**STATUS:** Project on hold pending agreement with PennDOT for their portion of the project. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$2.0 million to complete Planning pending agreement with PennDOT.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	4,090	2,090	375	600	513	512	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
Total	4,090	2,090	375	600	513	512	0	0	2,000	0
Federal-Aid	2,409	1,630	293	312	174	0	0	0	779	0

**CLASSIFICATION:**

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 4,900

PROJECTED (2030) - 6,970

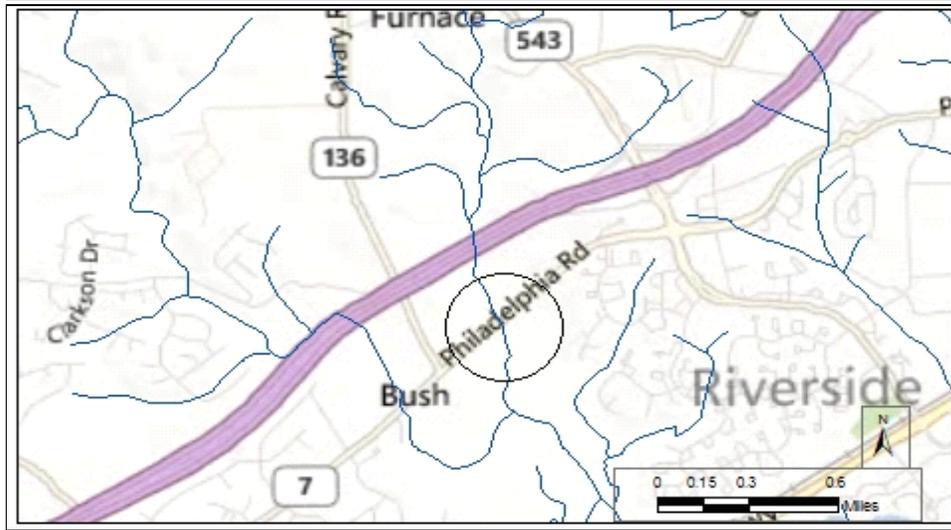
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Year 2013 Completions</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1	US 40 ALT	National Pike; US 40 to west corporate limits of Grantsville; resurface	3,173	Completed
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
2		Various locations in Garrett County; resurface	5,686	FY 2014
3	I 68	National Freeway; Shade Hollow Road Bridge to Lower New Germany Road Bridge; safety and resurface (Transportation Infrastructure Investment Act of 2013)	6,680	FY 2014
4	MD 135	Maryland Highway; MD 495 to MD 38B; safety and resurface	2,366	FY 2014
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
5	US 219	Garrett Highway; at Fox Den Road; miscellaneous	1,814	FY 2014
		<b><u>Community Safety and Enhancements</u></b>		
6	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; urban reconstruct improvements (Project on hold)	0	
7	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; urban reconstruct (Project on hold)		



***HARFORD COUNTY***



**PROJECT:** MD 7, Philadelphia Road

**DESCRIPTION:** Replacement of the MD 7 (Philadelphia Road) bridge over James Run. Shoulders will accommodate bicycles.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will replace the existing deteriorated bridge and will provide additional width for improved safety and operations. A wider shoulder will accommodate bicycles.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 40, at MD 7/MD 159 (Phase 1) (Line 7)  
 US 40, at MD 7/MD 159 (Phase 2) (Line 8)

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The deteriorated bridge is a major link along the MD 7 corridor. The MD 7 corridor serves as an alternate route to I-95 for the Abingdon and Belcamp communities in Harford County. The new structure will provide 5' shoulders on both sides of the roadway and meets the ADA standards and SHA bicycle requirements.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 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		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,016	950	53	13	0	0	0	0	66	0	
Right-of-way	143	6	75	62	0	0	0	0	137	0	
Construction	3,776	40	1,307	2,429	0	0	0	0	3,736	0	
Total	4,935	996	1,435	2,504	0	0	0	0	3,939	0	
Federal-Aid	3,278	312	1,061	1,905	0	0	0	0	2,966	0	

**CLASSIFICATION:**

STATE - Urban Minor Arterial

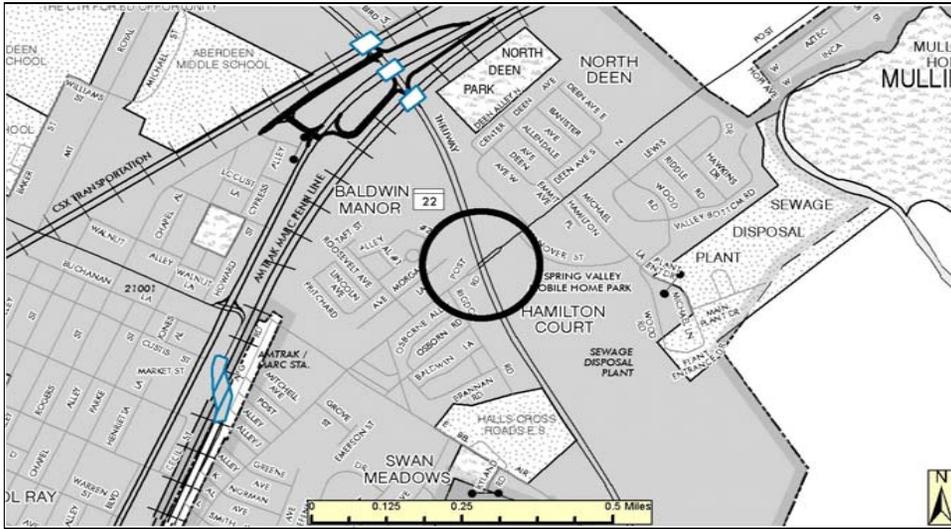
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 12,500

PROJECTED (2030) - 22,600



**PROJECT:** MD 22, Aberdeen Thruway

**DESCRIPTION:** Intersection improvements at Old Post Road (BRAC Intersection Improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations at MD 22 and Old Post Road. It will also improve access to Aberdeen Proving Grounds (APG) supporting BRAC expansion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

- MD 22, at Beards Hill Road (Line 3)
- MD 22, at MD 462 (Line 4)
- US 40, Interchange at MD 715 (Line 6)
- MD 159, Perryman Access (Line 9)
- BRAC Intersection Improvements at APG (Statewide Line 8)

**EXPLANATION:** This project includes intersection capacity improvements. The improvements will address operational and safety concerns and provide improved access to APG.

**STATUS:** Right-of-Way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increase of \$3.2 million is due to the addition of a sound barrier parallel to Rigdon Road.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	1,602	808	794	0	0	0	0	0	794	0	
Construction	10,187	0	1,569	4,034	4,584	0	0	0	10,187	0	
Total	11,789	808	2,363	4,034	4,584	0	0	0	10,981	0	
Federal-Aid	9,542	805	2,014	3,147	3,576	0	0	0	8,737	0	

**CLASSIFICATION:**

STATE - Urban Freeway Expressway

FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 23,000

PROJECTED (2030) - 49,700



**PROJECT:** MD 22, Aberdeen Thruway

**DESCRIPTION:** Intersection improvements at Beards Hill Road (BRAC Intersection Improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations at the MD 22 and Beards Hill Road intersection. It will improve access to Aberdeen Proving Grounds and commercial activities in the area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 22, at Old Post Road (Line 2)
- MD 22, at MD 462 (Line 4)
- BRAC Intersection Improvements at APG (Statewide Line 8)

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement and provide improved access to Aberdeen Proving Grounds.

**STATUS:** Right-of-Way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$1.1 million to Right-of-Way and \$11.0 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project from the Statewide Line 9 (BRAC Intersections near Aberdeen Proving Grounds).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	4,801	10	2,959	1,307	525	0	0	0	4,791	0	
Construction	11,001	0	957	4,021	4,785	1,238	0	0	11,001	0	
Total	15,802	10	3,916	5,328	5,310	1,238	0	0	15,792	0	
Federal-Aid	12,323	8	3,053	4,155	4,141	966	0	0	12,315	0	

**CLASSIFICATION:**

STATE - Urban Freeway Expressway

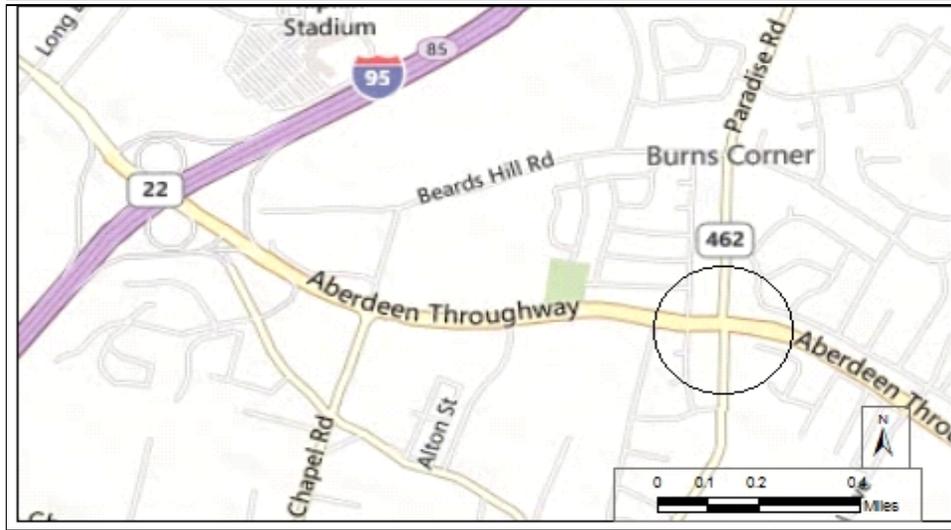
FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 23,500

PROJECTED (2030) - 49,400



**PROJECT:** MD 22, Aberdeen Thruway

**DESCRIPTION:** Intersection improvements at MD 462 (Paradise Road) (BRAC Intersection Improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations at the MD 22 and MD 462 intersections. It will improve access to Aberdeen Proving Grounds.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 22, at Old Post Road (Line 2)
- MD 22, at Beards Hill Road (Line 3)
- BRAC Intersection Improvements at APG (Statewide Line 8)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement and provide improved access to Aberdeen Proving Grounds.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$1.6 million to Right-of-Way and \$10.9 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project from the Statewide Line 9 (BRAC Intersections near Aberdeen Proving Grounds).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	9,383	4,543	4,632	208	0	0	0	0	4,840	0
Construction	10,919	0	0	1,310	4,122	5,487	0	0	10,919	0
Total	20,302	4,543	4,632	1,518	4,122	5,487	0	0	15,759	0
Federal-Aid	6,071	3,544	2,365	162	0	0	0	0	2,527	0

**CLASSIFICATION:**

STATE - Urban Freeway Expressway

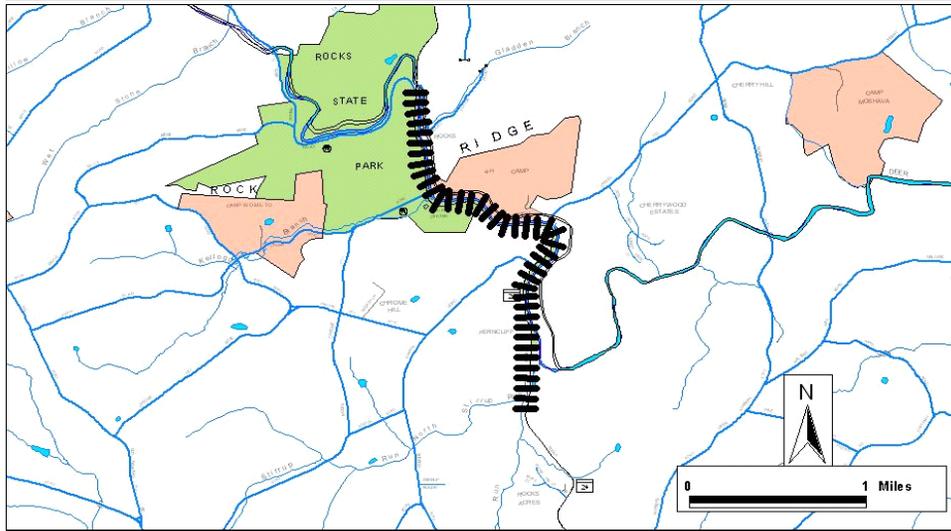
FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 27,800

PROJECTED (2030) - 54,000



**PROJECT:** MD 24, Rocks Road

**DESCRIPTION:** MD 24 will be resurfaced and reconstructed with slopes repaired and guardrail replaced in two sections. The northern section (Section A) extends from Deer Creek Bridge to 1,800 feet south of the bridge; and the southern section (Section G) extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of these project is to improve the road safety in two priority sections by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This section of MD 24 travels through Rocks State Park and parallels Deer Creek. The reconstruction of MD 24 will be designed to preserve the historic and aesthetic value of the state park and at the same time preserve the operational and safety aspects of the state roadway.

**STATUS:** Engineering underway for the entire project (Section A and G). Right-of-Way for Section A at Deer Creek underway. Construction for Section A to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY							
					.....2016.....	.....2017.....	.....2018.....	.....2019.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,258	2,576	301	201	180	0	0	0	0	682	0	0
Right-of-way	235	79	156	0	0	0	0	0	0	156	0	0
Construction	9,557	0	0	8,222	1,335	0	0	0	0	9,557	0	0
Total	13,050	2,655	457	8,423	1,515	0	0	0	0	10,395	0	0
Federal-Aid	5,883	198	8	5,533	144	0	0	0	0	5,685	0	0

**CLASSIFICATION:**

STATE - Major Collector

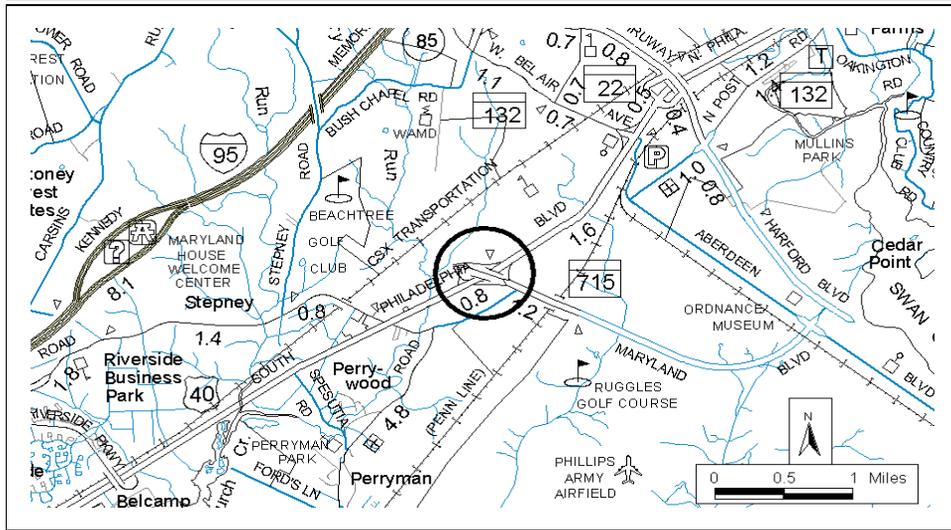
FEDERAL - Major Collector

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 4,100

PROJECTED (2030) - 7,750



**PROJECT:** US 40, Pulaski Highway

**DESCRIPTION:** Construct interchange improvements to address operational issues at MD 715. (BRAC Related)

**PURPOSE & NEED SUMMARY STATEMENT:** The project will improve safety and operations along US 40. It will also improve access to the Town of Aberdeen, Aberdeen Proving Ground (APG) and the commercial/industrial parks in the area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 22, at Old Post Road (Line 2)  
 Perryman Access Study (Line 9)  
 BRAC Intersection Improvements at APG (Statewide Line 8)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

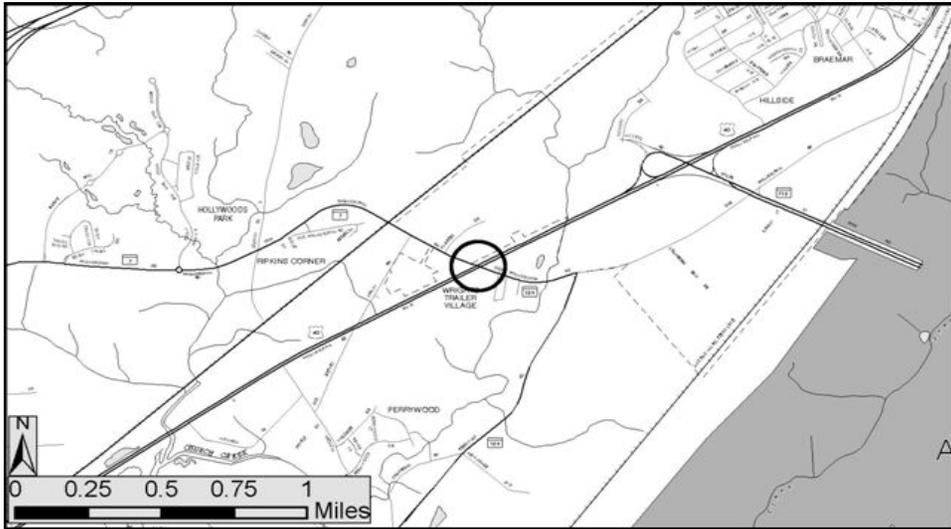
**EXPLANATION:** The project includes capacity and MD 715/Old Philadelphia Road intersection improvements to accommodate growth from BRAC. The improvements will address operational and safety concerns, support freight movement and provide improved access to the APG main gate. The proposed improvements will also eliminate the current dangerous u-turns for large commercial trucks accessing the industrial park area.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				
					.....2016.....	.....2017.....	.....2018.....	.....2019.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	3,046	3,046	0	0	0	0	0	0	0
Right-of-way	9,278	8,031	1,247	0	0	0	0	0	1,247
Construction	20,708	18,689	2,019	0	0	0	0	0	2,019
Total	33,032	29,766	3,266	0	0	0	0	0	3,266
Federal-Aid	29,371	26,105	3,266	0	0	0	0	0	3,266

**CLASSIFICATION:**  
 STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
**STATE SYSTEM:** Secondary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
 CURRENT (2013) - 36,600  
 PROJECTED (2030) - 75,300



**PROJECT:** US 40, Pulaski Highway

**DESCRIPTION:** Construct intersection improvements on US 40 at MD 7/MD 159 in Aberdeen (Phase 1). (BRAC intersection improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** Improve access to the Aberdeen Industrial Park complexes and the Perryman Peninsula, as well as the Aberdeen Proving Grounds.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

- MD 7, Bridge over James Run (Line 1)
- US 40, Interchange at MD 715 (Line 6)
- US 40, at MD 7/MD 159 (Phase 2) (Line 8)
- BRAC Intersection Improvements at APG (Statewide Line 8)

**EXPLANATION:** The project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
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	951	709	145	97	0	0	0	0	0	242	
Construction	2,436	1,116	1,320	0	0	0	0	0	0	1,320	
Total	3,387	1,825	1,465	97	0	0	0	0	0	1,562	
Federal-Aid	3,259	1,698	1,464	97	0	0	0	0	0	1,561	

**CLASSIFICATION:**

STATE - Other Principal Arterial

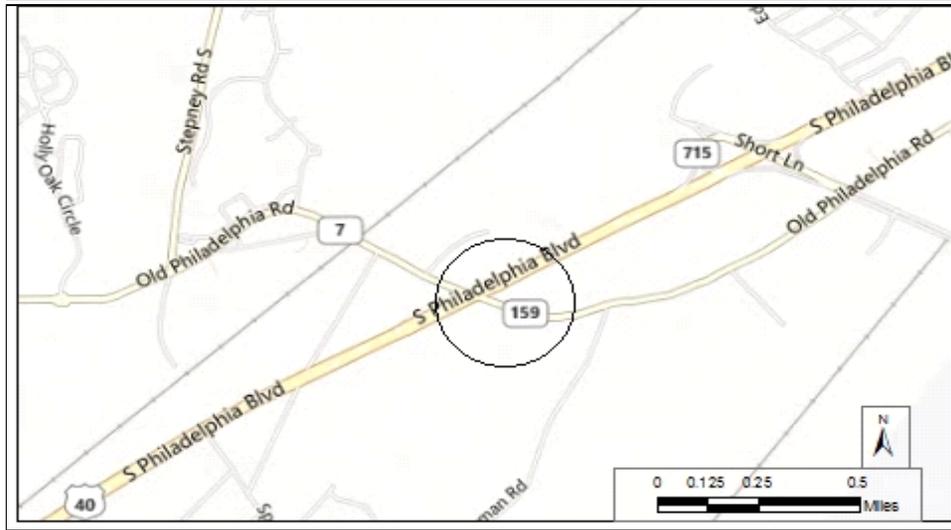
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 36,600

PROJECTED (2030) - 75,300



**PROJECT:** US 40. Pulaski Highway

**DESCRIPTION:** Construct intersection improvements on US 40 at the MD 7/MD 159 (Phase 2) to support the Base Realignment and Closure (BRAC) initiative.

**PURPOSE & NEED SUMMARY STATEMENT:** Improve capacity at the intersection of US 40 with MD 7 and MD 159, in an effort to improve access to the Aberdeen Proving Grounds.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 7, Bridge over James Run (Line 1)  
 US 40, at MD 7/MD 159 (Phase 1) (Line 7)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$18.5 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project from the Statewide Line 9 (BRAC Intersections near Aberdeen Proving Grounds).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	1,365	10	1,355	0	0	0	0	0	1,355	0	
Construction	18,541	0	0	1,006	4,023	5,759	7,332	421	18,541	0	
Total	19,906	10	1,355	1,006	4,023	5,759	7,332	421	19,896	0	
Federal-Aid	1,065	8	1,057	0	0	0	0	0	1,057	0	

**CLASSIFICATION:**

STATE - Other Principal Arterial

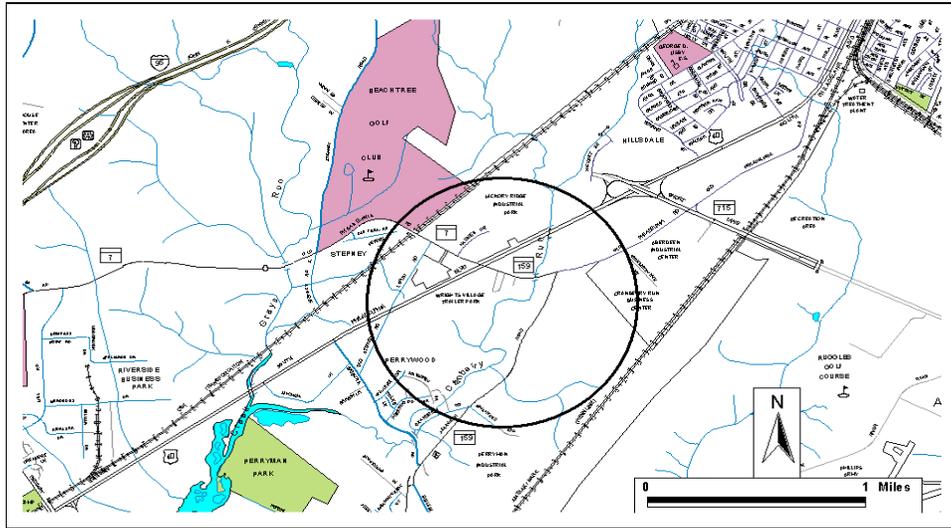
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 36,600

PROJECTED (2030) - 75,300



**PROJECT:** MD 159, Philadelphia Road Improvement Project

**DESCRIPTION:** Study to provide improved access from the Perryman Peninsula to the state road network. Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles. (BRAC Related)

**JUSTIFICATION:** This project would improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network. This project includes the transfer of MD 159 to the County after construction.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- US 40, Interchange at MD 715 (Line 6)
- US 40, at MD 7/MD 159 (Phase 1) (Line 7)
- US 40, at MD 7/MD 159 (Phase 2) (Line 8)
- BRAC Intersection Improvements at APG (Statewide Line 8)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	248	248	0	0	0	0	0	0	0	0
Engineering	143	143	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	391	391	0	0	0	0	0	0	0	0
Federal-Aid	174	174	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Major Collector

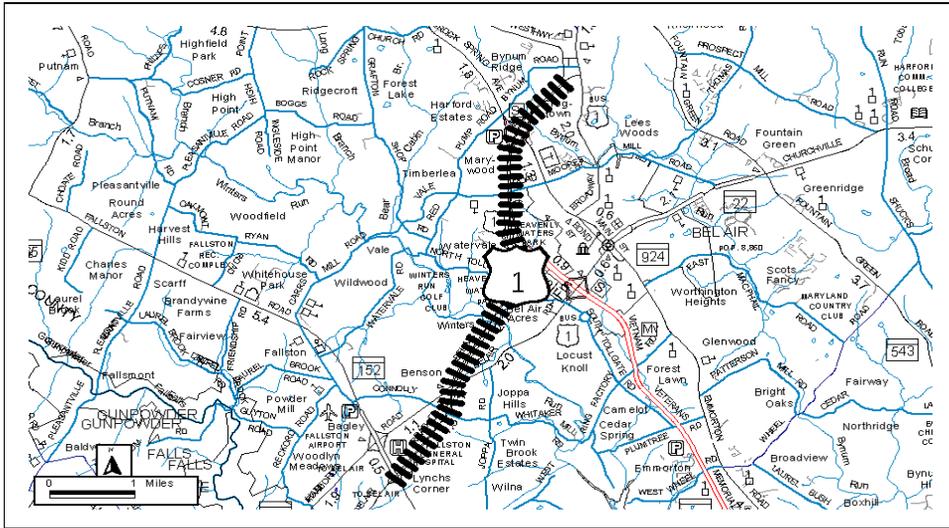
FEDERAL - Major Collector

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 6,700

PROJECTED (2030) - 18,200



**PROJECT:** US 1, Belair Road

**DESCRIPTION:** Study to reconstruct US 1 to a multi-lane highway from MD 152 to the Hickory Bypass (5.50 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

**JUSTIFICATION:** This project would improve the safety and operational characteristics of US 1.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 1, MD 24 to MD 924 Median Barrier (System Preservation Program)

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	2,270	2,270	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	286	286	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>2,556</b>	<b>2,556</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	1,589	1,589	0	0	0	0	0	0	0	

**CLASSIFICATION:**  
 STATE - Intermediate Arterial  
 FEDERAL - Freeway / Expressway  
**STATE SYSTEM:** Secondary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
 CURRENT (2013) - 30,550  
 PROJECTED (2030) - 54,100

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 11**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Year 2013 Completions</u></b>		
		<b><u>Safety/Spot Improvement</u></b>		
1	MD 763	Superior Street; East of Ohio Street to Juniata Street; ADA improvements	112	Completed
		<b><u>Congressional Earmarks</u></b>		
2		Edgewood; Train station streetscaping and parking improvements (Earmark \$1.8 million; PE, CO) (Complete) Sponsor: Maryland Transit Administration	0	
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
3		Various locations in Harford County East of US 1; resurface	5,225	FY 2014
4		Various locations in Harford County - west of US 1; resurfacing	5,228	FY 2014
5	MD 924	North Main/Bond Street; Gordon Street to US 1 Business; resurface	790	Under construction
6	MD 924	South Main Street; East MacPhail Road to MD 22; resurface	1,508	Under construction
		<b><u>Safety/Spot Improvement</u></b>		
7	US 1	Conowingo Road; south of Conowingo Dam; repair slide	918	Under construction
8	US 40	Pulaski Highway; MD 132 to Plater Street; resurface	1,903	FY 2014
9	MD 155	Superior Street; at Bayview Drive/Graceview Drive; provide a left turn lane from MD 155 into school on Graceview Drive	1,394	Under construction
10	MD 543	Riverside Parkway; I 95 Off Ramp to north of MD 7; geometric improvements	1,426	FY 2014

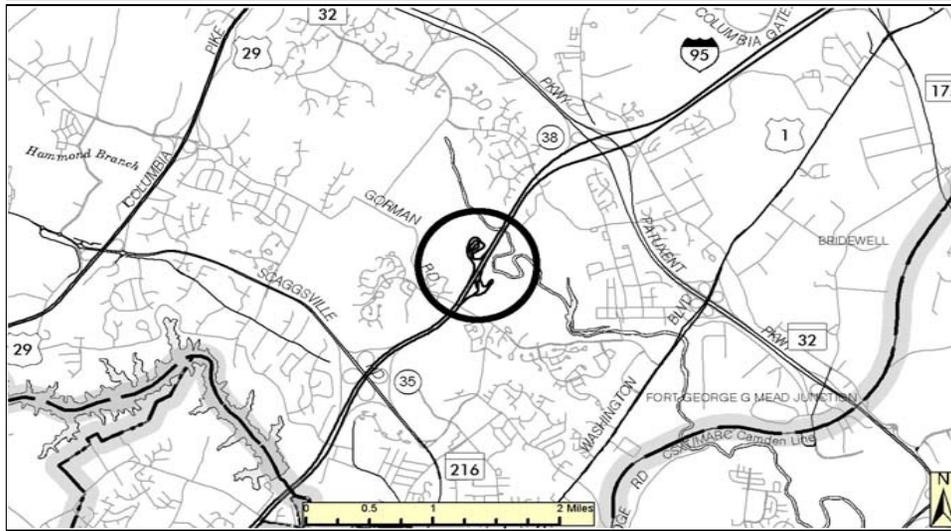
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Community Safety and Enhancements</u></b>				
11	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Transportation Infrastructure Investment Act of 2013)	6,659	FY 2015
<b><u>Bicycle Retrofit</u></b>				
12	MD 543	Riverside Parkway; Gilmer Way to Church Creek Road; bicycle pedestrian route	547	Under construction
<b><u>TMDL Compliance</u></b>				
13	MD 23	Norrisville Road; Magness Farm Stream Restoration; wetlands replacement	111	FY 2014
<b><u>Enhancements</u></b>				
<b><u>Environmental Mitigation</u></b>				
14		Bynum Run at St. Andrews Way Stream Restoration; mitigation	480	FY 2014



***HOWARD COUNTY***



**PROJECT:** I-95

**DESCRIPTION:** South Welcome Center truck parking expansion.

**PURPOSE & NEED SUMMARY STATEMENT:** Truck parking expansion along the I-95 Corridor will provide a safe haven for truck drivers who have reached their hours of service limit or are staging for deliveries.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project will help to reduce illegal and unsafe truck parking on shoulders and ramps, increasing safety and reducing pavement damage.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost decrease of \$6.4 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	448	448	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	4,828	21	3,418	1,389	0	0	0	0	4,807	0	
Total	5,276	469	3,418	1,389	0	0	0	0	4,807	0	
Federal-Aid	5,246	450	3,407	1,389	0	0	0	0	4,796	0	

**CLASSIFICATION:**

STATE - Interstate

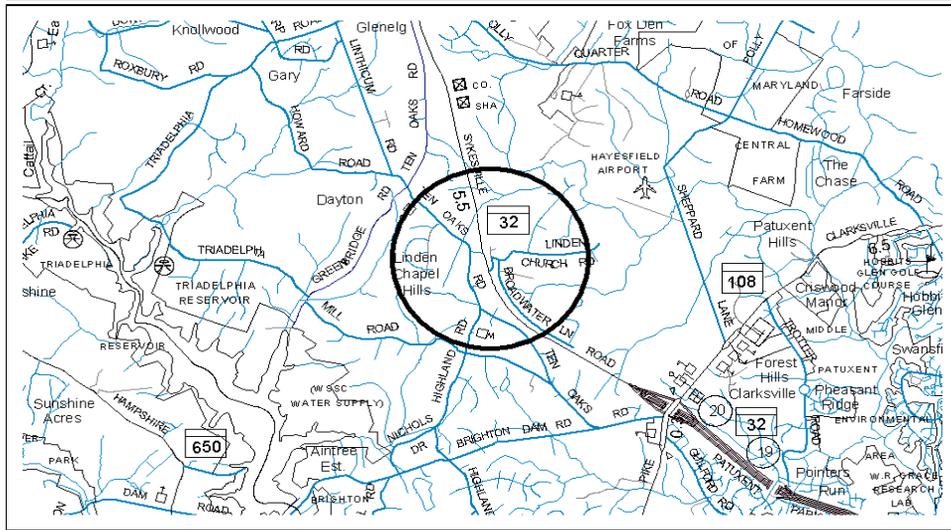
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 93,800 (I-95 SB)  
2,000 (Welcome Center)

**PROJECTED (2030) -** 111,100 (I-95 SB)  
2,950 (Welcome Center)



**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Construct a new interchange at Linden Church Road.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations and relieve congestion in the heavily traveled corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 32, Wellworth Way Access Improvements (Line 3)  
 MD 32 MD 108 to I-70 (Line 10)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This grade-separation project will result in a reduction in travel times along MD 32, and improved safety and reduced collision and injury rates.

**STATUS:** Construction underway. Howard County is providing \$19.6 million to fund Engineering, Right-of-Way and Construction. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,037	1,037	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,039	1,039	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

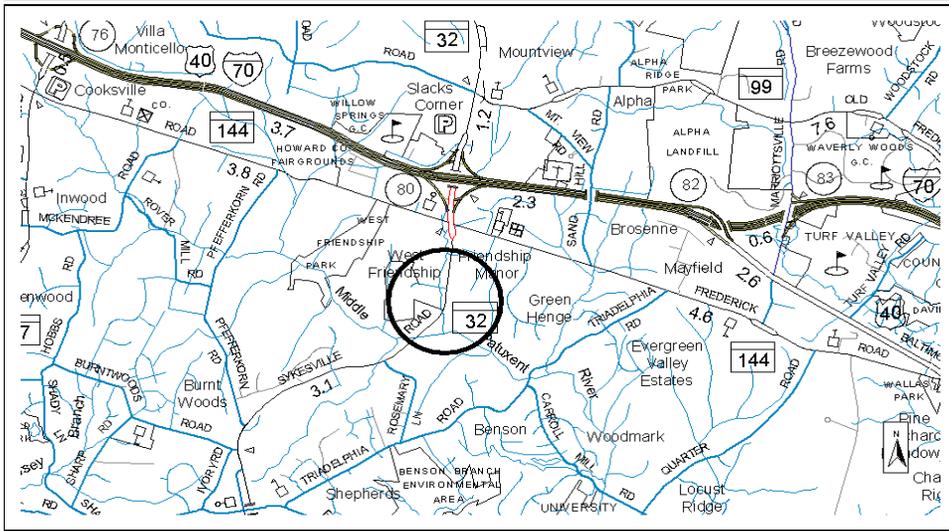
STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 30,400

PROJECTED (2030) - 32,900



**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Construct access management improvements by relocating private driveways from MD 32 to the local road system, specifically Rosemary Lane and Wellworth Way.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations by removing direct private driveway access to MD 32.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 32, Interchange at Linden Church Road (Line 2)  
 MD 32 MD 108 to I-70 (Line 10)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** By removing direct private access to this section of MD 32, this project will improve safety and operations.

**STATUS:** Right-of-Way underway. Construction to begin during current fiscal year

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost decrease of \$4.5 million is due to a scope change which removed two access roads from the project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,575	1,607	0	0	0	0	0	0	0	-32	
Right-of-way	841	97	744	0	0	0	0	0	744	0	
Construction	383	0	104	279	0	0	0	0	383	0	
<b>Total</b>	<b>2,799</b>	<b>1,704</b>	<b>848</b>	<b>279</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,127</b>	<b>-32</b>	
Federal-Aid	956	62	676	218	0	0	0	0	894	0	

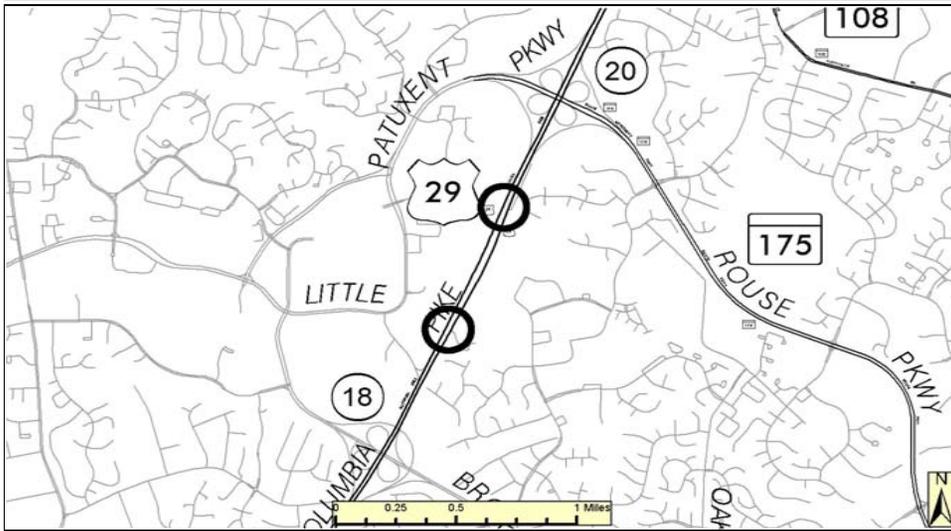
**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 28,300  
**PROJECTED (2030) -** 32,900



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct access improvements by relocating direct access at Gales Lane and Old Columbia Road from US 29 to the local road system (Phase 1A).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations by removing direct access to US 29.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 29, Middle Patuxent River to Seneca Drive (Line 5)  
 US 29, Seneca Drive to MD 175 (Line 11)

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** By reducing the number of conflict points in this section of US 29, this project will improve operations and safety.

**STATUS:** Right-of-Way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increase of \$1.1 million is due to a revised scope.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,076	50	1,500	1,526	0	0	0	0	3,026	0
Construction	4,859	0	1,765	2,443	651	0	0	0	4,859	0
Total	7,935	50	3,265	3,969	651	0	0	0	7,885	0
Federal-Aid	7,064	50	2,895	3,468	651	0	0	0	7,014	0

**CLASSIFICATION:**

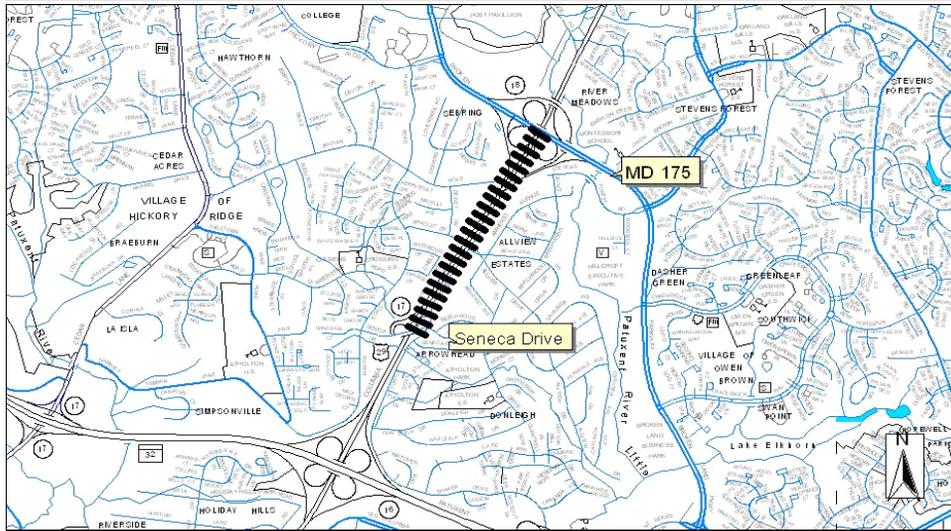
STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 41,400

PROJECTED (2013) - 59,425



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Widen the northbound section of US 29 from Seneca Drive to MD 175 (Phase 1B) from 2 to 3 lanes (2.8 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 4)  
 US 29, Middle Patuxent River to Seneca Drive (Line 11)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project will relieve traffic congestion and improve safety on this major north-south commuter route.

**STATUS:** Engineering and Right-of-Way underway. Construction to begin during current fiscal year. Howard County is funding \$2.0 million for Engineering. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$48.1 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,751	2,363	680	708	0	0	0	0	1,388	0
Right-of-way	326	35	291	0	0	0	0	0	291	0
Construction	48,058	0	15,653	17,629	14,776	0	0	0	48,058	0
Total	52,135	2,398	16,624	18,337	14,776	0	0	0	49,737	0
Federal-Aid	2,009	636	821	552	0	0	0	0	1,373	0

**CLASSIFICATION:**

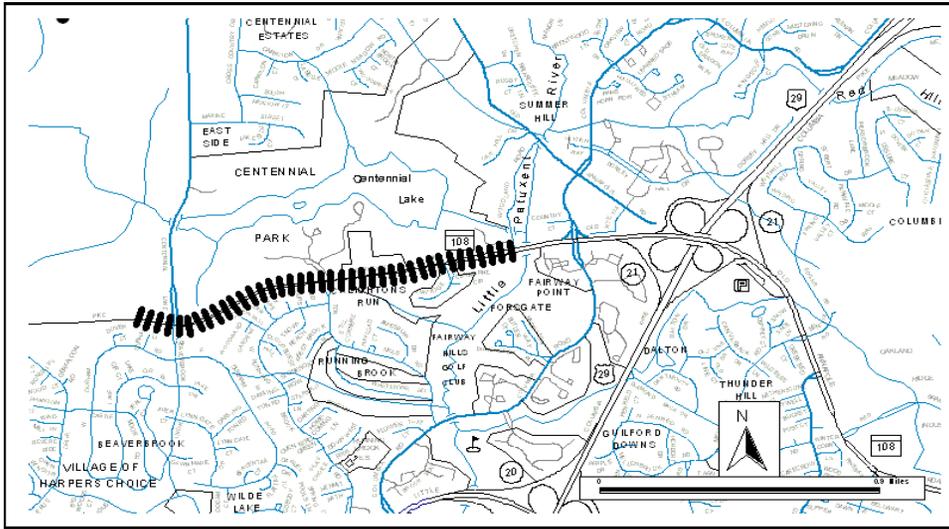
STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 45,600

PROJECTED (2030) - 59,425



**PROJECT:** MD 108, Clarksville Pike

**DESCRIPTION:** Widen MD 108 from 2 to 4 lanes from 1,000 feet west of Centennial Lane to Woodland Road (1.2 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** Additional capacity is needed to address increasing congestion resulting from continued growth in the Columbia area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The widening of MD 108 will relieve traffic congestion, improving travel times and travel time reliability.

**STATUS:** Engineering underway. Howard County is funding this project.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Urban Minor Arterial

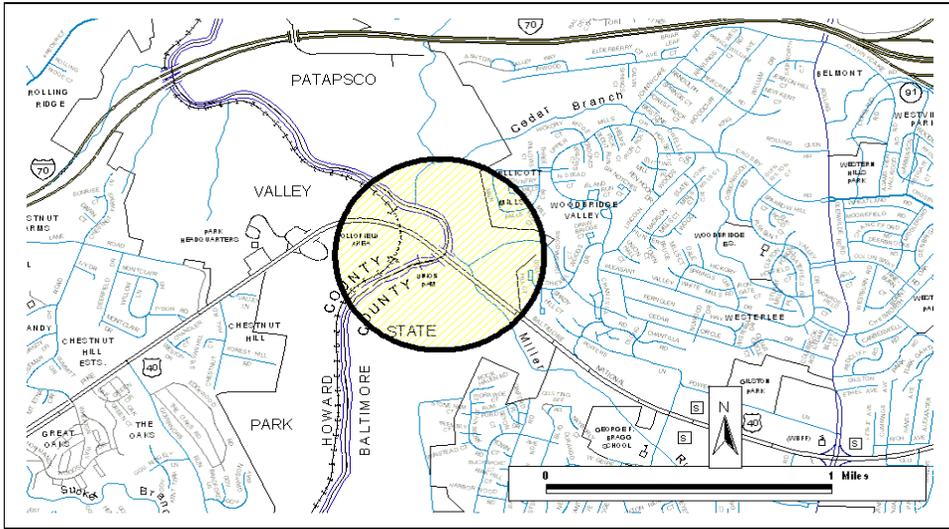
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 26,000

PROJECTED (2030) - 30,800



**PROJECT:** US 40, Baltimore National Pike

**DESCRIPTION:** Replaced Bridge 0310900 over Patapsco River. Shoulders will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** This project rehabilitated the deteriorating 1936 historic bridge structure over the Patapsco River at the Baltimore/Howard County Line.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This deteriorating bridge is a major link along the US 40 corridor. US 40 is a major commerce route for the transportation of goods and freight. In emergencies, the US 40 corridor serves as a backup route for I-70. The bridge will be rehabilitated to preserve the historic nature of the structure and to blend in with its Patapsco State Park setting. The bridge will be widened 5' to provide for bicycle/pedestrian compatible shoulders.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increase of \$1.1 million is due to the need for stream and drainage repairs caused by tropical storm Sandy.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					2016	2017	2018	2019			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,068	3,068	0	0	0	0	0	0	0	0	0
Right-of-way	61	61	0	0	0	0	0	0	0	0	0
Construction	17,432	16,747	685	0	0	0	0	0	0	685	0
Total	20,561	19,876	685	0	0	0	0	0	0	685	0
Federal-Aid	19,688	19,006	682	0	0	0	0	0	0	682	0

**CLASSIFICATION:**

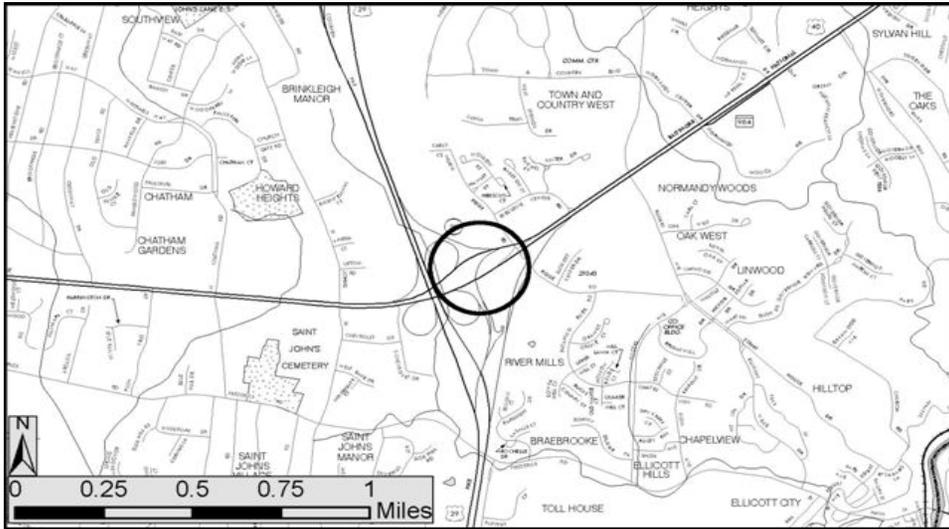
STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 41,200

PROJECTED (2030) - 47,300



**PROJECT:** US 40, Baltimore National Pike

**DESCRIPTION:** Replaced Bridge 130330 on US 40 WB Ramp to US 29 SB over US 40 EB.

**PURPOSE & NEED SUMMARY STATEMENT:** This project improved safety and operations and relieved congestion in the heavily traveled corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project relieved congestion, improved travel time reliability.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	812	812	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	5,003	5,003	0	0	0	0	0	0	0	0	0
Total	5,815	5,815	0	0	0	0	0	0	0	0	0
Federal-Aid	5,607	5,607	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

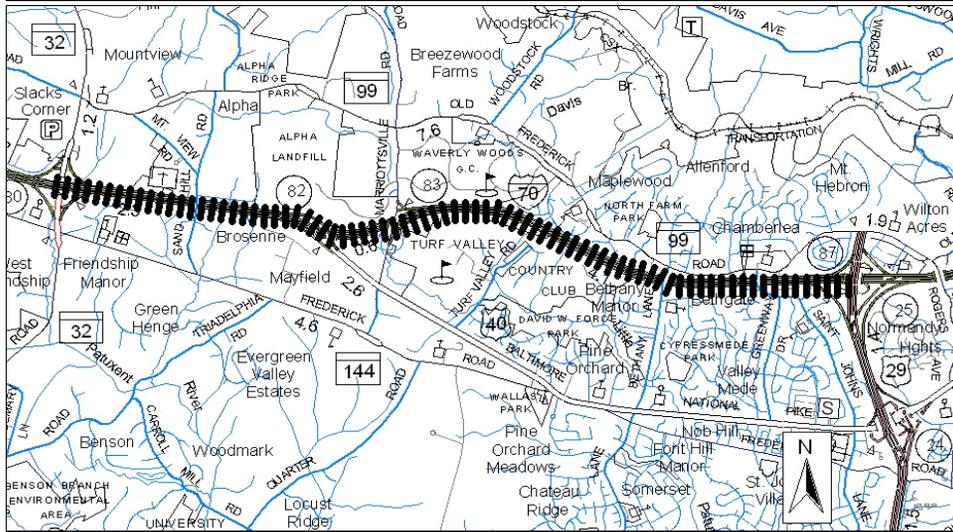
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 16,200 (Ramp)

PROJECTED (2030) - 18,600 (Ramp)



**PROJECT:** I-70

**DESCRIPTION:** Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles)

**JUSTIFICATION:** This project would ease increasing congestion and improve safety along this segment of I-70.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 Marriottsville Road, US 40 to MD 99 (County Project)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	858	858	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	858	858	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial

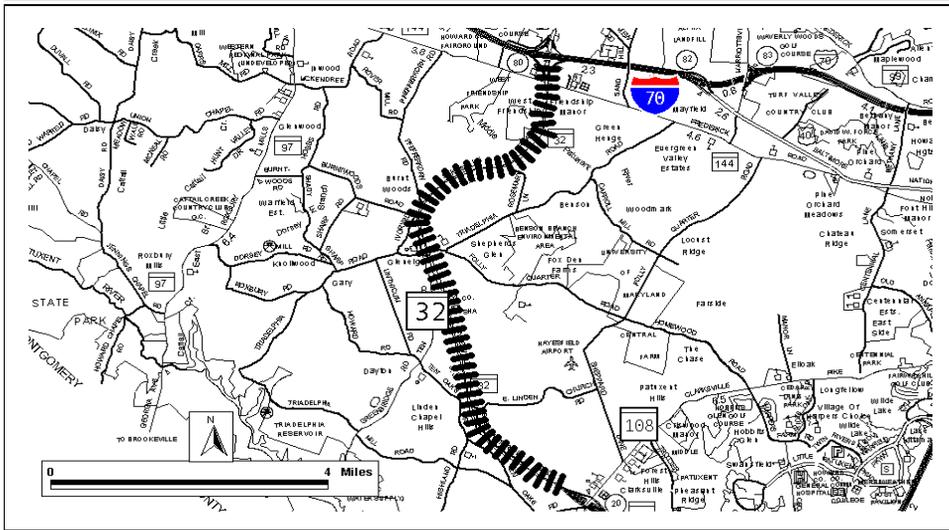
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 78,600

PROJECTED (2030) - 116,300



**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Study to upgrade existing MD 32 from MD 108 to I-70 to address safety concerns (9.06 miles). Shoulders will accommodate bicycles.

**JUSTIFICATION:** This project would address safety problems which have been experienced as a result of increasing traffic volumes on the existing 2 lane roadway.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 32, Interchange at Linden Church Road (Line 2)
- MD 32, Wellworth Way Access Management (Line 3)

**STATUS:** Engineering underway for the improvements at Rosemary Lane. Protective Right-of-way funding to be used as properties become available.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$3.0 million for protective Right-of-way acquisitions in FY19.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL			PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	3,657	3,657	0	0	0	0	0	0	0	0	
Engineering	6,000	200	700	1,000	1,300	2,800	0	0	5,800	0	
Right-of-way	13,703	2,114	349	2,200	2,200	1,920	1,920	3,000	11,589	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	23,360	5,971	1,049	3,200	3,500	4,720	1,920	3,000	17,389	0	
Federal-Aid	7,360	2,720	560	800	1,040	2,240	0	0	4,640	0	

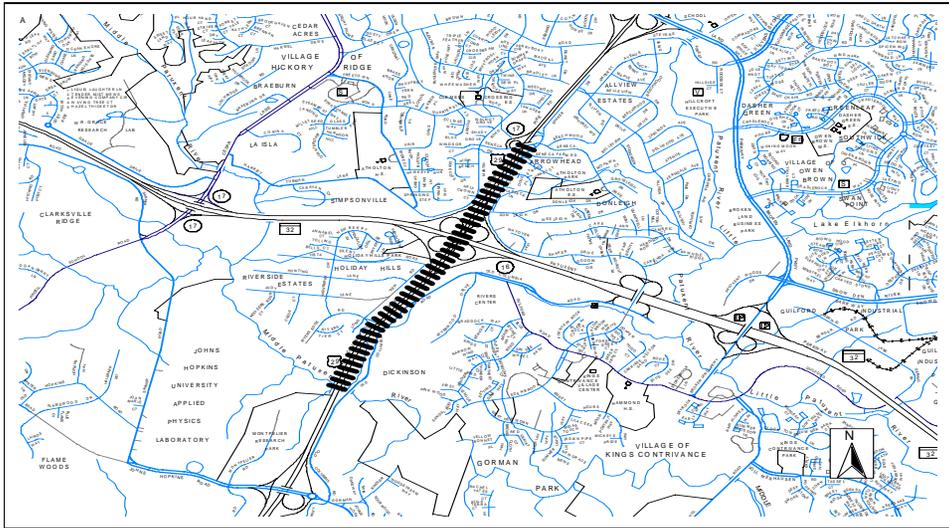
**CLASSIFICATION:**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

- CURRENT (2013) - 30,400
- PROJECTED (2030) - 58,000



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles).

**JUSTIFICATION:** This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 4)  
 US 29, Seneca Drive to MD 175 (Line 5)

**STATUS:** Engineering to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$3.0 million to Engineering due to the Transportation Infrastructure Investment Act of 2013.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	0	750	750	750	750	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,000	0	750	750	750	750	0	0	0	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

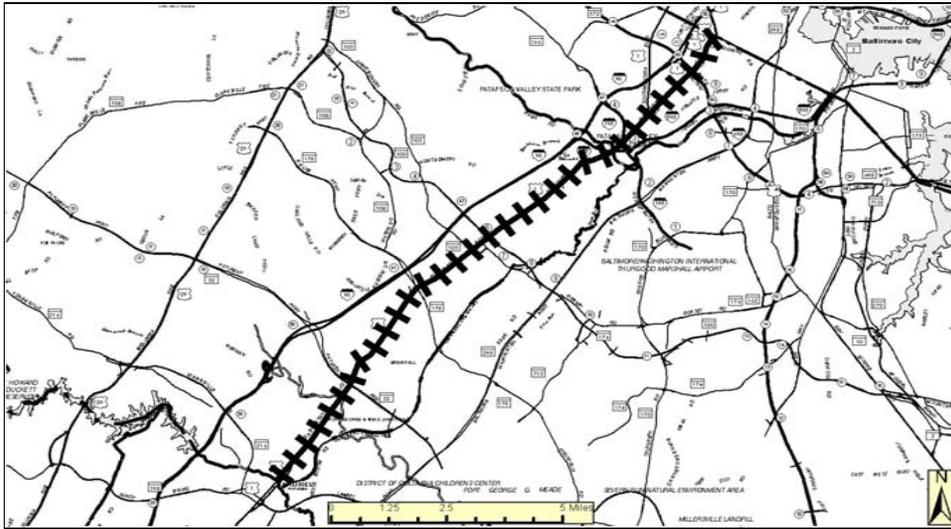
STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 42,450

PROJECTED (2030) - 60,650



**PROJECT:** US 1, Washington Boulevard

**DESCRIPTION:** Study to identify potential improvements along the US 1 corridor from the Prince George's County Line to the Baltimore County Line, including potential interchange improvements at MD 175. (11.0 miles).

**JUSTIFICATION:** Improvements identified as a result of this study will provide a blueprint for future State, local and developer projects such that the corridor can be developed in a manner consistent with the County's overall vision plan as well as in a way that accommodates existing and future travel demand to improve safety and mobility on US 1, circulation on the supporting local network, and connectivity for all users of the system, including bicyclists and pedestrians.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project Planning (Corridor Planning) underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	1,250	1,024	10	216	0	0	0	0	226	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,250	1,024	10	216	0	0	0	0	226	0
Federal-Aid	1,000	823	8	169	0	0	0	0	177	0

**CLASSIFICATION:**

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 41,850

PROJECTED (2030) - 52,300

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Year 2013 Completions</u></b>		
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
1		Various bridges on US 29 and MD 216; bridge deck overlays	4,123	Completed
		<b><u>Environmental Preservation</u></b>		
2		Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run	63	Completed
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
3		Various locations in Howard County; resurface	10,055	Under construction
4	I 95	Structure at Little Patuxent River to 3,000 ft. north of MD 216; resurface	2,271	Under construction
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
5		13 existing Bridges on US 1, US 29, MD 94 and I 70; clean and paint bridges	2,631	FY 2014
		<b><u>Safety/Spot Improvement</u></b>		
6	MD 32	Sykesville Road; Day Road to West Friendship Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	7,400	FY 2014
7	US 40	Baltimore National Pike; at Rogers Avenue; intersection improvement (Howard County is funding this project)		FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Noise Barriers</u>				
8	I 95	Montgomery Road Overpass to I 895 interchange; noise abatement (Transportation Infrastructure Investment Act of 2013)	8,580	FY 2015
9	I 95	Timberview Noise Barrier Extension	1,579	Under construction
<u>Traffic Management</u>				
10	I 95	MD 100 to MD 175; lighting	2,652	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
11		Broken Land Parkway Pathway; Cradlerock Way to Snowden River Parkway; construct an eight foot wide pathway	386	Underway



***KENT COUNTY***

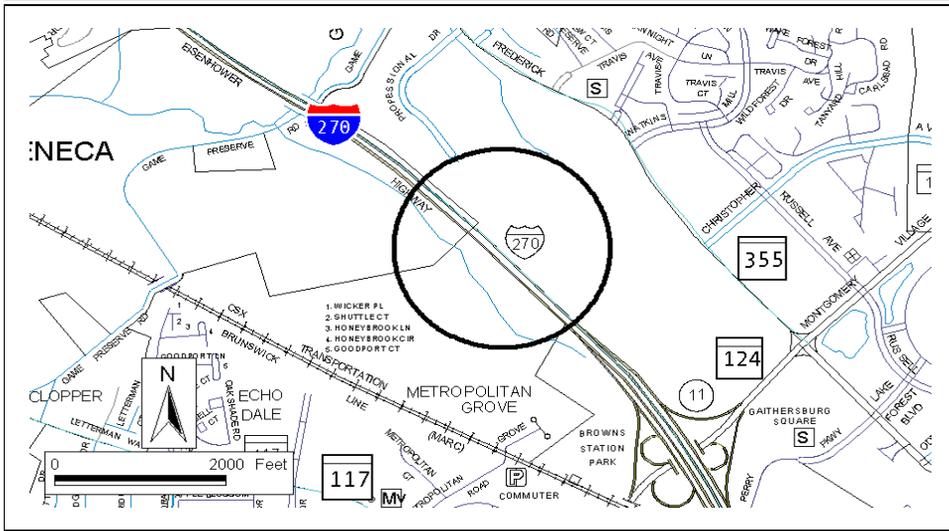
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		Various Locations in Kent County; resurface	2,772	Completed
		<u>Congressional Earmarks</u>		
2		Construct Chestertown Trail (Earmark \$300,000; PE) (Complete)	0	
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
3		MD 213, MD 290 and MD 313 A at the corporate limits of Galena	1,210	FY 2015
4		Various locations in Kent County; patch and resurface	4,151	Under construction
		<u>Safety/Spot Improvement</u>		
5	MD 20	Chestertown Road; at MD 291; geometric improvements	1,354	FY 2014



***MONTGOMERY COUNTY***



**PROJECT:** I-270/Watkins Mill Road Extended

**DESCRIPTION:** Construct a new interchange at Watkins Mill Road Extended. Bicycle and pedestrian improvements will be included as appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project would support economic development and relieve existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It would provide access from I-270 to the Metropolitan Grove Road (MARC) commuter rail station.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 InterCounty Connector (Line 3)  
 I-270 and US 15 Multi-Modal Corridor Study (Line 13)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The new interchange will provide new access points to I-270 and provide for additional east-west access for all roadway users while reducing congestion on existing nearby interchange ramps and parallel roadways.

**STATUS:** Engineering and Right-of-way underway. The County is contributing \$4.9 million towards engineering. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$122.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	SPECIAL	FEDERAL	GENERAL	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
	THRU 2013	THRU 2013	THRU 2013	THRU 2013	2016	2017	2018	2019			
Planning	1,177	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0	0	0	0	0	0
Engineering	1,770	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	186	186	0	0	1,339	0
Right-of-way	39,755	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	50	0	0	0	39,700	0
Construction	122,569	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9,760	30,415	37,225	45,169	122,569	0
Total	165,271	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9,996	30,601	37,225	45,169	163,608	0
Federal-Aid	41,579	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	50	0	0	0	40,667	0

**CLASSIFICATION:**

STATE - Principal Arterial

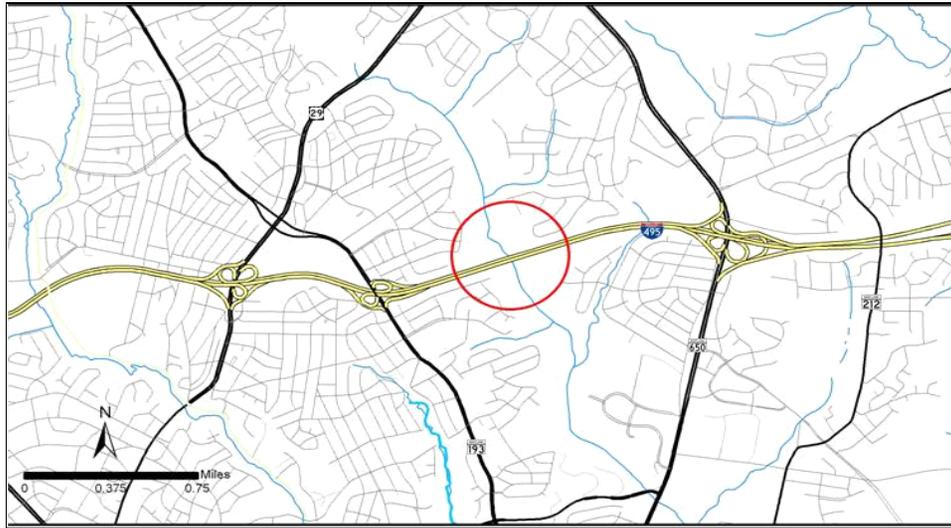
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 166,000

PROJECTED (2030) - 191,500



**PROJECT:** I-495, Capital Beltway

**DESCRIPTION:** Replaced deck on Bridge 15137 over Northwest Branch.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure was structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing structure is structurally deficient and functionally obsolete.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				YEAR 2016	YEAR 2017			YEAR 2018	YEAR 2019
					2016	2017	2018	2019						
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	
Engineering	329	329	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0	
Construction	9,698	9,698	0	0	0	0	0	0	0	0	0	0	0	
Total	10,027	10,027	0	0	0	0	0	0	0	0	0	0	0	
Federal-Aid	9,908	9,908	0	0	0	0	0	0	0	0	0	0	0	

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

**CLASSIFICATION:**

STATE - Principal Arterial

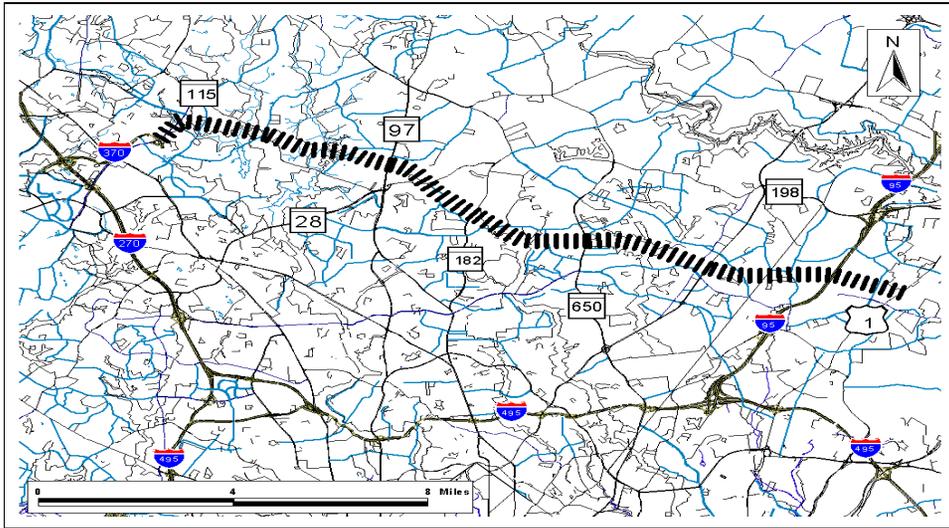
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 223,125

PROJECTED (2030) - 272,600



**PROJECT:** MD 200, InterCounty Connector

**DESCRIPTION:** Construct a new east-west multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

**PURPOSE & NEED SUMMARY STATEMENT:** This transportation project is needed to increase community mobility and safety; to support development and local land-use plans; to improve access between economic growth centers; to advance home land security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

- US 29 Interchanges (Lines 15,16)
- MD 28/MD 198, MD 97 to I-95 (Line 17)
- I-95/Contee Road Interchange (Prince George's County - Line 1)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Prince George's County - Line 22)

**EXPLANATION:** MD 200 provides an east/west connection to facilitate movement of freight and people. It provides an improved route for emergency vehicles and improved security during a state of emergency. The new access supports master plan development in Montgomery and Prince George's counties. The project includes numerous environmental features such as wildlife crossings and stream restorations.

**STATUS:** Construction underway. The section from I-270 to I-95 is Open to Service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority/NC11P Project Funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	19,292	19,292	0	0	0	0	0	0	0	0	
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

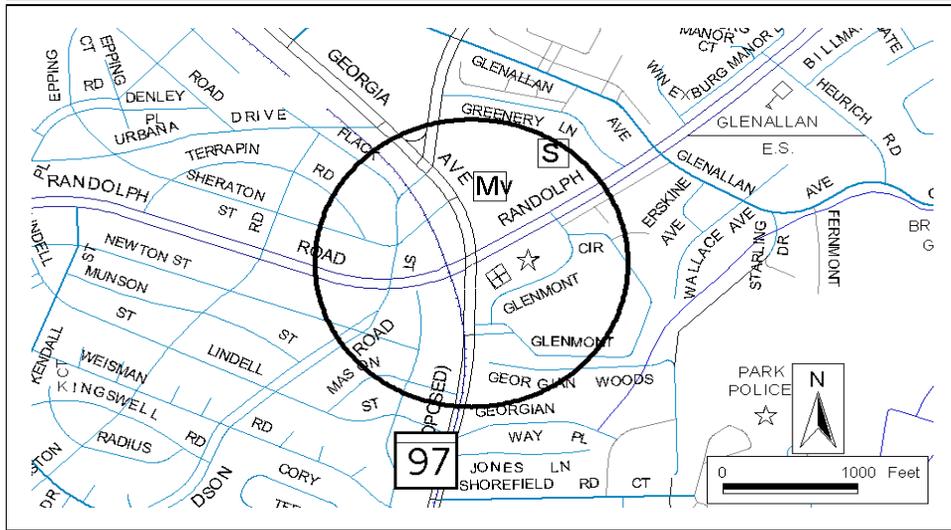
STATE - Principal Arterial  
 FEDERAL - Freeway - Expressway

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 31,325

PROJECTED (2030) - 96,500



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Construct interchange improvements at Randolph Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**PURPOSE & NEED SUMMARY STATEMENT:** This project would relieve congestion at the existing intersection.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:** InterCounty Connector (Line 3)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This grade-separation project will result in a reduction in travel times along both Randolph Road and Georgia Avenue and improve safety by separating the through movements. The new interchange will also provide new sidewalks and wide curb lanes to safely accommodate all users of the road.

**STATUS:** Engineering and Right-of-Way underway. Advanced utility work underway. Construction for the overall project to begin during current fiscal year. County to provide \$14.4 million for Right-of-way and advanced utilities. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increase of \$4.5 million is due to increased structural cost due to poor soil conditions.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,097	1,097	0	0	0	0	0	0	0	0	
Engineering	6,358	5,390	268	700	0	0	0	0	0	968	
Right-of-way	11,250	4,041	1,704	2,579	2,926	0	0	0	0	7,209	
Construction	45,857	2,749	4,483	16,101	20,907	1,617	0	0	0	43,108	
Total	64,562	13,277	6,455	19,380	23,833	1,617	0	0	0	51,285	
Federal-Aid	44,586	10,757	3,701	12,559	16,308	1,261	0	0	0	33,829	

**CLASSIFICATION:**

STATE - Other Principal Arterial

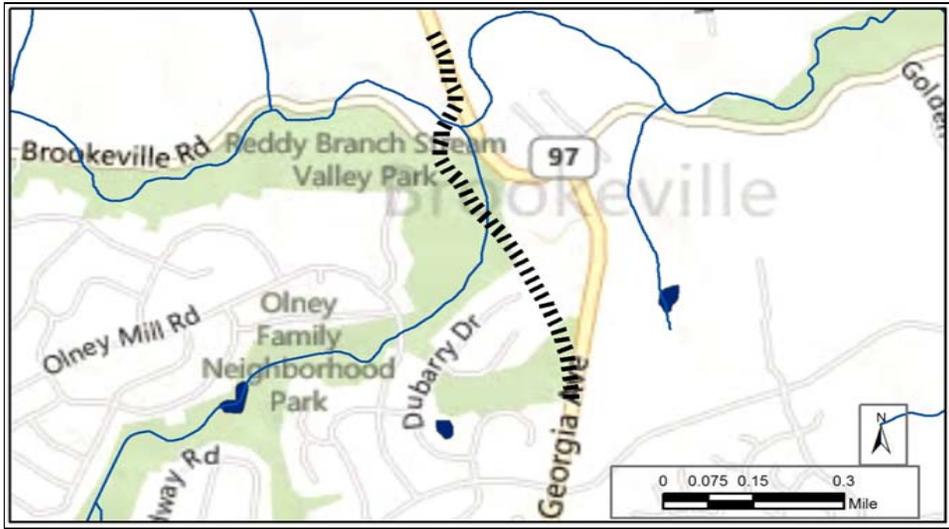
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 47,925 (MD 97)  
38,950 (Randolph Road)

PROJECTED (2030) - 59,100 (MD 97)  
41,000 (Randolph Road)



**PROJECT:** MD 97, Georgia Ave.

**DESCRIPTION:** Construct a two lane highway from south of Brookeville to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project would relieve traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Safety & Security
- Environmental Stewardship
- Connectivity for Daily Life

**EXPLANATION:** This project will improve safety and operations for both through and local roadway users.

**STATUS:** Engineering underway. The County is contributing \$10.0 million towards engineering and right-of-way. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$25.1 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	2,065	2,065	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	25,132	0	0	0	0	8,902	15,396	834	25,132	0
Total	27,197	2,065	0	0	0	8,902	15,396	834	25,132	0
Federal-Aid	1,446	1,446	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

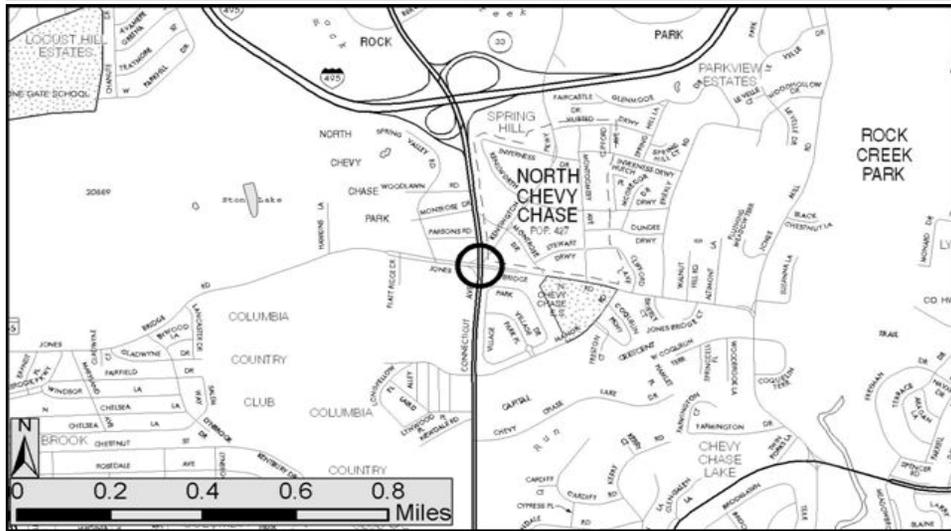
STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 10,400

**PROJECTED (2030) -** 15,100



**PROJECT:** MD 185, Connecticut Ave.

**DESCRIPTION:** Construct intersection improvements on MD 185 at Jones Bridge Road (Phases 1 & 2). Bicycle and Pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge (Line 7)
- MD 187, at West Cedar Lane (Line 8)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
- MD 355, at Cedar Lane (Phase 1&2) (Line 12)
- BRAC Intersection Improvements near Bethesda (Statewide Line 7)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	1,132	384	329	419	0	0	0	0	0	748	
Construction	4,053	504	3,549	0	0	0	0	0	0	3,549	
Total	5,185	888	3,878	419	0	0	0	0	0	4,297	
Federal-Aid	5,185	888	3,878	419	0	0	0	0	0	4,297	

**CLASSIFICATION:**

STATE - Other Principal Arterial

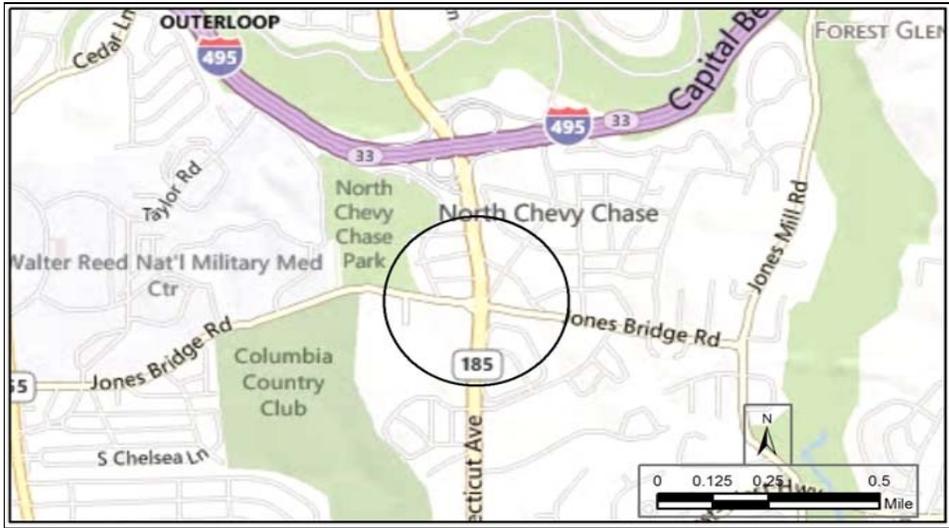
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 65,775

PROJECTED (2030) - 79,500



**PROJECT:** MD 185, Connecticut Ave.

**DESCRIPTION:** Construct intersection improvements on MD 185 at Jones Bridge Road (Phase 3). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operation in the near term.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Safety & Security
- Environmental Stewardship
- Connectivity for Daily Life

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge (Phase 1&2) (Line 6)
- MD 187, at West Cedar Lane (Line 8)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
- MD 355, at Cedar Lane (Phase 1&2) (Line 12)
- BRAC Intersection Improvements near Bethesda (Statewide Line 7)

**EXPLANATION:** Improvements to this intersection in the vicinity of the National Naval Medical Center are vital in support of the Congressionally authorized BRAC initiative. These improvements will provide congestion relief and safety improvements for all roadway users.

**STATUS:** Right-of-Way underway. Construction to begin during budget fiscal year. This project is being fully funded by the Office of Economic Adjustments.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** This is a breakout project from the Statewide Line 8 (BRAC Intersections near Bethesda Naval Center).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
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	10,116	10	3,088	5,249	1,769	0	0	0	10,106	0	
Construction	8,184	0	0	921	3,913	3,350	0	0	8,184	0	
Total	18,300	10	3,088	6,170	5,682	3,350	0	0	18,290	0	
Federal-Aid	18,300	10	3,088	6,170	5,682	3,350	0	0	18,290	0	

**CLASSIFICATION:**

STATE - Other Principal Arterial

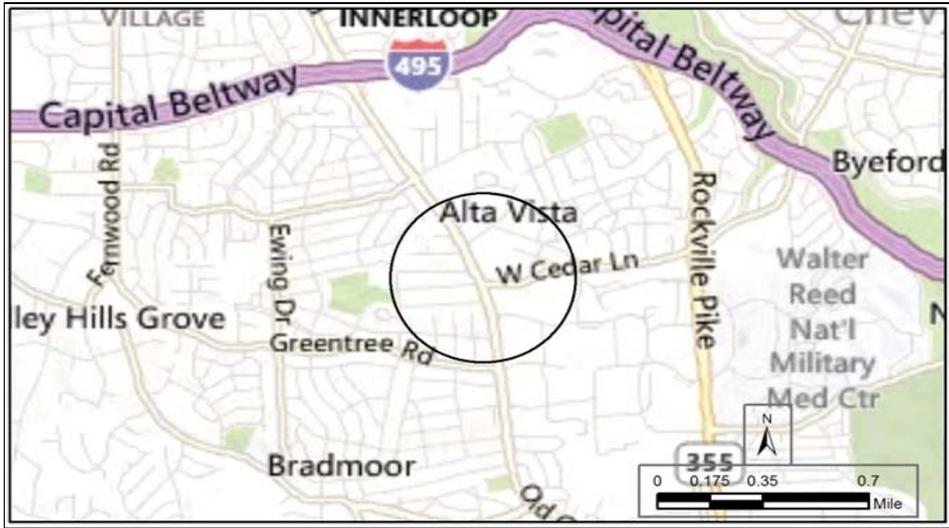
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 65,775

PROJECTED (2030) - 79,500



**PROJECT:** MD 187, Old Georgetown Road

**DESCRIPTION:** Construct intersection improvements at MD 187 at Oakmont Avenue/West Cedar Lane. (BRAC Intersection Improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Safety & Security
- Environmental Stewardship
- Connectivity for Daily Life

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge (Phase 1&2) (Line 6)
- MD 185, at Jones Bridge (Line 7)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
- MD 355, at Cedar Lane (Phase 1&2) (Line 12)
- BRAC Intersection Improvements near Bethesda (Statewide Line 7)

**EXPLANATION:** Improvements to the intersections in the vicinity of the National Naval Medical Center are vital in support of the Congressionally authorized BRAC initiative. These improvements will provide congestion relief and safety improvements for all roadway users.

**STATUS:** Right-of-Way underway. Construction to begin during budget fiscal year. This project is being fully funded by the Office of Economic Adjustments.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** This is a breakout project from the Statewide Line 8 (BRAC Intersections near Bethesda Naval Center).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	3,106	10	2,624	212	260	0	0	0	3,096	0	
Construction	4,194	0	0	1,645	2,549	0	0	0	4,194	0	
Total	7,300	10	2,624	1,857	2,809	0	0	0	7,290	0	
Federal-Aid	7,300	10	2,624	1,857	2,809	0	0	0	7,290	0	

**CLASSIFICATION:**

STATE - Other Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 40,000 (MD 187) 9,600  
 (West Cedar Lane)  
**PROJECTED (2030) -** 45,600 (MD 187)  
 10,950 (West Cedar Lane)



**PROJECT:** MD 193, University Boulevard

**DESCRIPTION:** Replace Bridge 15136 over I-495.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing structure is structurally deficient and functionally obsolete.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost decrease of \$2.0 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	833	833	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,615	1,143	2,944	3,730	1,798	0	0	0	8,472	0
Total	10,448	1,976	2,944	3,730	1,798	0	0	0	8,472	0
Federal-Aid	10,266	1,800	2,942	3,727	1,797	0	0	0	8,466	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

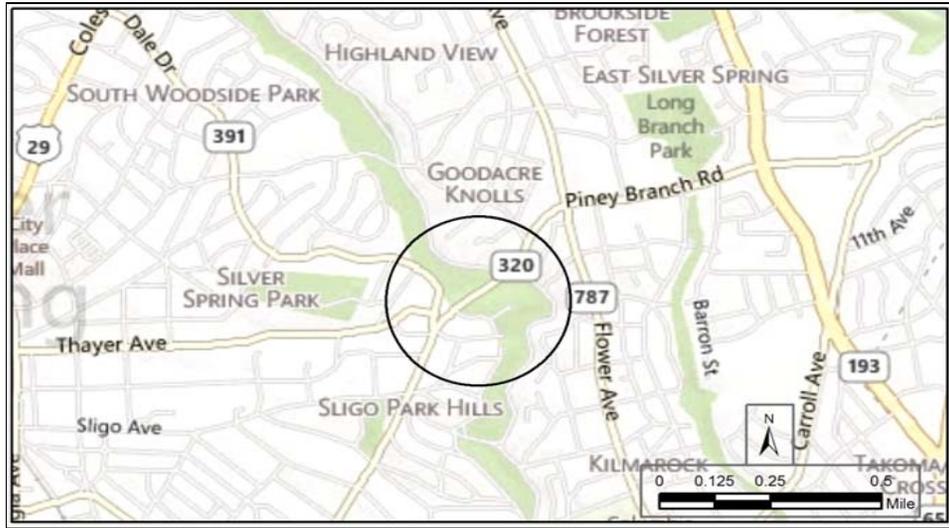
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 50,100

PROJECTED (2030) - 55,000



**PROJECT:** MD 320, Piney Branch Road

**DESCRIPTION:** This is a bicycle and pedestrian improvement project consisting of a new pedestrian bridge on the Anacostia Tributary over Sligo Creek to improve safety and accessibility for trail users.

**PURPOSE & NEED SUMMARY STATEMENT:** Mitigation of BRAC Right-of-way impacts to Maryland-National Capital Park and Planning Commission properties in Montgomery County.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge (Phase 1&2) (Line 6)
- MD 185, at Jones Bridge (Line 7)
- MD 187, at West Cedar Lane (Line 8)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
- MD 355, at Cedar Lane (Phase 1&2) (Line 12)

**STATUS:** Construction to begin during budget fiscal year. This project is being fully funded by the Office of Economic Adjustments.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** This is a breakout project from the Statewide Line 8 (BRAC Intersections near Bethesda Naval Center).

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service  Safety & Security
- System Preservation & Performance  Environmental Stewardship
- Connectivity for Daily Life

**EXPLANATION:** These improvements are required as mitigation for right-of-way impacts to Maryland National Capital Park and Planning Commission properties resulting from BRAC Bethesda intersection improvements. The new facilities will improve safety and accessibility for trail users.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,500	0	0	403	1,097	0	0	0	1,500	0	
Total	1,500	0	0	403	1,097	0	0	0	1,500	0	
Federal-Aid	1,500	0	0	403	1,097	0	0	0	1,500	0	

**CLASSIFICATION:**

STATE - Other Principal Arterial

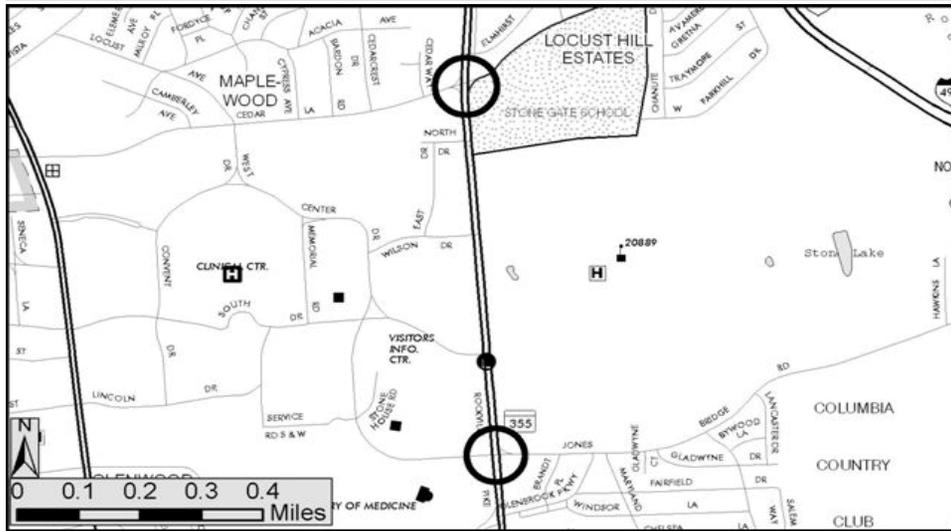
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 20,800

PROJECTED (2030) - 24,950



**PROJECT:** MD 355, Rockville Pike

**DESCRIPTION:** Relocate utilities on MD 355 at Cedar Lane and Jones Bridge Road (Phases 1 & 2). Construct Dynamic Lane Controls on MD 355 at Cedar Lane (BRAC Intersection Improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to the Naval Support Activity Bethesda is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge (Phase 1&2) (Line 6)
- MD 185, at Jones Bridge (Line 7)
- MD 187, at West Cedar Lane (Line 8)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane (Phase 1&2) (Line 12)
- BRAC Intersection Improvements near Bethesda (Statewide Line 7)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

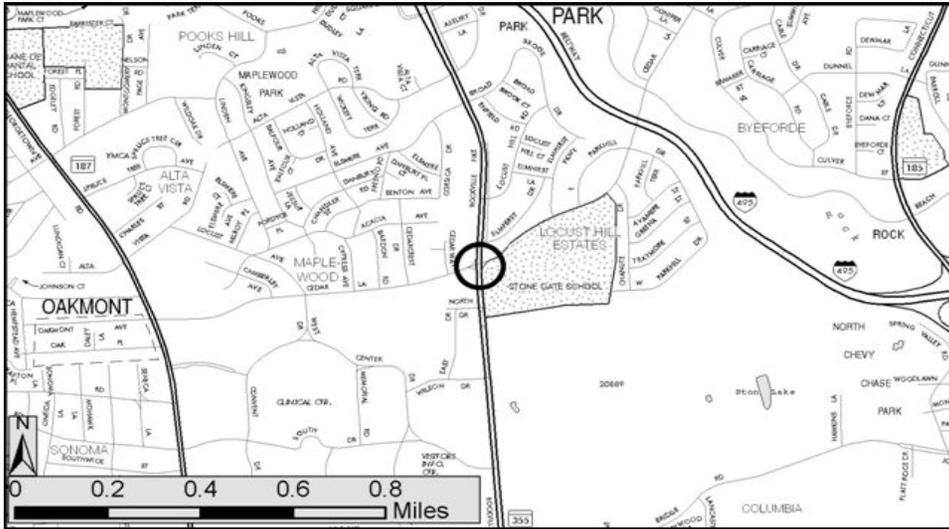
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	9,936	1,619	5,767	1,378	1,172	0	0	0	8,317	0
Total	9,936	1,619	5,767	1,378	1,172	0	0	0	8,317	0
Federal-Aid	8,864	780	5,534	1,378	1,172	0	0	0	8,084	0

**CLASSIFICATION:**

STATE - Other Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 50,500 (MD 355 at Cedar Lane) 42,325 (MD 355 at Jones Road)  
**PROJECTED (2030) -** 57,575 (MD 355 at Cedar Lane) 48,250 (MD 355 at Jones Road)



**PROJECT:** MD 355, Rockville Pike

**DESCRIPTION:** Construct intersection improvements on MD 355 at Cedar Lane (Phase 1 & 2). Bicycle and Pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to the National Naval Medical Center is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge (Phase 1&2) (Line 6)
- MD 185, at Jones Bridge (Line 7)
- MD 187, at West Cedar Lane (Line 8)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 11)

**STATUS:** Right-of-Way underway. Construction to begin during current fiscal year. Office of Economic Adjustments is contributing \$6.8 million towards construction.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** This is a breakout project from the Statewide Line 8 (BRAC Intersections near Bethesda Naval Center).

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Improvements to this intersection in the vicinity of the National Naval Medical Center is vital in support of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	3,150	920	2,230	0	0	0	0	0	2,230	0	
Construction	13,212	0	1,555	3,730	4,207	3,720	0	0	13,212	0	
Total	16,362	920	3,785	3,730	4,207	3,720	0	0	15,442	0	
Federal-Aid	13,345	810	3,443	2,909	3,282	2,901	0	0	12,535	0	

**CLASSIFICATION:**

STATE - Other Principal Arterial

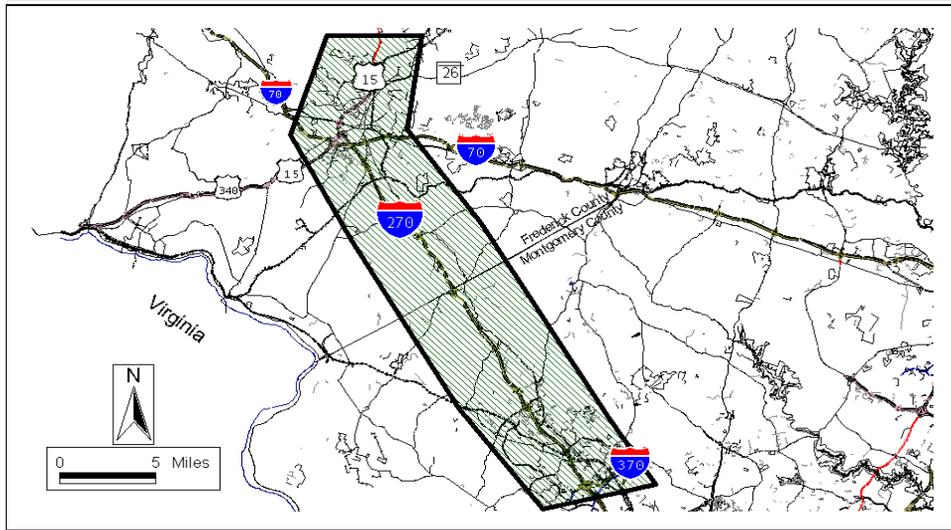
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 50,500

PROJECTED (2030) - 57,575



**PROJECT:** I-270, Eisenhower Highway, and US 15, Frederick Freeway

**DESCRIPTION:** Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

**JUSTIFICATION:** Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. Transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-270/Watkins Mill Road Extended Interchange (Line 1)  
 InterCounty Connector (Line 3)  
 US 15, Interchange at Monocacy Boulevard (Frederick County - Line 3)  
 I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 6)

**STATUS:** Project Planning on hold, proceeding with transit options in corridor first.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	17,460	17,429	15	16	0	0	0	0	0	31	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,567	18,536	15	16	0	0	0	0	0	31	0
Federal-Aid	12,222	12,200	11	11	0	0	0	0	0	22	0

**CLASSIFICATION:**

STATE - Principal Arterial

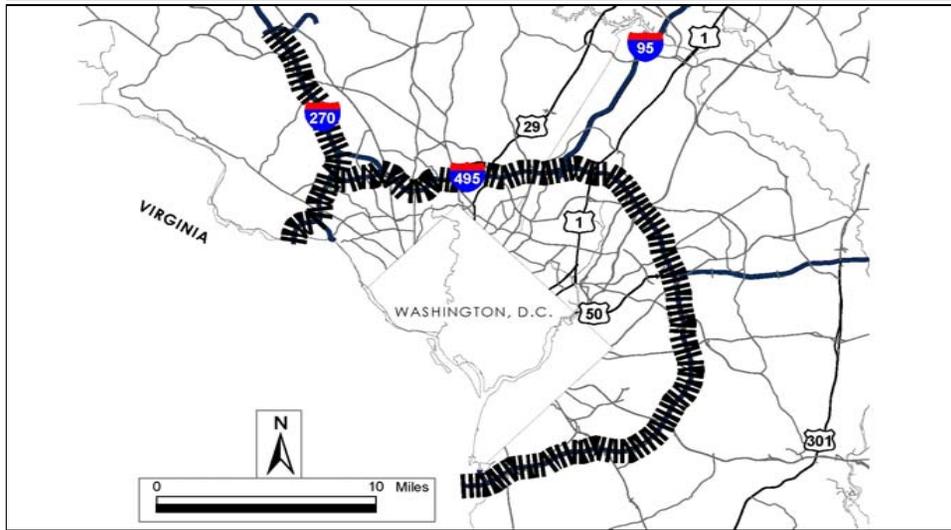
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 41,400 - 102,000 (US -15)  
 79,725 - 212,500 (I-270)

**PROJECTED (2030) -** 58,000 - 169,100 (US 15)  
 103,900 - 267,400 (I-270)



**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

**JUSTIFICATION:** Increasing growth and development in Prince George's and Montgomery counties and the concurrent increase in traffic has caused the Capital Beltway to experience severe congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 6,13)  
 I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)  
 Purple Line Study (MTA Program)  
 Capital Beltway South Side Transit Study (MTA)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	11,043	11,043	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,043	11,043	0	0	0	0	0	0	0	0
Federal-Aid	7,730	7,730	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

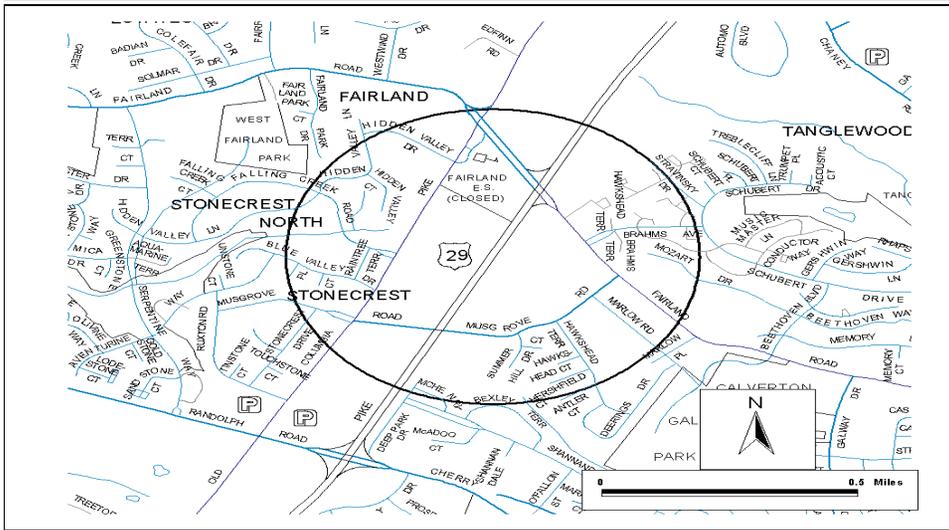
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 101,700 - 245,000

PROJECTED (2030) - 125,900 - 269,700



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct an interchange at Musgrove/Fairland Road.

**JUSTIFICATION:** Development along the US 29 corridor has resulted in traffic growth and congestion. This project will provide relief to present and future traffic congestion while improving system operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

InterCounty Connector (Line 3)  
 US 29 Interchanges (Lines 16)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$7.0 million to Engineering due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	8,000	994	503	1,003	1,500	1,500	1,500	1,000	7,006	0	
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	9,079	2,073	503	1,003	1,500	1,500	1,500	1,000	7,006	0	
Federal-Aid	1,541	1,537	2	2	0	0	0	0	4	0	

**CLASSIFICATION:**

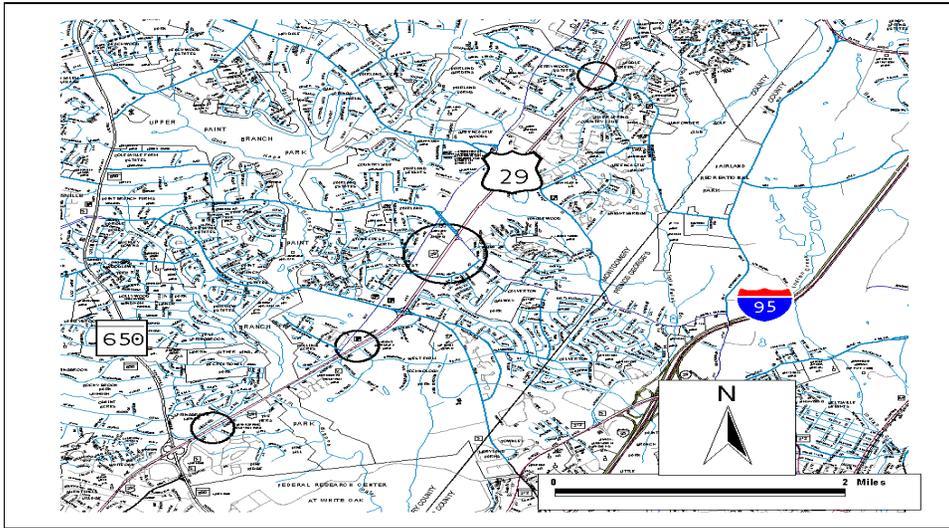
STATE - Other Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 63,800

PROJECTED (2030) - 81,100



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct interchanges at Stewart Lane, Tech Road, Greencastle Road and Blackburn Road.

**JUSTIFICATION:** Rapid development along the US 29 corridor has resulted in traffic growth and congestion. This project will provide relief to present and future traffic congestion while improving system operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 InterCounty Connector (Line 3)  
 US 29, Interchanges (Lines 15)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	2,488	2,488	0	0	0	0	0	0	0	0	
Engineering	4,277	4,277	0	0	0	0	0	0	0	0	
Right-of-way	545	545	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	7,310	7,310	0	0	0	0	0	0	0	0	
Federal-Aid	2,775	2,775	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Other Principal Arterial

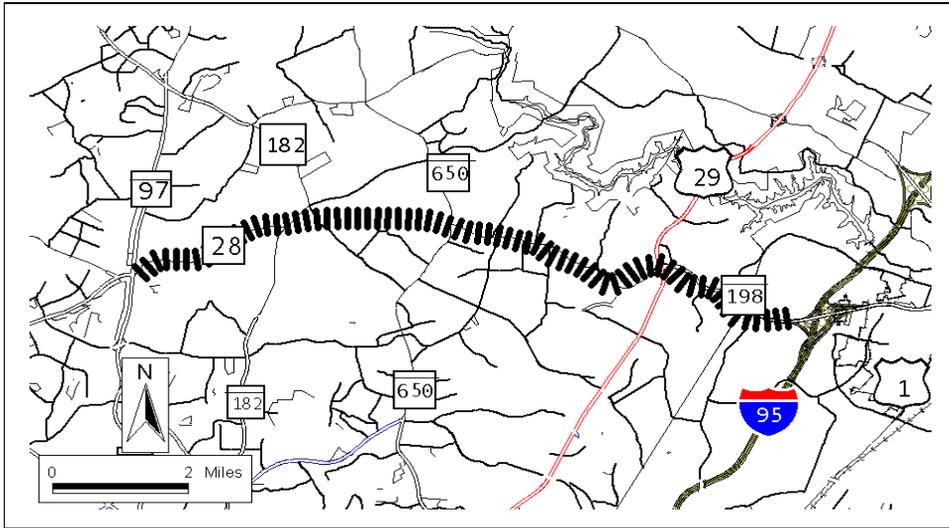
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 49,625 - 68,600

PROJECTED (2030) - 66,925 - 81,500



**PROJECT:** MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

**DESCRIPTION:** Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

**JUSTIFICATION:** This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 97/MD 28 Interchange (Line 18)  
 I-95/Contee Road Interchange (Prince George's County - Line 1)

**STATUS:** Planning study to resume during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$3.0 million to Planning due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	7,031	4,031	300	900	1,100	700	0	0	3,000	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
Total	7,031	4,031	300	900	1,100	700	0	0	3,000	0
Federal-Aid	2,822	2,822	0	0	0	0	0	0	0	0

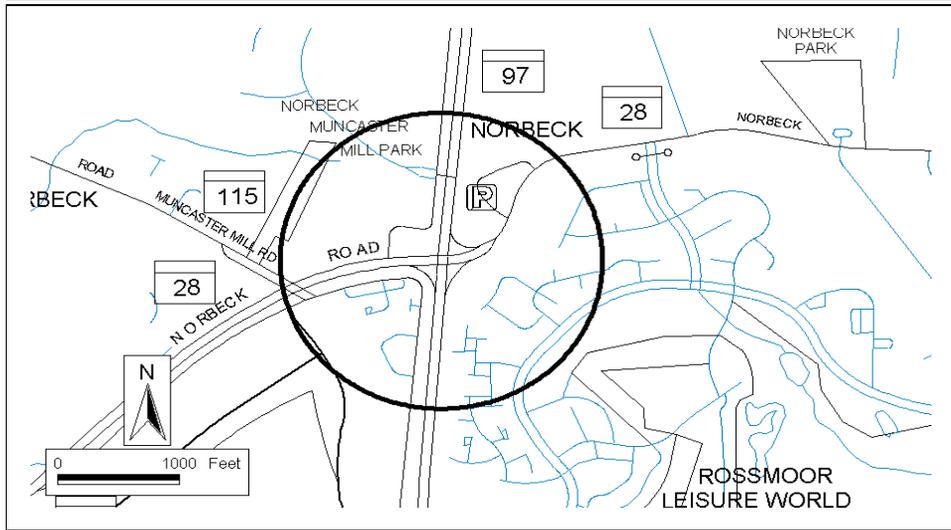
**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 17,450 - 22,350 (MD 28)  
 15,000 - 42,175 (MD 198)  
**PROJECTED (2030) -** 41,325 - 51,775 (MD 28)  
 36,875 - 62,250 (MD 198)



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Construct interchange improvements at MD 28/Norbeck Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project will relieve congestion at the existing intersection.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 InterCounty Connector (Line 3)  
 MD 28/MD 198, MD 97 to I-95 (Line 17)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	844	844	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,826	2,826	0	0	0	0	0	0	0	0
Federal-Aid	1,978	1,978	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

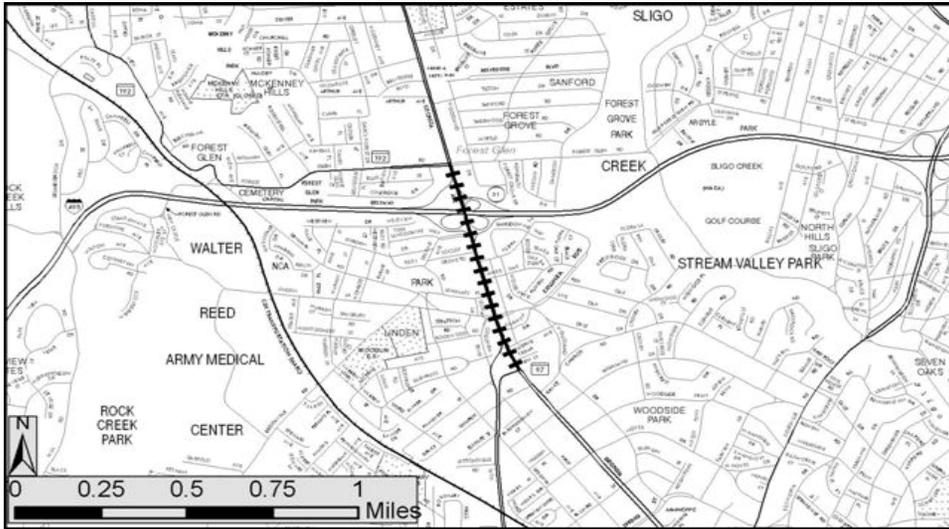
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 45,850

PROJECTED (2030) - 51,775



**PROJECT:** MD 97, Georgia Ave.

**DESCRIPTION:** Forest Glen Road to 16th. Street. The MD 97 Montgomery Hills project will evaluate safety and accessibility issues on MD 97. Sidewalks and wide curb lanes to accommodate bicycles will be included where appropriate.

**JUSTIFICATION:** This project will address safety and traffic operations within the study area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project Planning underway. County is contributing \$3.0 million towards planning.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

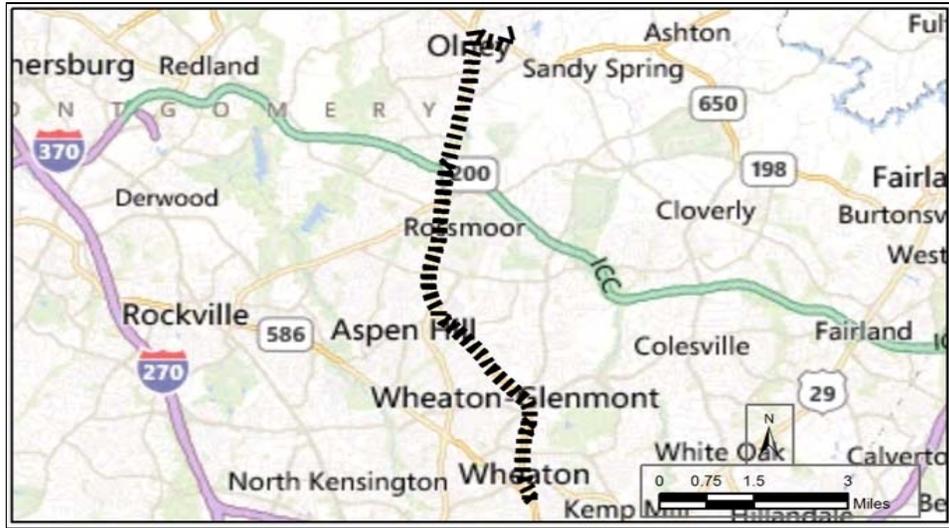
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 81,700

PROJECTED (2030) - 91,350



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Bus rapid transit study from Wheaton Metro Station to Olney. This study will evaluate roadway improvements to implement Montgomery County's bus rapid transit (BRT) System on MD 97 from Glenmount Metro Station to Wheaton Metro Station. Sidewalks and curb lanes will accommodate bicycles and pedestrians where appropriate.

**JUSTIFICATION:** This project will enhance transit connectivity, improve operational efficiency and travel times in Montgomery County, This project supports the plans for BRT implementation.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 28/MD 198, MD 97 to I-95 (Line 17)  
 MD 97/MD 28 Interchange (Line 18)

**STATUS:** Project Planning underway. County is contributing \$5.0 million towards planning.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

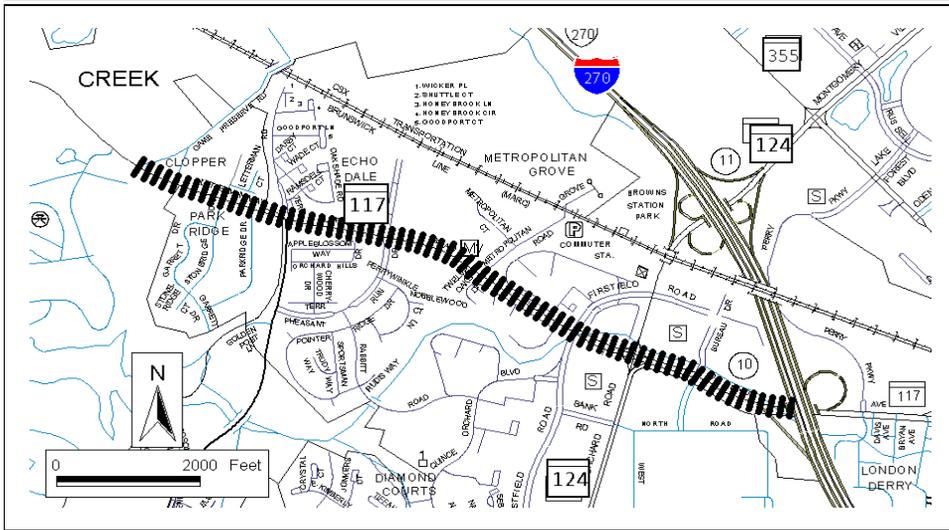
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 46,650

PROJECTED (2030) - 65,500



**PROJECT:** MD 117, Clopper Road

**DESCRIPTION:** Construct intersection capacity improvements from west of Game Preserve Road to I-270 (1.73 miles). Sidewalks will be included where appropriate, including multi-use pathway on the south side. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** MD 117 is a heavily traveled commuter route. Capacity improvements are needed to relieve existing and future congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-270/Watkins Mill Road Extended Interchange (Line 1)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,030	1,030	0	0	0	0	0	0	0	0	
Engineering	1,901	1,901	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,931	2,931	0	0	0	0	0	0	0	0	
Federal-Aid	721	721	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Minor Arterial

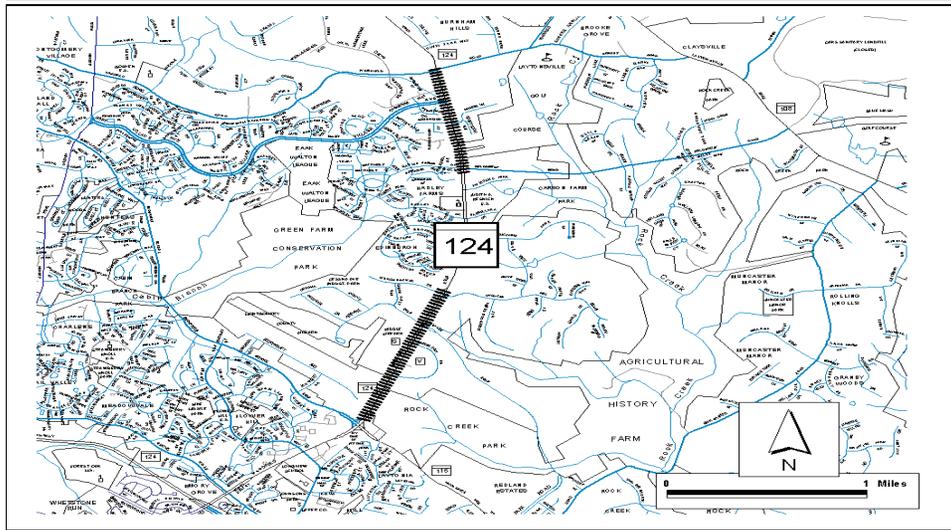
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 28,575 - 45,125

PROJECTED (2030) - 32,000 - 66,950



**PROJECT:** MD 124, Woodfield Road

**DESCRIPTION:** Reconstruct MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road (2.3 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$1.9 million to Engineering due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	2,114	2,114	0	0	0	0	0	0	0	0	
Engineering	3,752	694	500	750	750	1,058	0	0	3,058	0	
Right-of-way	24	24	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,890	2,832	500	750	750	1,058	0	0	3,058	0	
Federal-Aid	690	172	390	128	0	0	0	0	518	0	

**CLASSIFICATION:**

STATE - Major Collector

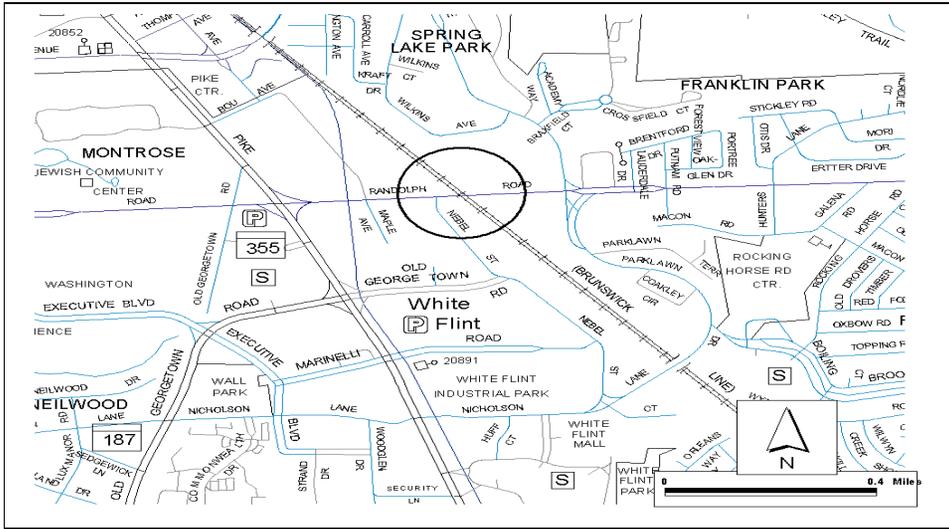
FEDERAL - Major Collector

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 18,000

PROJECTED (2030) - 48,000



**PROJECT:** MD 355, Rockville Pike

**DESCRIPTION:** Construct a CSX Railroad grade separated crossing and interchange improvements at Parklawn Drive. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project would improve safety and relieve traffic congestion that occurs at the Parklawn Drive intersection and at the CSX Railroad crossing.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

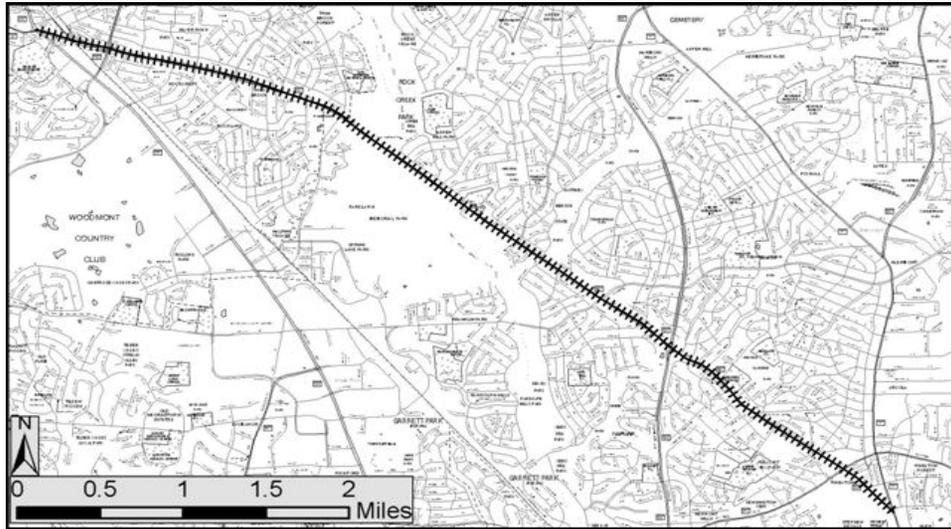
**ASSOCIATED IMPROVEMENTS:**  
 Montrose Parkway East (Montgomery County Project)

**STATUS:** Engineering underway. County is contributing \$9.0 million to engineering. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,860	1,860	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**  
 STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
**STATE SYSTEM:** Secondary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
**CURRENT (2013) -** 56,475 (MD 355)  
**PROJECTED (2030) -** 92,550 (MD 355)



**PROJECT:** MD 586, Veirs Mill Road

**DESCRIPTION:** Bus rapid transit study from Rockville and Wheaton Metro stations. This study will evaluate roadway improvements to implement Montgomery County's bus rapid transit (BRT) System on MD 586 from Rockville to Wheaton. Wide curb lanes to accommodate bicycles will be included where appropriate.

**JUSTIFICATION:** This project will enhance transit connections, improve operational efficiency and travel times. This project supports plans for BRT implementation.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project Planning underway. County is contributing \$6.0 million towards planning.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 22,600 - 45,550

PROJECTED (2030) - 28,375 - 54,550

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Year 2013 Completions</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
1	MD 185	Connecticut Avenue; MD 547 to MD 193; ADA improvements	400	Completed
2	MD 185 SB	Connecticut Avenue; MD 547 to Warner Street; ADA improvements	300	Completed
3	MD 187	Old Georgetown Road; MD 188 to Lincoln Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	Completed
<b><u>Traffic Management</u></b>				
4	US 29	Columbia Pike; MD 410 to Wayne Avenue; reconstruct signal (ARRA PROJECT)	1,310	Completed
<b><u>Intersection Capacity Improvements</u></b>				
5	MD 355	Frederick Road; at MD 118; extend southbound left turn lane	434	Completed
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
6		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,255	Completed
<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>				
7		Anglers Breach - C&O Canal	1,111	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
8	MD 28	West Montgomery Avenue; Shady Grove Road to Hurley Avenue; resurface	2,210	FY 2014
9	MD 28	Norbeck Road; Maple Avenue to Structure 15092 (Rock Creek); resurface	1,910	FY 2014
10	MD 28	Key West Avenue; Hurley Avenue to South Adams Street; resurface	1,945	Under construction
11	MD 97	Georgia Avenue; Emory Lane to Old Baltimore Road; resurface	1,393	Under construction
12	MD 97	Georgia Avenue; DC Line/Montgomery County Line to MD 390; resurface	3,652	Under construction
13	MD 97	Georgia Avenue; Glenallan Avenue to MD 185; safety and resurface	3,700	Under construction
14	MD 185	Connecticut Avenue; Warner Street to MD 97; resurface	6,215	Under construction
15	MD 185	Connecticut Avenue; DC Line to north of MD 410; resurface	2,467	FY 2014
16	MD 190	River Road; I 495 to MD 614; resurface	3,320	FY 2014
17	MD 355	Wisconsin Avenue; DC Line to MD 191; resurface	1,455	Under construction
18	MD 355	Wisconsin Avenue; Bradley Lane to MD 187; resurface	2,600	FY 2014
19	MD 355	North Frederick Road; Middlebrook Road to Milestone Manor Lane; resurface	2,940	FY 2014
20	MD 355	Hungerford Drive; King Farm Boulevard to south of Central Avenue; resurface	2,116	FY 2014
21	MD 355	Hungerford Drive; Mannakee Street to King Farm Boulevard; resurface	3,017	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
22	MD 355	Rockville Pike; north of Cedar Croft Drive to MD 547; resurface	2,240	Under construction
23	MD 355	Rockville Pike; Nicholson Lane to 0.1 mile north of MD 187; resurface	1,538	Under construction
24	MD 355	Wisconsin Avenue; Montgomery Avenue to Jones Bridge Road; resurface	1,445	Under construction
25	MD 410	Ethan Allen Avenue; Park Avenue to MD 650; resurface	555	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
26		7 existing bridges on I 695, MD 7, MD 695 and MD 702; clean and paint bridges	2,088	FY 2014
27	MD 650	New Hampshire Avenue; bridge 15013 over Sligo Creek; bridge rehabilitation	2,195	Under construction
<b><u>Safety/Spot Improvement</u></b>				
28	US 29	Columbia Pike; between MD 650 and Industrial Parkway; drainage improvement	1,177	FY 2014
29	MD 182	Layhill Road; Norwood Road; add left turn bay on Norwood Road and eastbound MD 182	428	Under construction
30	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements	528	Under construction
31	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	Under construction
<b><u>Traffic Management</u></b>				
32		Various locations in Montgomery County; signalization	2,631	FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Traffic Management (cont'd)</u></b>				
33	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	771	Under construction
34	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	986	Under construction
35	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization (Project on hold)		
<b><u>Sidewalks</u></b>				
36	MD 355	Wisconsin Avenue; Grafton Street to Bradley Lane; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,500	FY 2014
<b><u>Intersection Capacity Improvements</u></b>				
37	MD 27	Ridge Road; at Sweepstakes Road/Marlboro Drive; widen northbound MD 27 to provide right turn lanes	384	Under construction
38	MD 108	Olney Laytonsville Road; at Bowie Mill Road; install a Maryland "T" and a half signal	227	Under construction
39	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Funded for preliminary engineering) (Project on hold)		
<b><u>Enhancements</u></b>				
<b><u>Environmental Mitigation</u></b>				
40		I 270 Stormwater Management Facilities Functional Upgrades	528	FY 2015

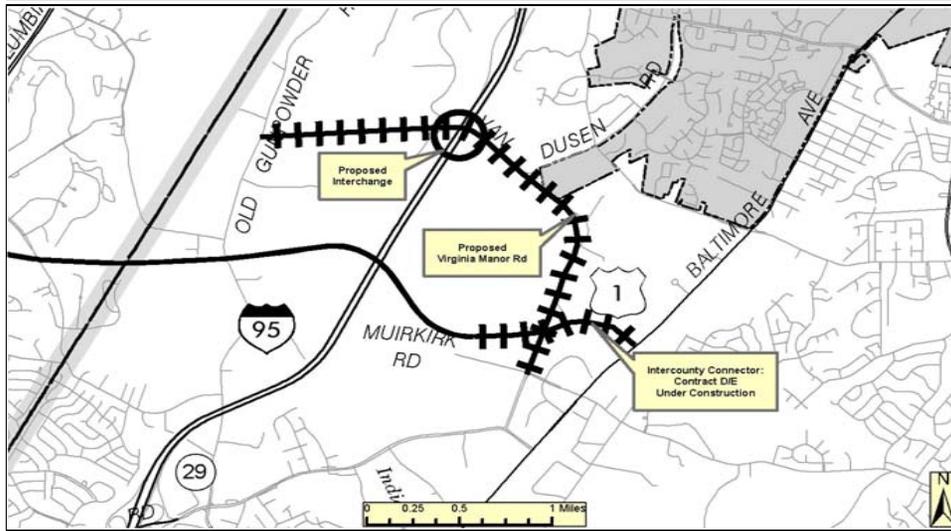
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Congressional Earmarks</u></b>				
41		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	
42		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark \$2 million; CO)	0	
43		Gaithersburg revitalization extension of Teachers Way-Old Town (Earmark \$1.120 million; CO)	0	
44		Rockville Intermodal Access: Maryland Avenue and Market Street; Construction of intermodal access project including pedestrian safety improvements along the Baltimore Road corridor (Earmark \$4 million; PE,CO)	0	



***PRINCE GEORGE'S COUNTY***



**PROJECT:** I-95/Contee Road (Virginia Manor Road) Interchange

**DESCRIPTION:** Construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (Virginia Manor Road Relocated)(2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.

**PURPOSE & NEED SUMMARY STATEMENT:** This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for planned development east and west of I-95.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 7)
- MD 28/MD 198, MD 97 to I-95 (Line 20)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk (Line 22)
- Virginia Manor Road Relocated (TSO Program Line 4)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The new Interchange at I-95 and Contee Road Relocated will facilitate enhanced access and improved circulation to an area that is planned for growth and economic development.

**STATUS:** Construction underway. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,313	1,313	0	0	0	0	0	0	0	0	0
Engineering	4,847	4,847	0	0	0	0	0	0	0	0	0
Right-of-way	11,784	8,503	3,281	0	0	0	0	0	0	3,281	0
Construction	37,795	22,675	15,120	0	0	0	0	0	0	15,120	0
Total	55,739	37,338	18,401	0	0	0	0	0	0	18,401	0
Federal-Aid	52,342	33,941	18,401	0	0	0	0	0	0	18,401	0

**CLASSIFICATION:**

STATE - Principal Arterial

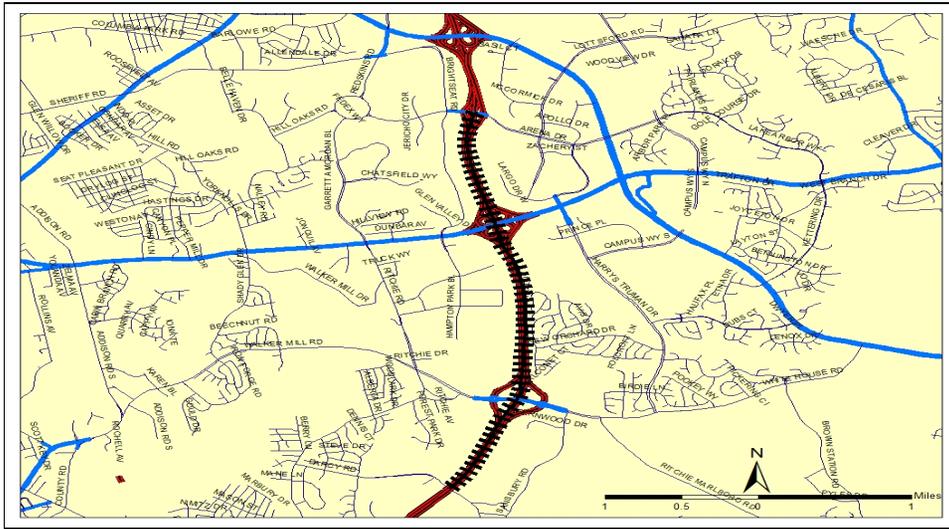
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 190,400

PROJECTED (2030) - 245,300



**PROJECT:** I-95, Capital Beltway

**DESCRIPTION:** Resurface I-95 from D'arcy Road to Arena Drive.

**PURPOSE & NEED SUMMARY STATEMENT:** This project enhances the longevity of the roadway surface.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	440	440	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	11,932	1,946	9,986	0	0	0	0	0	9,986	0	
Total	12,372	2,386	9,986	0	0	0	0	0	9,986	0	
Federal-Aid	11,930	1,946	9,984	0	0	0	0	0	9,984	0	

**CLASSIFICATION:**

STATE - Urban Interstate

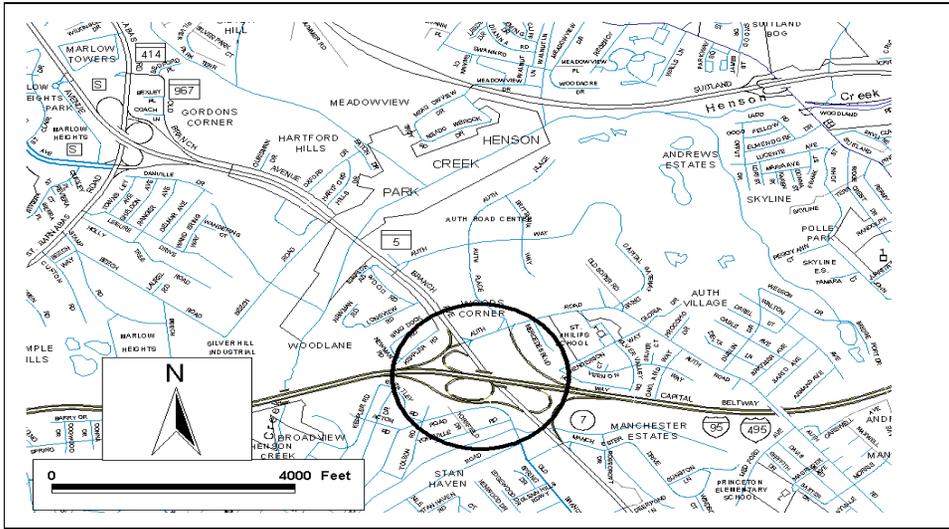
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 199,400 - 226,000

PROJECTED (2030) - 246,850 - 265,000



**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Phase 2 Access improvements from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station including improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to provide a long term solution for traffic congestion in this area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)  
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 14)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project will enhance vehicular and pedestrian connectivity between the metro station and MD 5. The improved connectivity will help support planned growth in the vicinity of the station, a designated Transit Oriented Development (TOD) site.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$7.7 million to Right-of-Way and \$49.3 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	3,832	3,697	135	0	0	0	0	0	135	0
Right-of-way	15,814	145	8,834	4,835	1,000	1,000	0	0	15,669	0
Construction	49,337	0	3,118	8,215	11,663	11,994	14,347	0	49,337	0
Total	69,760	4,619	12,087	13,050	12,663	12,994	14,347	0	65,141	0
Federal-Aid	57,050	3,089	8,942	16,667	7,098	9,176	6,791	5,287	53,961	0

**CLASSIFICATION:**

STATE - Principal Arterial

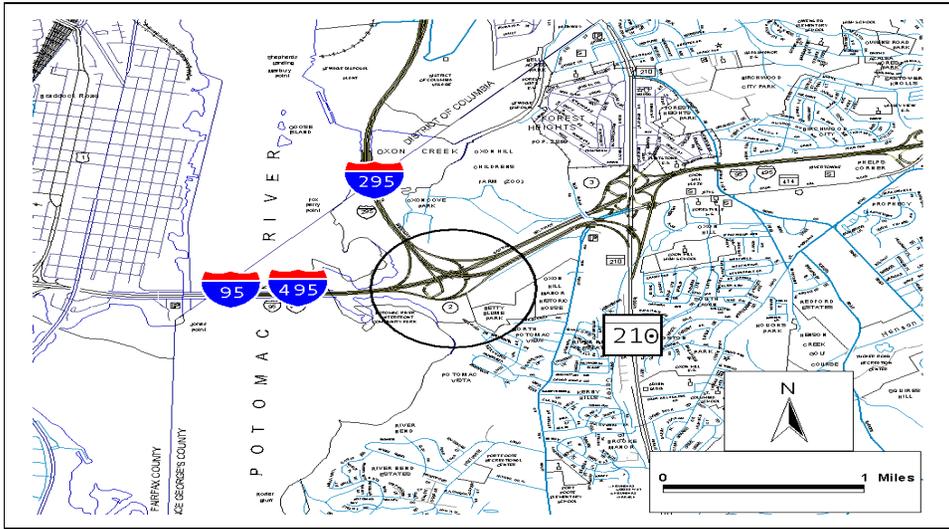
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 134,250 (MD 5) 186,425 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5) 204,400 (I-95/495)



**PROJECT:** I-295/I-495, National Harbor

**DESCRIPTION:** Constructed access improvements and MD 414 Extended.

**PURPOSE & NEED SUMMARY STATEMENT:** This project supports the National Harbor project, which is a major economic development engine in Prince George's County.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 8)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
- MD 210, MD 228 to I-95/I-495 (Line 16)
- Capital Beltway South Side Transit Study (MTA)

**EXPLANATION:** National Harbor is an emerging mixed-use center in Prince George's County and a major draw for the Capital Region. Improved access will allow the National Harbor to continue to prosper.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	382	382	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	34,976	34,976	0	0	0	0	0	0	0	0	0
Total	35,358	35,358	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

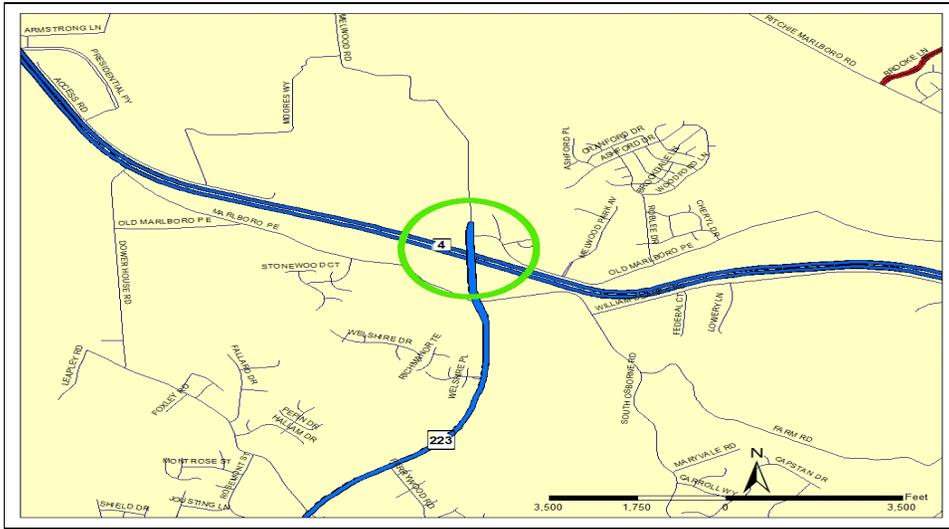
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 199,850

PROJECTED (2030) - 278,100



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Replace Bridges 1618101 and 1618102 over MD 223.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures are structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 4, MD 223 to I-95 (Line 13)  
 MD 223, Stead Road to MD 5 (Line 24)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing bridges are nearing the end of their useful life and are in need of replacement.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost decrease of \$1.8 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,411	1,411	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	21,126	3,659	6,570	6,790	4,107	0	0	0	17,467	0	
<b>Total</b>	<b>22,537</b>	<b>5,070</b>	<b>6,570</b>	<b>6,790</b>	<b>4,107</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,467</b>	<b>0</b>	
Federal-Aid	22,170	4,703	6,570	6,790	4,107	0	0	0	17,467	0	

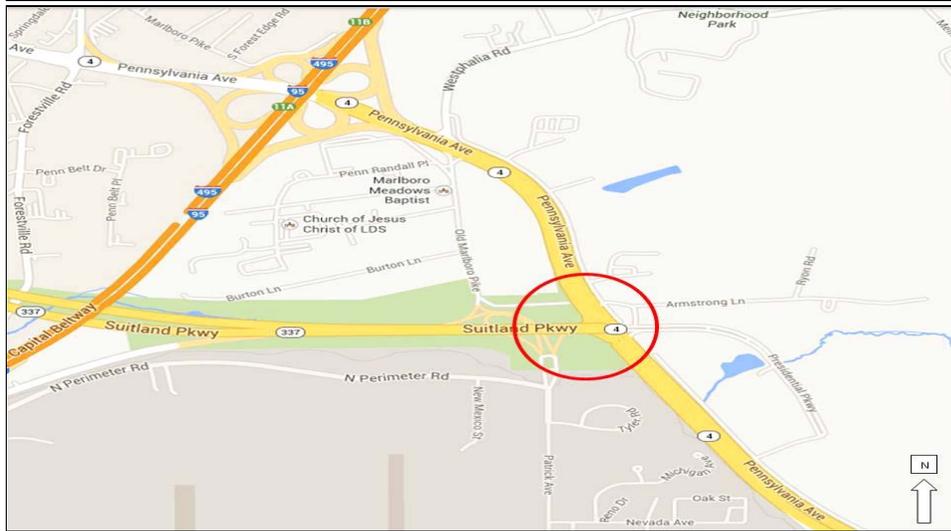
**CLASSIFICATION:**

STATE - Urban Freeway/Expressway  
 FEDERAL - Urban Freeway/Expressway

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) - 63,050**  
**PROJECTED (2030) - 90,050**



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

**PURPOSE & NEED SUMMARY STATEMENT:** Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate increasing traffic volumes associated with future growth.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)  
 MD 4, MD 223 to I-95/I-495 (Line 13)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and relieve congestion at the existing at-grade intersection.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$34.1 million to Right-of-Way and \$116.7 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,362	7,422	575	365	0	0	0	0	0	940	0
Right-of-way	35,577	1,522	7,000	12,000	12,000	3,055	0	0	0	34,055	0
Construction	116,726	0	0	12,359	34,703	39,761	29,903	0	0	116,726	0
Total	160,665	8,944	7,575	24,724	46,703	42,816	29,903	0	0	151,721	0
Federal-Aid	37,187	7,665	7,409	10,069	9,600	2,444	0	0	0	29,522	0

**CLASSIFICATION:**

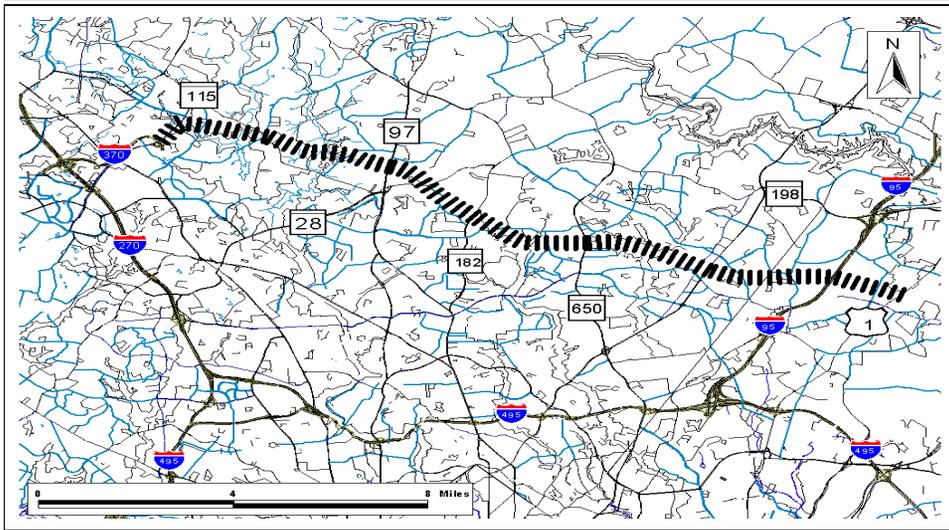
STATE - Intermediate Arterial  
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 72,725

PROJECTED (2030) - 99,350



**PROJECT:** MD 200, InterCounty Connector

**DESCRIPTION:** Construct a new east-west multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

**PURPOSE & NEED SUMMARY STATEMENT:** This transportation project is needed to increase community mobility and safety; to support development and local land-use plans; to improve access between economic growth centers; to advance home land security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

- I-95/Contee Road Interchange (Line 1)
- MD 28/MD 198, MD 97 to I-95 (Line 20)
- MD 201 Ext/US 1, I-95/495 to N. of Muirkirk Road (Line 22)
- Virginia Manor Road Relocated (TSO program Line 4)

**EXPLANATION:** MD 200 provides an east/west connection to facilitate movement of freight and people. It provides an improved route for emergency vehicles and improved security during a state of emergency. The new access supports master plan development in Montgomery and Prince George's counties. The project includes numerous environmental features such as wildlife crossings and stream restorations.

**STATUS:** Construction underway. The section from I-270 to I-95 is Open to Service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority/NC11P Project Funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,292	19,292	0	0	0	0	0	0	0	0
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

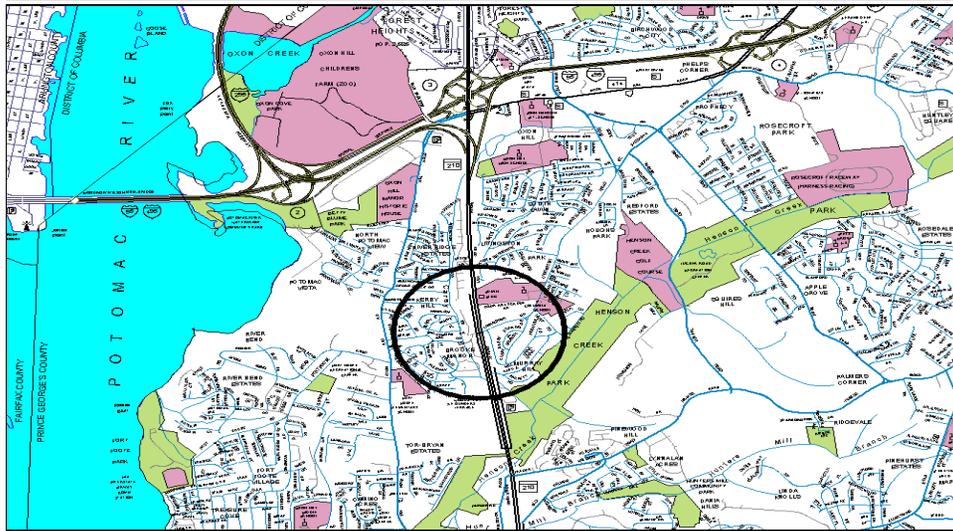
STATE - Principal Arterial  
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 31,325

PROJECTED (2030) - 96,500



**PROJECT:** MD 210, Indian Head Highway

**DESCRIPTION:** Construct a new interchange at MD 210 and Kerby Hill Road/Livingston Road. Bicycles and pedestrians will be accommodated where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** Increased development along this corridor has caused MD 210 to have significant congestion during peak periods.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-295/I-495, National Harbor Access (Line 4)  
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)  
 MD 210, MD 228 to 95/I-495 (Line 16)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The new interchange will improve safety and relieve congestion at the existing at-grade intersection. In addition, the project will improve circulation in the area surrounding the National Harbor.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$21.1 million to Right-of-Way and \$74.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,030	1,187	601	500	3,742	0	0	0	0	4,843	0
Right-of-way	21,132	1,838	11,025	8,269	0	0	0	0	0	19,294	0
Construction	74,574	0	0	5,220	16,461	21,682	24,996	6,215	74,574	0	0
Total	101,736	3,025	11,626	13,989	20,203	21,682	24,996	6,215	98,711	0	0
Federal-Aid	6,014	1,222	550	500	3,742	0	0	0	4,792	0	0

**CLASSIFICATION:**

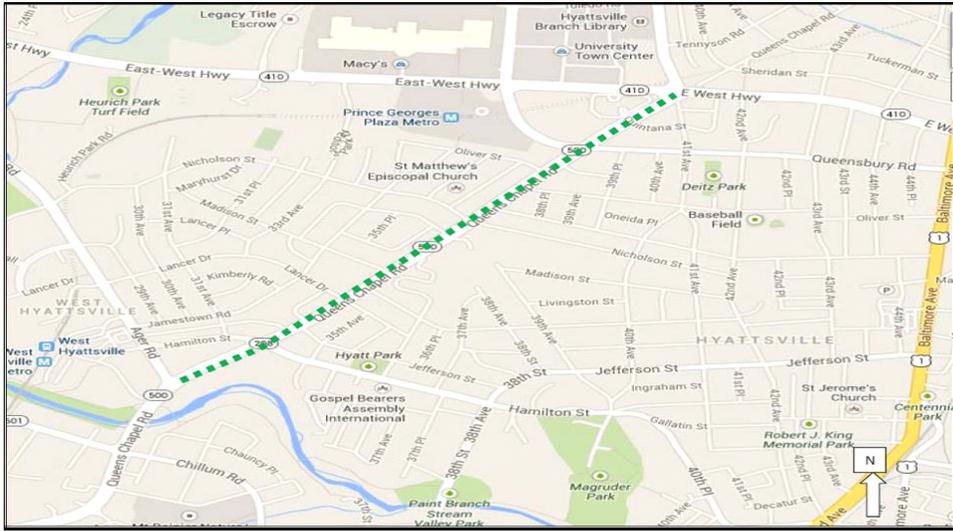
STATE - Intermediate Arterial  
 FEDERAL - Freeway - Expressway

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 81,750

PROJECTED (2030) - 126,350



**PROJECT:** MD 500, Queens Chapel Road

**DESCRIPTION:** Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to MD 410 (East-West Highway/Adephi Road)

**PURPOSE & NEED SUMMARY STATEMENT:** This project provides traffic calming and enhances pedestrian safety along the roadway.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Safety & Security
- Environmental Stewardship
- Connectivity for Daily Life

**EXPLANATION:** The landscaped median, sidewalks and crosswalk improvements will enhance traffic calming and pedestrian safety along the roadway.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added to the Construction Program. Added \$10.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,768	1,419	349	0	0	0	0	0	349	0
Right-of-way	1,393	0	1,114	279	0	0	0	0	1,393	0
Construction	10,600	0	631	6,137	3,832	0	0	0	10,600	0
Total	13,761	1,419	2,094	6,416	3,832	0	0	0	12,342	0
Federal-Aid	2,215	829	1,163	223	0	0	0	0	1,386	0

**CLASSIFICATION:**

STATE - Urban Minor Arterial

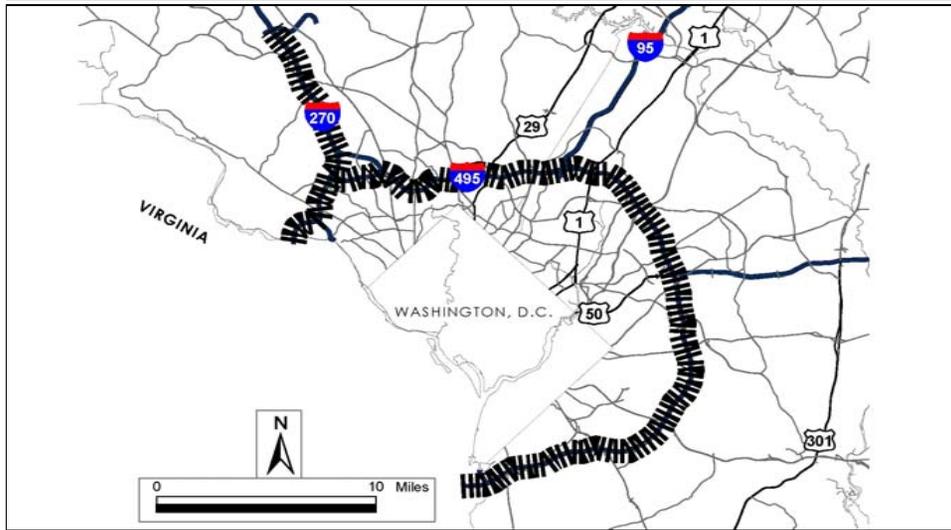
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 23,200

PROJECTED (2030) - 31,200



**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

**JUSTIFICATION:** Increasing growth and development in Prince George's and Montgomery counties and the concurrent increase in traffic has caused the Capital Beltway to experience severe congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 3)
- MD 4, Interchange at Suitland Parkway (Line 6)
- I-95/I-495, Greenbelt Metro Station (Line 11)
- Purple Line Study (MTA Program)
- Capital Beltway South Side Transit Study (MTA)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	11,043	11,043	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,043	11,043	0	0	0	0	0	0	0	0
Federal-Aid	7,730	7,730	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

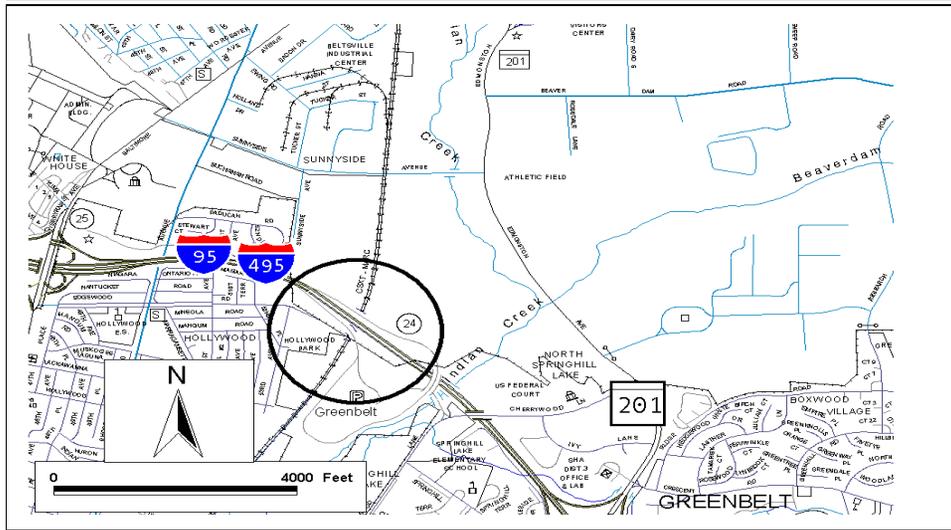
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 101,700 - 245,000

PROJECTED (2030) - 125,900 - 269,700



**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

**JUSTIFICATION:** This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$7.0 million to Engineering due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,561	1,561	0	0	0	0	0	0	0	0	
Engineering	7,214	214	500	1,000	1,000	1,500	1,500	1,500	7,000	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>8,775</b>	<b>1,775</b>	<b>500</b>	<b>1,000</b>	<b>1,000</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>7,000</b>	<b>0</b>	
Federal-Aid	6,726	1,267	390	779	780	1,170	1,170	1,170	5,459	0	

**CLASSIFICATION:**

STATE - Principal Arterial

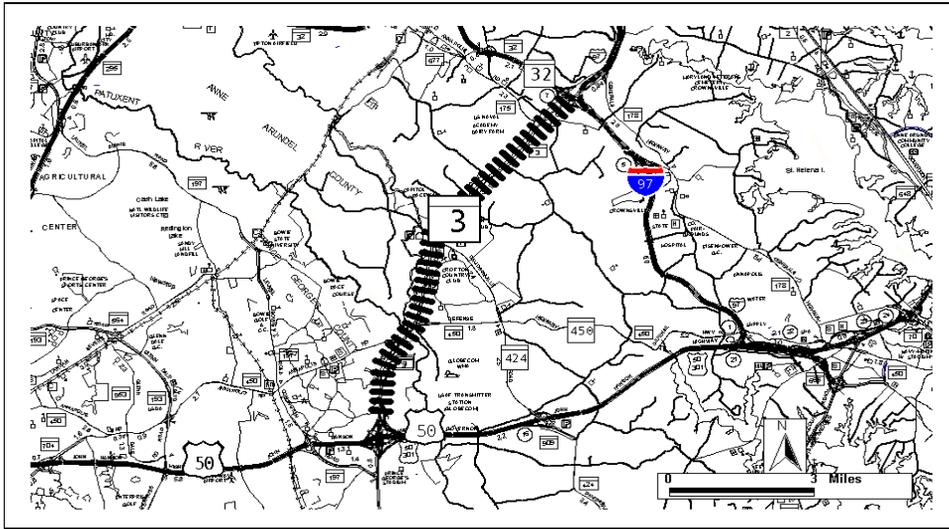
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 225,000

PROJECTED (2030) - 269,700



**PROJECT:** MD 3, Robert Crain Highway

**DESCRIPTION:** Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Bicycle and pedestrian access will be provided where appropriate.

**JUSTIFICATION:** This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- US 301, South Corridor Transportation Study (Line 17)
- US 301, North of Mount Oak Road to US 50 (Line 18)
- MD 450, Stonybrook Drive to west of MD 3 (Line 25)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	3,978	3,872	5	50	51	0	0	0	106	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>8,651</b>	<b>8,545</b>	<b>5</b>	<b>50</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>0</b>	
Federal-Aid	2,785	2,710	4	35	36	0	0	0	75	0	

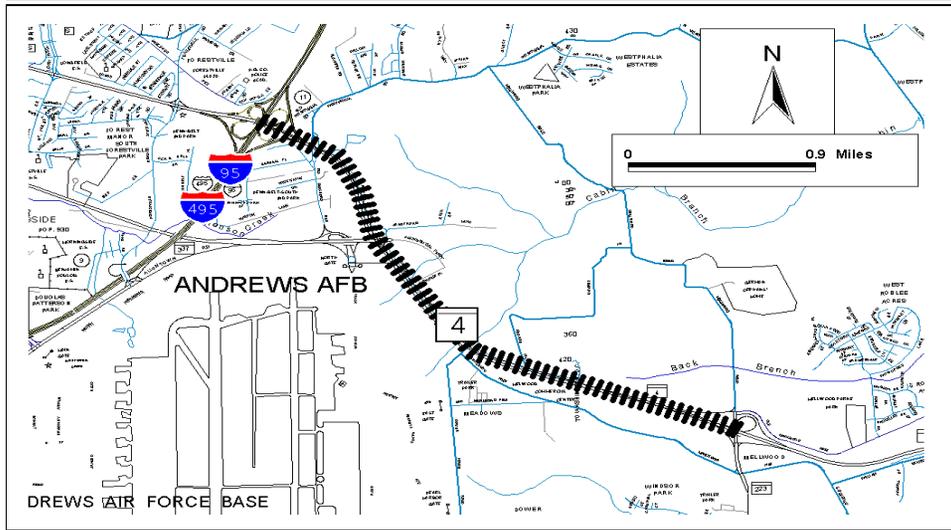
**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 63,300 - 81,275  
**PROJECTED (2030) -** 78,375 - 124,800



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

**JUSTIFICATION:** Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

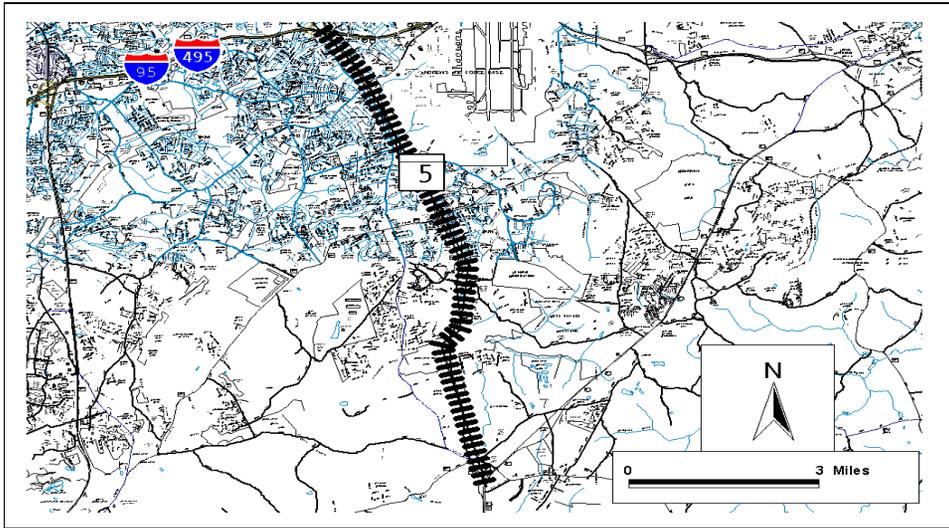
**ASSOCIATED IMPROVEMENTS:**  
 MD 4, Interchange at Suitland Parkway (Line 6)  
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,615	1,615	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,615	1,615	0	0	0	0	0	0	0	0	
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**  
 STATE - Intermediate Arterial  
 FEDERAL - Freeway - Expressway  
**STATE SYSTEM:** Primary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
 CURRENT (2013) - 72,725  
 PROJECTED (2030) - 99,325



**PROJECT:** MD 5, Branch Avenue

**DESCRIPTION:** Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

**JUSTIFICATION:** Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 3)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 15)
- US 301, South Corridor Transportation Study (Line 17)
- US 301, Waldorf Area Project (Line 19)
- MD 223, Steed Road to MD 5 (Line 24)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	3,691	3,594	97	0	0	0	0	0	97	0
Engineering	1,723	1,723	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,583	13,486	97	0	0	0	0	0	97	0
Federal-Aid	7,752	7,552	97	0	0	0	0	0	97	103

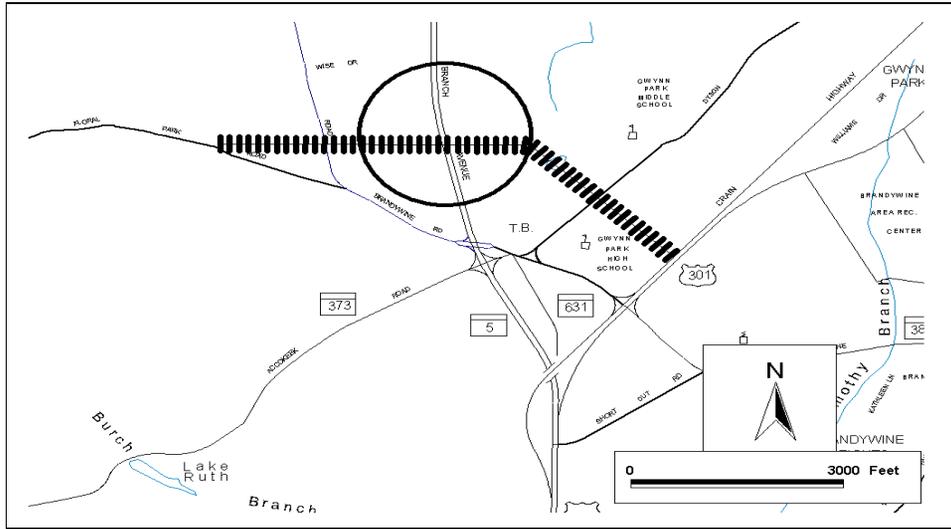
**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 136,150  
 PROJECTED (2030) - 159,300



**PROJECT:** MD 5, Branch Avenue

**DESCRIPTION:** Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

**JUSTIFICATION:** Significant traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 14)
- US 301, South Corridor Transportation Study (Line 17)
- US 301, Waldorf Area Project (Line 19)

**STATUS:** Engineering and Right-of-Way underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$12.1 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,682	4,039	750	1,100	1,793	0	0	0	3,643	0
Right-of-way	13,385	52	3,740	4,500	5,093	0	0	0	13,333	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	21,067	4,091	4,490	5,600	6,886	0	0	0	16,976	0
Federal-Aid	15,600	3,114	3,775	4,368	4,343	0	0	0	12,486	0

**CLASSIFICATION:**

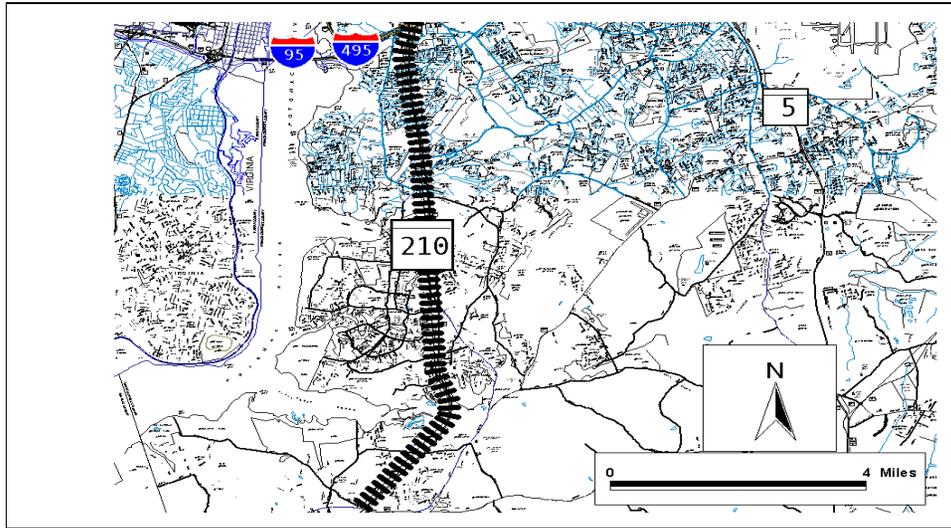
STATE - Principal Arterial  
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 65,000

PROJECTED (2030) - 97,700



**PROJECT:** MD 210, Indian Head Highway

**DESCRIPTION:** Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

**JUSTIFICATION:** Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-295/I-495, National Harbor Access (Line 4)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 8)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	3,059	3,059	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,042	4,042	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

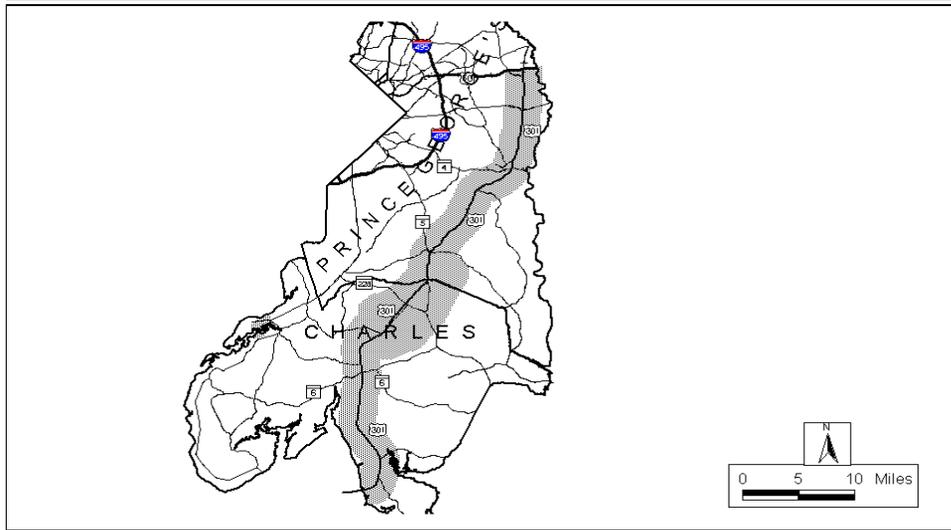
**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 81,950  
 PROJECTED (2030) - 126,350



**PROJECT:** US 301, South Corridor Transportation Study

**DESCRIPTION:** Multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

**JUSTIFICATION:** This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 3, US 50 to MD 32 (Line 12)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 14)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 15)
- US 301, North of Mount Oak Road to US 50 (Line 18)
- US 301, Waldorf Area Project (Line 19)
- Southern Maryland Mass Transportation Analysis (MTA)

**STATUS:** Project Planning on hold. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL		<b>PROJECT CASH FLOW</b>							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	10,743	10,743	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,018	4,000	2,651	3,000	3,000	3,000	0	15,651	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	71,412	55,761	4,000	2,651	3,000	3,000	3,000	0	15,651	0	0
Federal-Aid	7,520	7,520	0	0	0	0	0	0	0	0	0

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

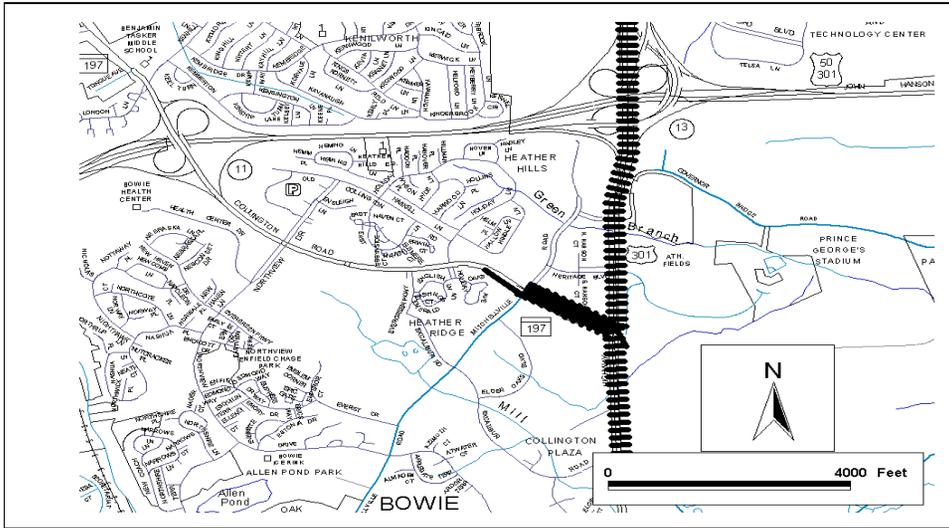
**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 19,850(Charles) - 91,100 (Prince George's)  
**PROJECTED (2030) -** 27,300 (Charles) - 114,300 (Prince George's)



**PROJECT:** US 301, Crain Highway

**DESCRIPTION:** Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

**JUSTIFICATION:** Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 3, US 50 to MD 32 (Line 12)  
 US 301, South Corridor Transportation Study (Line 17)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	2,504	2,504	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,504	2,504	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

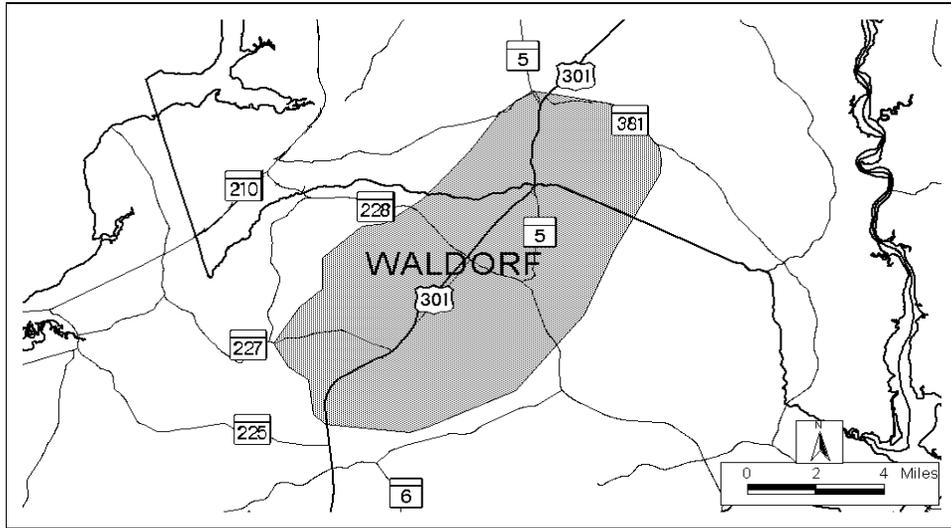
**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 69,175 (US 301) 22,500 (MD 197)  
**PROJECTED (2030) -** 114,300 (US 301) 33,500 (MD 197)



**PROJECT:** US 301, Waldorf Area Project

**DESCRIPTION:** Examine alternatives to upgrade US 301 through Waldorf and grade separated interchanges at US 301 at MD 5 and US 301 at MD 228.

**JUSTIFICATION:** Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 3, US 50 to MD 32 (Line 12)
- MD 5, US 301 to I-95/I-495 (Line 14)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 15)
- US 301, North of Mount Oak Road to US 50 (Line 18)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$5.0 million to Planning due to the Transportation Infrastructure Investment Act of 2013.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	16,262	9,638	300	1,581	1,581	1,581	1,581	0	6,624	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	16,262	9,638	300	1,581	1,581	1,581	1,581	0	6,624	0	
Federal-Aid	8,617	7,041	252	1,000	324	0	0	0	1,576	0	

POTENTIAL FUNDING SOURCE:

SPECIAL  FEDERAL  GENERAL  OTHER

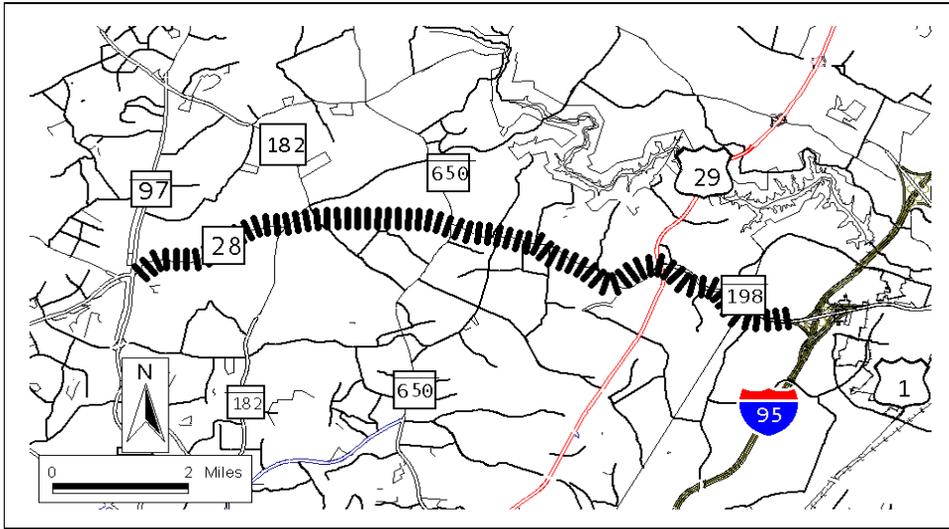
**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 62,100 (Charles) - 91,000 (Prince George's)  
 PROJECTED (2030) - 75,000 (Charles) - 114,300 (Prince George's)



**PROJECT:** MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

**DESCRIPTION:** Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

**JUSTIFICATION:** This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-95/Contee Road Interchange (Line 1)  
 InterCounty Connector (Line 7)

**STATUS:** Planning study to resume during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$3.0 million to Planning due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	7,031	4,031	300	900	1,100	700	0	0	3,000	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
Total	7,031	4,031	300	900	1,100	700	0	0	3,000	0
Federal-Aid	2,822	2,822	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

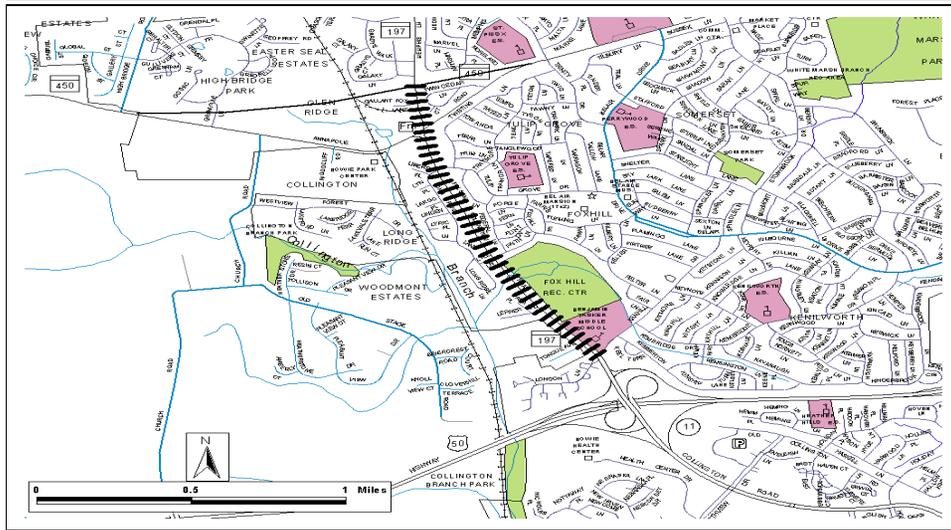
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 17,450 - 22,350 (MD 28)  
 15,000 - 42,175 (MD 198)

**PROJECTED (2030) -** 41,325 - 51,775 (MD 28)  
 36,875 - 62,250 (MD 198)



**PROJECT:** MD 197, Collington Road

**DESCRIPTION:** Upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering to begin during current fiscal year. County contributed \$1.0 million to planning study. Cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$11.0 million to Engineering due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	576	576	0	0	0	0	0	0	0	0	
Engineering	11,000	0	250	750	1,000	1,000	1,000	7,000	11,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	11,576	576	250	750	1,000	1,000	1,000	7,000	11,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Minor Arterial

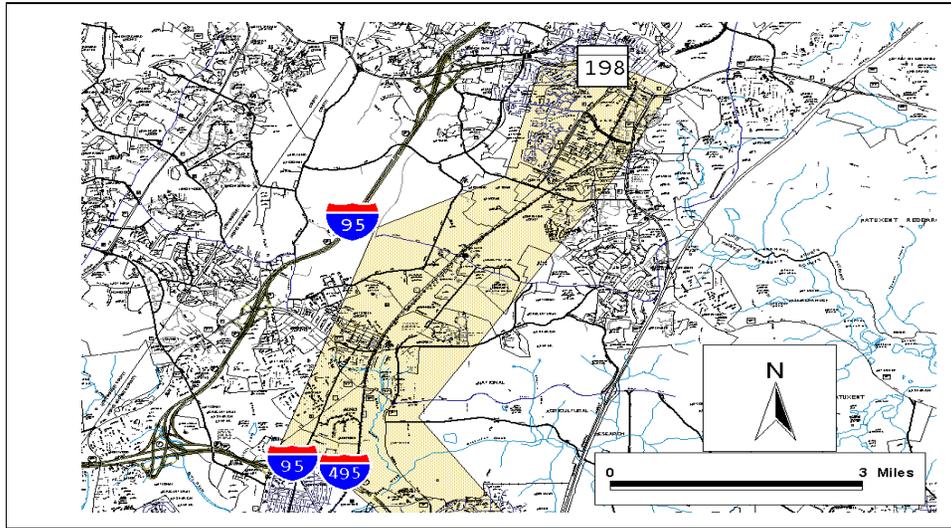
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 31,400

PROJECTED (2030) - 57,925



**PROJECT:** MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

**DESCRIPTION:** Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

**JUSTIFICATION:** US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-95/Contee Road Interchange (Line 1)
- InterCounty Connector (Line 7)
- US 1, College Avenue to Sunnyside Avenue (Line 26)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	6,839	6,839	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0
Federal-Aid	4,787	4,787	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

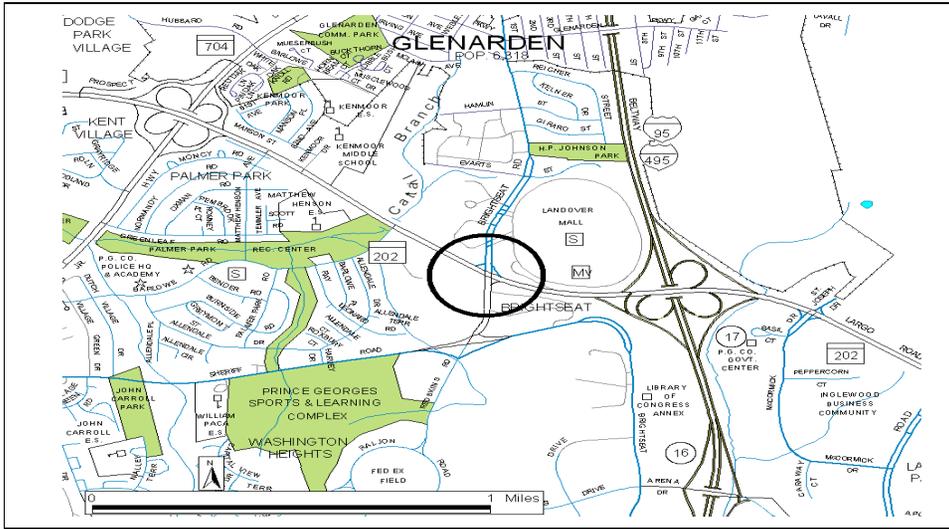
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 46,375

**PROJECTED (2030) -** 62,300



**PROJECT:** MD 202, Largo Road

**DESCRIPTION:** Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

**JUSTIFICATION:** This project will provide improved access to the Landover Mall which is being planned for revitalization by the County.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

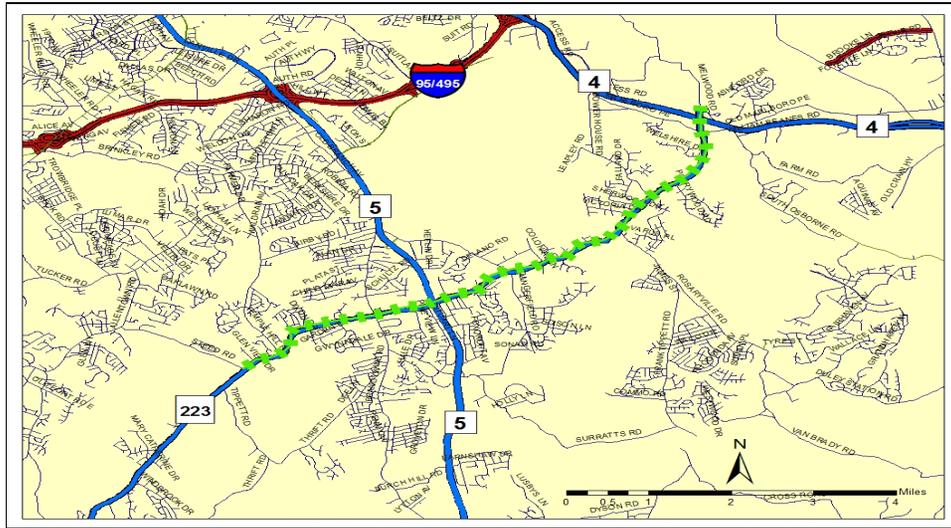
**ASSOCIATED IMPROVEMENTS:**  
 I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	461	461	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	461	461	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**  
 STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
**STATE SYSTEM:** Secondary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
 CURRENT (2013) - 53,950  
 PROJECTED (2030) - 68,575



**PROJECT:** MD 223, Piscataway Road

**DESCRIPTION:** A study to establish a long term vision for the MD 223 Corridor, from Steed Road to MD 4. Bicycle and pedestrian facilities will be included where appropriate.

**JUSTIFICATION:** Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short-term safety and operational improvements can be developed and prioritized.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 5, US 301 @ TB to I-95/495 (Line 14)

**STATUS:** Corridor Study underway for the Segment from Steed Road to MD 4.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,671	676	400	400	195	0	0	0	995	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,671	676	400	400	195	0	0	0	995	0	
Federal-Aid	1,000	5	400	400	195	0	0	0	995	0	

**CLASSIFICATION:**

STATE - Other Principal Arterial

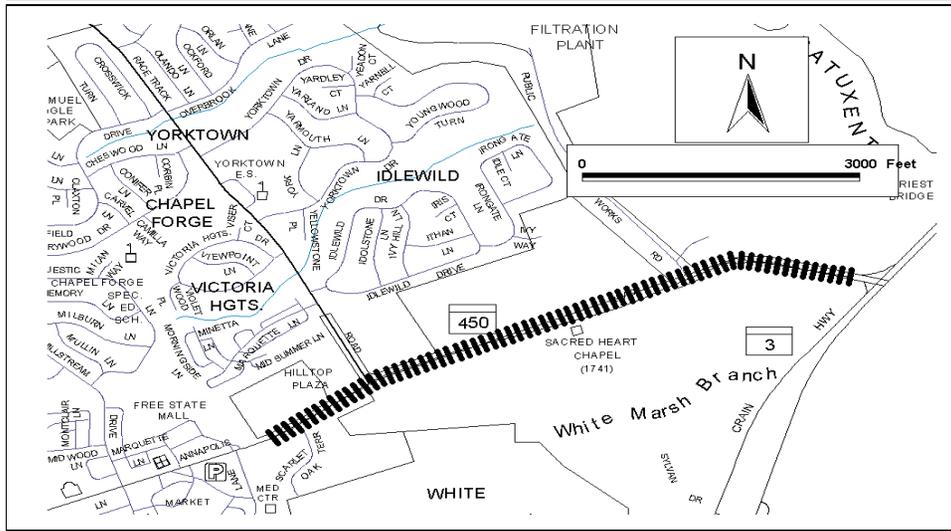
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 48,150

PROJECTED (2030) - 62,375



**PROJECT:** MD 450, Annapolis Road

**DESCRIPTION:** Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 3, US 50 to MD 32 (Line 12)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,612	1,478	3	3	128	0	0	0	134	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,946	2,812	3	3	128	0	0	0	134	0
Federal-Aid	1,288	1,182	2	2	102	0	0	0	106	0

**CLASSIFICATION:**

STATE - Minor Arterial

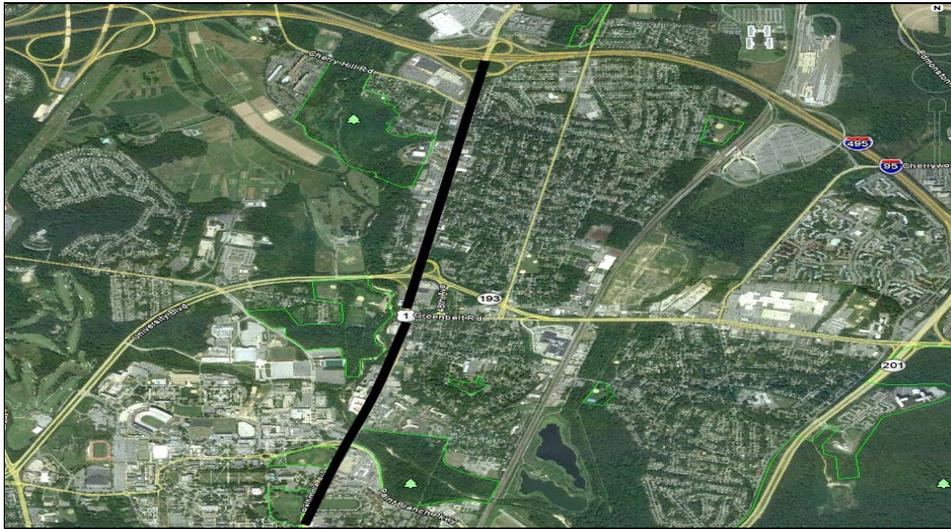
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 26,700

PROJECTED (2030) - 58,850



**PROJECT:** US 1, Baltimore Avenue

**DESCRIPTION:** Reconstruct US 1 from College Avenue to I-95 (Capital Beltway) (2.6 miles). Bicycle and pedestrian facilities will be included where appropriate.

**JUSTIFICATION:** Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate planned revitalization within College Park.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 22)

**STATUS:** Engineering underway. Right-of-Way to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$19.6 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	1,338	1,338	0	0	0	0	0	0	0	0
Engineering	8,800	447	750	1,000	6,603	0	0	0	8,353	0
Right-of-way	19,576	0	5,880	9,800	3,896	0	0	0	19,576	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,714	1,785	6,630	10,800	10,499	0	0	0	27,929	0
Federal-Aid	8,800	447	750	1,000	6,603	0	0	0	8,353	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 47,700

PROJECTED (2030) - 71,800

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Year 2013 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		Various Locations in Prince George's County; resurface	4,600	Completed
2		Various Locations in Prince George's County; resurface	4,510	Completed
3	US 50	John Hanson Highway; Washington DC Line to outer limits of Cheverly; resurface	5,016	Completed
4	MD 212	Riggs Road; north of Sargent Road to MD 193; resurfacing	3,887	Completed
5	MD 450	Annapolis Road; 51st Street to 65th Avenue; resurface	2,003	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
6	MD 201	Kenilworth Avenue; over I-95; bridge deck replacement (ARRA Project)	7,265	Completed
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
7		College Park Trolley Trail Phase IV Calvert to Paint Branch; construction of final segment Calvert Road to Paint Branch Parkway	200	Completed
<b><u>Fiscal Years 2014 and 2015</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
8		Various locations in Prince George's County; mill/grind, patch and resurface	5,195	Under construction
9		Various locations in Prince George's County; mill/grind and resurface	4,307	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
10	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	2,501	Under construction
11	US 50	John Hanson Highway; western corporate limits of Cheverly to variable message sign #315; resurface	2,809	Under construction
12	I 95	Capital Beltway; Glenarden Parkway to US 50; resurface	5,477	Under construction
13	MD 193	Greenbelt Road; MD 564 to Partello Road; resurface	2,957	Under construction
14	MD 193	University Boulevard; Rhode Island Avenue to South Way; resurface	4,463	Under construction
15	MD 197	Collington Road; Evergreen Parkway to US 301; resurface	1,591	Under construction
16	MD 197	Laurel Bowie Road; southbound MD 295 off ramp to Brock Bridge Road; resurface	2,156	Under construction
17	MD 201	Kenilworth Avenue; Good Luck Road to I-95; resurface	3,931	FY 2014
18	MD 202	Largo Road; Homestead Drive to entrance of Prince George's Community College; resurface	1,418	Under construction
19	MD 202	Landover Road; MD 704 to US 50; resurface	1,780	Under construction
20	MD 212	Powder Mill Road; Pleasant Acres Drive to I 95; resurface	2,098	FY 2014
21	MD 214	Central Avenue; MD 193 to south of Devonwood Drive; resurface	3,458	Under construction
22	MD 223	Floral Park Road; Livingston Road to .09 miles east of Livingston Road; resurface	232	FY 2014
23	MD 410	East West Highway; MD 650 to MD 212; resurface	1,263	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
24	MD 414	St. Barnabas Road; I 95 to MD 5; resurface	5,084	FY 2014
25	MD 458	Silver Hill Road; MD 5 to Walker Mill Road; resurface	7,436	Under construction
26	I 595	At US 301 interchange ramps and cd lanes; resurface	1,860	Under construction
27	MD 704	Martin Luther King Jr Highway; 92nd Avenue to MD 450; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,632	FY 2014
<b><u>Bridge Replacement/Rehabilitation</u></b>				
28		12 existing bridges on US 1, MD 5, MD 193, MD 198, MD 726, I 495 and I 95	2,288	FY 2014
<b><u>Safety/Spot Improvement</u></b>				
29	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1	886	Under construction
30	US 1 ALT	Bladensburg Road; DC line to Anacostia River; ADA improvements	330	Completed
31	MD 5	Branch Avenue; proximity of Washington Executive Airport/Hyde and Andrews Air Force Base; guard rails	881	Under construction
32	MD 197	Laurel Bowie Road; at Morris Drive; ADA improvements	65	Under construction
33	MD 197	Collington Road; US 301 to Northview Drive; ADA improvements	480	Under construction
34	MD 216 NB	At the Patuxent River; drainage improvement	338	FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
35	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave	995	Under construction
36	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; safety and resurface	4,808	Under construction
<b><u>Community Safety and Enhancements</u></b>				
37	MD 5	Branch Avenue; Curtis Lane to south of Suitland Parkway/Naylor Road; Branch Avenue to south of Suitland Parkway; urban reconstruct at Naylor Road Metro Station (Transportation Infrastructure Investment Act of 2013)	8,506	FY 2014
38	MD 4	Pennsylvania Avenue; Forestville Road to Silver Hill Road; pedestrian safety (Funded for preliminary engineering)	2,799	PE Underway
39	MD 201	Kenilworth Avenue; Kenilworth Towers to MD 410; urban reconstruct (Transportation Infrastructure Investment Act of 2013)	5,357	FY 2014
40	MD 212	Powder Mill Road; Montgomery Road to US 1; urban reconstruct (Funded for preliminary engineering)	2,000	PE Underway
41	MD 450	Annapolis Road; Peace Cross to 56th Street in Bladensburg; urban reconstruct (Project on hold)		PE Underway
<b><u>Noise Barriers</u></b>				
42	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	2,174	FY 2014
43	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier	445	FY 2015

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Traffic Management</u></b>				
44	I 95	At I 495 interchange; lighting	2,059	FY 2015
45	I 95	Capital Beltway; at I 595 interchange; lighting	2,402	FY 2015
<b><u>Commuter Action Improvements</u></b>				
46	I 95	Access Road to Park and Ride from I 95/I 495; ridesharing facility	1,912	Under construction
<b><u>Sidewalks</u></b>				
47	MD 564	Chestnut Avenue; Maple Avenue to 11th Street; retrofit sidewalk - 2,050 linear feet	131	Under construction
<b><u>Intersection Capacity Improvements</u></b>				
48	MD 197	Laurel Bowie Road; at Powder Mill Road; geometric improvements	925	Under construction
49	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	8,128	Under construction
<b><u>TMDL Compliance</u></b>				
50	MD 210	Indian Head Highway; between DC Line and Charles County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,000	FY 2015
<b><u>Enhancements</u></b>				
<b><u>Archaeological Planning &amp; Research</u></b>				
51		Archeology of the USS Scorpion 2010; archeological excavation	2,022	FY 2015

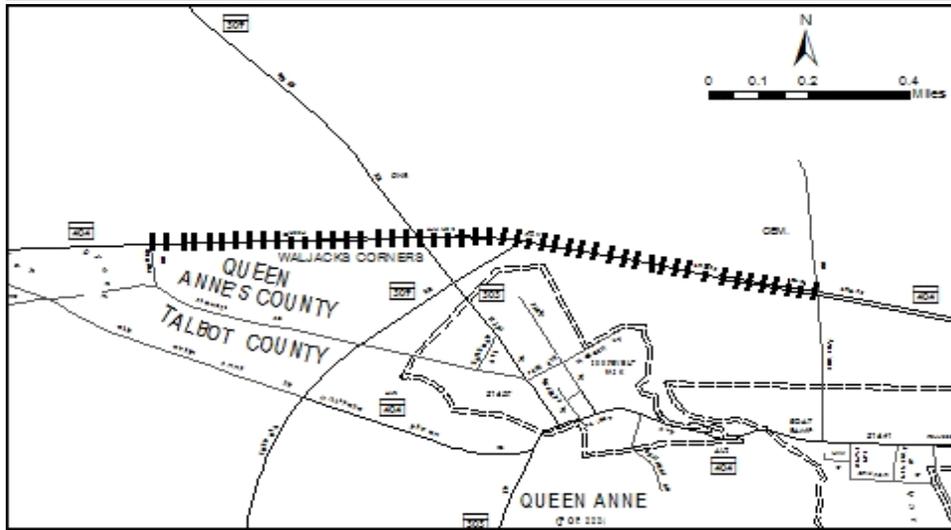
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
52		<p align="center"><u>Fiscal Years 2014 and 2015 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p>Archeological and historical study related to the War of 1812 in Bladensburg.</p>	385	Underway



***QUEEN ANNE'S COUNTY***



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.09 miles). Shoulders will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Safety & Security
- Environmental Stewardship
- Connectivity for Daily Life

**EXPLANATION:** This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$42.0 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project of MD 404 from US 50 to MD 404 Business (Line 5).

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,017	2,267	500	250	0	0	0	0	0	750	0
Right-of-way	4,798	65	4,305	428	0	0	0	0	0	4,733	0
Construction	42,024	0	3,257	11,889	14,376	12,502	0	0	0	42,024	0
Total	49,839	2,332	8,062	12,567	14,376	12,502	0	0	0	47,507	0
Federal-Aid	39,992	2,052	4,534	2,895	8,864	11,199	10,448	0	0	37,940	0

**CLASSIFICATION:**

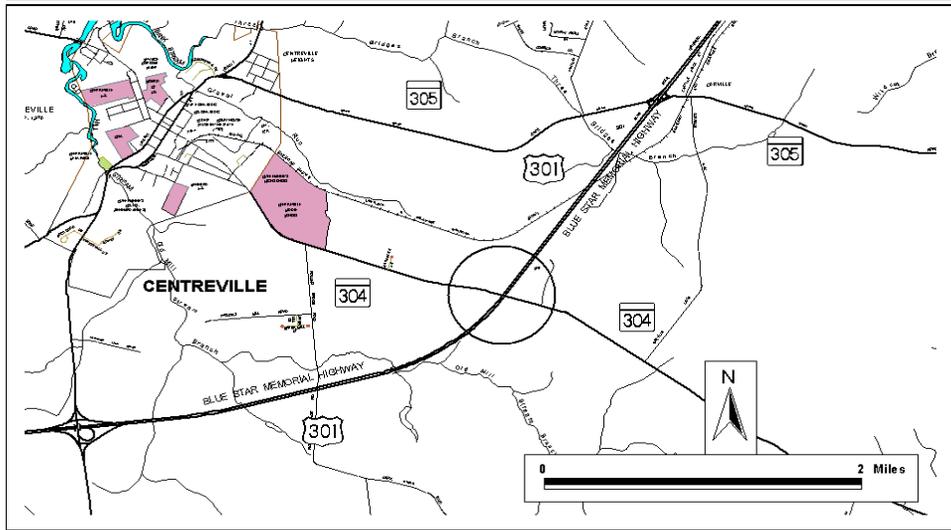
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 16,100

PROJECTED (2030) - 24,900



**PROJECT:** US 301, Blue Star Memorial Highway

**DESCRIPTION:** Construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing at-grade intersection creates a conflict point on a high speed arterial. This project will improve safety and access controls on US 301.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project will improve safety and operations by removing an at-grade conflict point along a high speed arterial.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$1.8 million to Right-of-Way and \$50.2 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

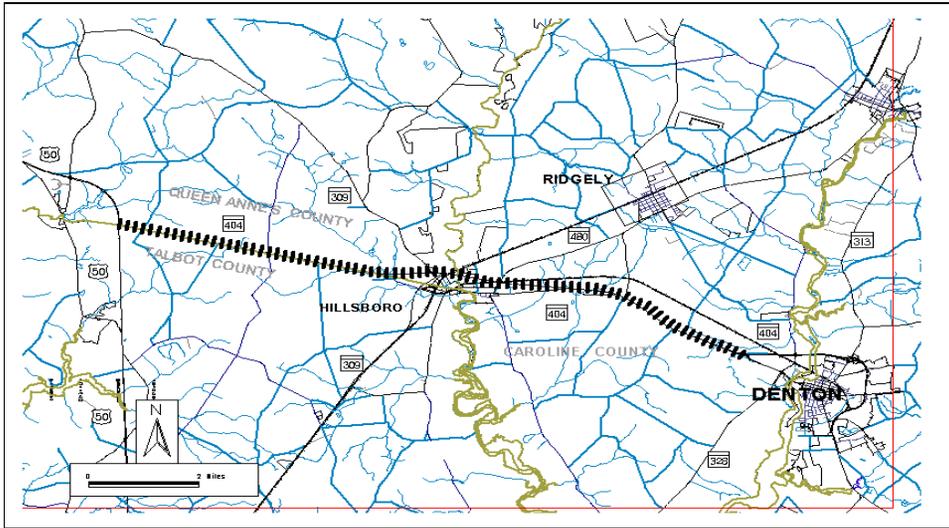
PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,098	1,098	0	0	0	0	0	0	0	0	0
Engineering	7,949	649	750	250	6,300	0	0	0	0	7,300	0
Right-of-way	1,799	0	720	1,079	0	0	0	0	0	1,799	0
Construction	50,162	0	0	8,779	19,187	22,196	0	0	0	50,162	0
Total	61,008	1,747	1,470	10,108	25,487	22,196	0	0	0	59,261	0
Federal-Aid	9,204	500	1,312	1,092	6,300	0	0	0	0	8,704	0

**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 21,425 (U301)  
 5,150 (MD 304)  
**PROJECTED (2030) -** 32,400 (US 301)  
 7,350 (MD 304)



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 50, US 301 to MD 404 (Line 4)

**STATUS:** Engineering on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved MD 404 from MD 309 to Cemetery Road (Phase 1B) to Construction Program (Line 1).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	559	559	0	0	0	0	0	0	0	0	
Engineering	4,883	4,883	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,442	5,442	0	0	0	0	0	0	0	0	
Federal-Aid	3,809	3,809	0	0	0	0	0	0	0	0	

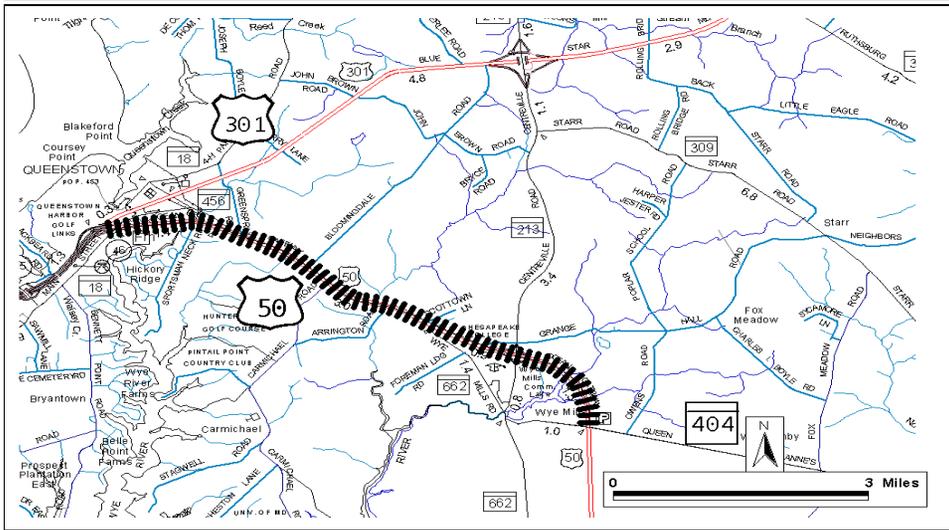
**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 20,625  
 24,775 (Summer)  
**PROJECTED (2030) -** 28,500  
 33,450 (Summer)



**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire access controls and replace at-grade intersections with interchanges. Shoulders and service roads will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This project will provide increased capacity to relieve traffic congestion and improve safety.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 404, US 50 to MD 404 Business (Line 3)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,727	6,714	4	9	0	0	0	0	13	0
Right-of-way	9,787	9,787	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,071	18,058	4	9	0	0	0	0	13	0
Federal-Aid	9,188	9,178	4	6	0	0	0	0	10	0

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 50,625  
 71,500 (Summer)

PROJECTED (2030) - 78,100  
 93,800 (Summer)

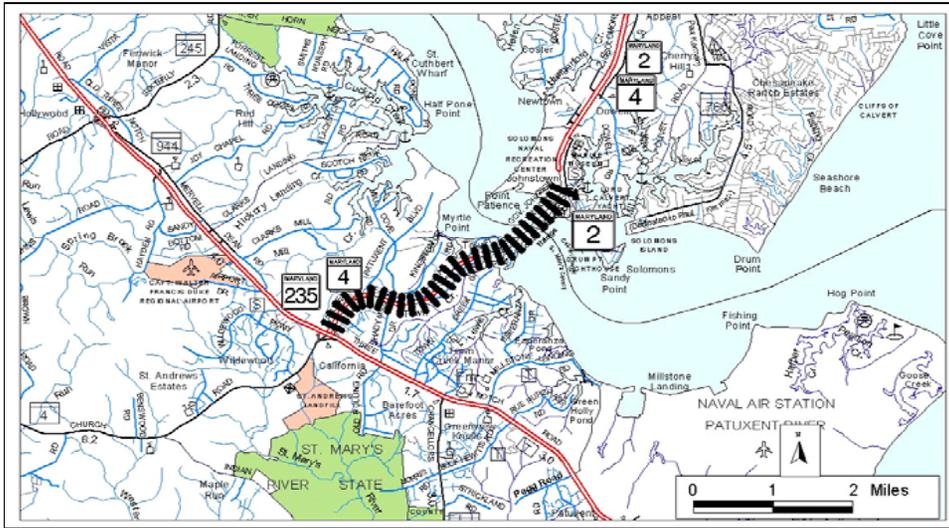
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	US 301	Blue Star Memorial Highway; at MD 304; modified crossover	1,537	Completed
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
2		Various locations in Queen Anne's County; patch and resurface	3,574	FY 2014
3	MD 456 A	Del Rhodes Avenue; US 301 to MD 18C; resurface	1,175	Under construction
4	MD 835	Main Street/Love Point Road; east of Cockey Lane to MD 18A; geometric improvements	700	FY 2014
		<u>Bridge Replacement/Rehabilitation</u>		
5	US 50 WB	Ocean Gateway; Bridge 17010 over US 301; bridge deck replacement	3,238	Under construction
6	MD 313	Millington Road; Bridge over Chester River; bridge deck replacement	2,288	FY 2014
		<u>Safety/Spot Improvement</u>		
7	US 50	Blue Star Memorial Highway; MdTA Maintenance to MD 404; guardrail	1,826	Under construction
8	US 50	Ocean Gateway; at MD 213; construct right turn lanes on northbound MD 213 and on southbound MD 213 approaching US 50	866	Under construction
		<u>Traffic Management</u>		
9		East of MD 8 to West of US 50/301 Split; lighting	2,839	Under construction



***SAINT MARY'S COUNTY***



**PROJECT:** MD 4, Solomons Island Road

**DESCRIPTION:** Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and a parallel trail system will accommodate bicycles and pedestrians.

**JUSTIFICATION:** Projected traffic volumes generated by planned growth will result in increasing congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project Planning underway for the entire segment. Engineering to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$10.0 million to Engineering for the design of the bridge and \$5.0 million to Engineering for the design of interim improvements along the corridor due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	5,016	3,969	208	419	420	0	0	0	0	1,047	0
Engineering	15,000	0	1,875	3,750	3,750	3,750	1,875	0	0	15,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,016	3,969	2,083	4,169	4,170	3,750	1,875	0	0	16,047	0
Federal-Aid	4,152	3,105	208	419	420	0	0	0	0	1,047	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

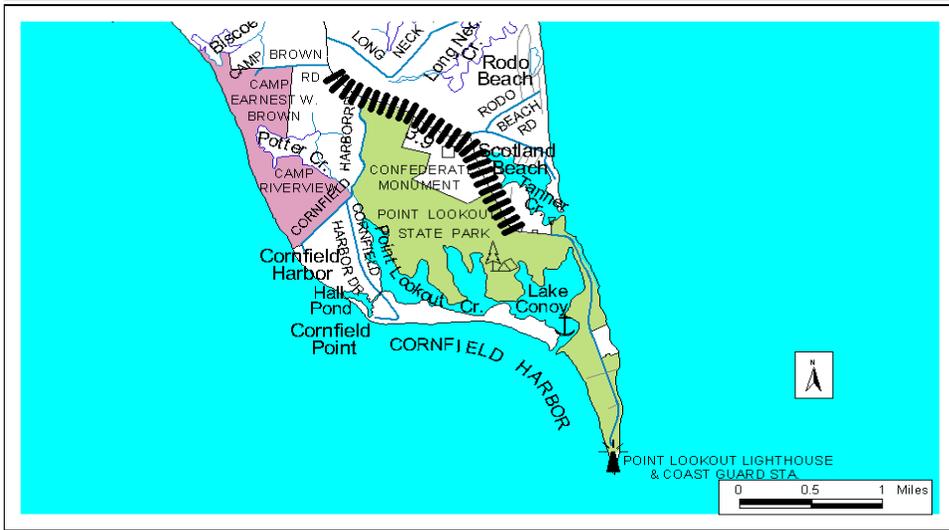
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 30,300

PROJECTED (2030) - 35,200



**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Upgrade and widen MD 5 to provide shoulders from south of Camp Brown Road to the Ranger Station. (2.0 miles)

**JUSTIFICATION:** The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway and many recreational vehicles are too wide to safely travel the narrow road.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2016.....	.....2017.....	.....2018.....	.....2019.....				
Planning	455	455	0	0	0	0	0	0	0	0	0	
Engineering	774	774	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	1,229	1,229	0	0	0	0	0	0	0	0	0	
Federal-Aid	542	542	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Major Collector

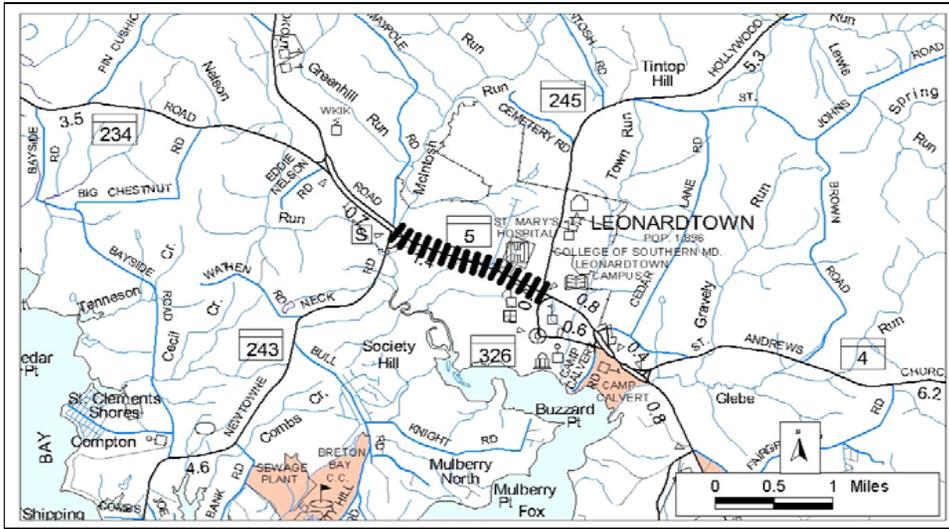
FEDERAL - Major Collector

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 4,900 (Summer Peak)

PROJECTED (2030) - 7,000 (Summer Peak)



**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Study to upgrade MD 5 between MD 243 and MD 245 (1.39 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles. Shoulders will accommodate Amish buggies.

**JUSTIFICATION:** Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 5 Business, MD 5 to MD 5 in Leonardtown (System Preservation Program)

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	2,325	1,896	248	181	0	0	0	0	429	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,325	1,896	248	181	0	0	0	0	429	0
Federal-Aid	903	474	248	181	0	0	0	0	429	0

**CLASSIFICATION:**

STATE - Minor Arterial

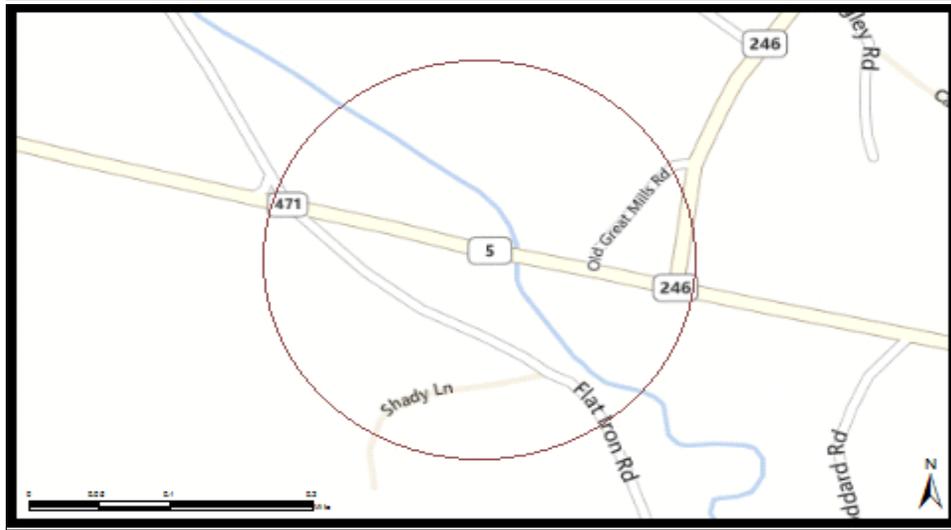
FEDERAL - Minor Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 30,200

PROJECTED (2030) - 50,750



**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Design of intersection, bridge, and drainage improvements along MD 5 at MD 246 and MD 471.

**JUSTIFICATION:** The existing structure is functionally obsolete. It will be widened and upgraded to provide full shoulders and sidewalks.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added to the Development and Evaluation Program. Added \$5.0 million to Engineering due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	0	750	1,000	1,000	1,000	1,000	250	5,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	0	750	1,000	1,000	1,000	1,000	250	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Rural Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 18,500

PROJECTED (2030) - 25,900

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

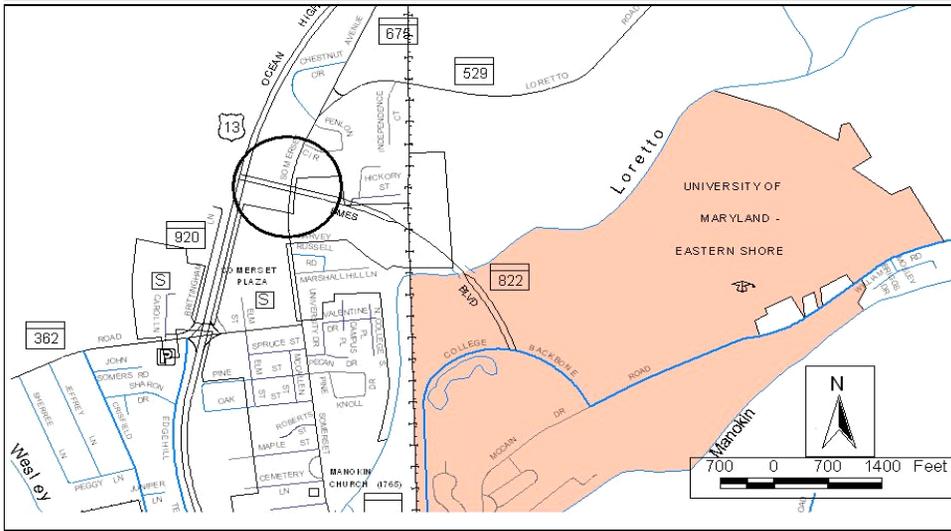
**STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		Various locations in St. Mary's County; resurface	8,478	FY 2014
2		Various locations in St. Mary's County; resurface	6,688	Under construction
<b><u>Safety/Spot Improvement</u></b>				
3		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and Charles Counties)	260	Under construction
4	MD 4	Patuxent Beach Road; MD 235 to Patuxent Boulevard; resurface and widen (Transportation Infrastructure Investment Act of 2013)	3,700	FY 2014
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
5		Three Notch Trail Phase VI; 5 mile hiker biker trail	1,435	FY 2014
<b><u>Congressional Earmarks</u></b>				
6		St. Mary's College MD 5; Re-aligning the intersection of MD 5 and Trinity Church Road; safety improvements and traffic calming on MD 5 to include sidewalks, street lighting, curbs and bicycle lanes and the design of pedestrian pathway parallel to MD 5 across Fishers Creek (Earmark \$1.5 million) and (Earmark \$500,000; CO)	0	
7		Patuxent River Naval Air Museum and Visitor Center (Earmark \$3.4 million ; CO)	0	

**SHA**



***SOMERSET COUNTY***



**PROJECT:** MD 822, University of Maryland Eastern Shore Access Road

**DESCRIPTION:** Construct a roundabout at the MD 675 intersection and sidewalks along MD 675.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations at the MD 675 intersection and provide safe accommodations for pedestrians in Princess Anne.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Construction of the roundabout will improve traffic operations and pedestrian safety at the MD 822/MD 675 intersection.

**STATUS:** Right-of-Way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$3.7 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				TOTAL			
					2016	2017	2018	2019				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	683	683	0	0	0	0	0	0	0	0	0	
Right-of-way	494	224	260	10	0	0	0	0	0	270	0	
Construction	3,700	0	1,696	2,004	0	0	0	0	0	3,700	0	
<b>Total</b>	<b>4,877</b>	<b>907</b>	<b>1,956</b>	<b>2,014</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,970</b>	<b>0</b>	
Federal-Aid	417	179	231	7	0	0	0	0	0	238	0	

**CLASSIFICATION:**

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 2,100

PROJECTED (2030) - 3,100

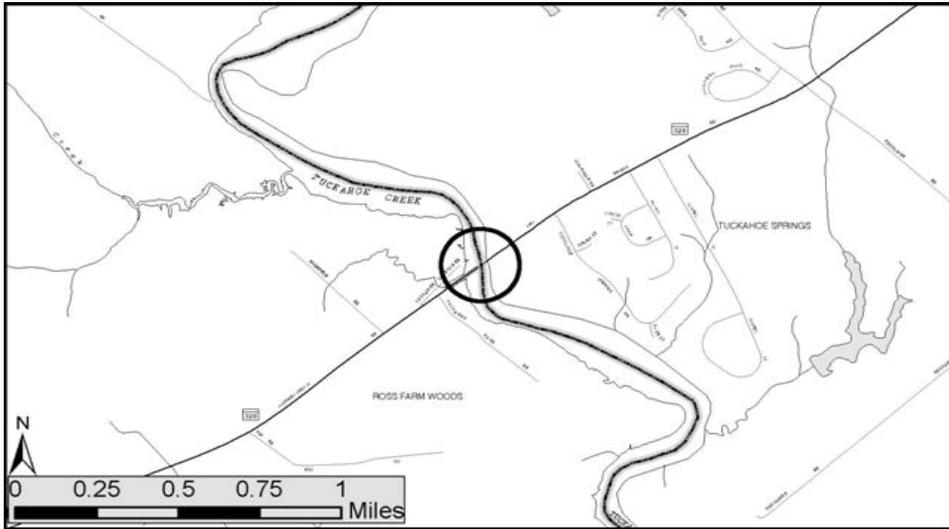
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1		Various locations in Somerset County; resurface	3,549	Under construction
2	US 13 SB	Ocean Highway; MD 920 D to Old Costen Pocomoke Road; resurface	1,721	FY 2014
		<b><u>Congressional Earmarks</u></b>		
3		Ferry Terminal construction in Crisfield (Earmark \$800,000; PE, CO)	0	



**TALBOT COUNTY**



**PROJECT:** MD 328, New Bridge Road

**DESCRIPTION:** Replaced Bridge 5012 over Tuckahoe Creek. The new bridge was built on a parallel alignment. Shoulders will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure was structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing bridge was structurally deficient and functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY							
					.....2016....	.....2017....	.....2018....	.....2019....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,646	1,646	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,064	1,064	0	0	0	0	0	0	0	0	0	0
Construction	14,247	14,247	0	0	0	0	0	0	0	0	0	0
Total	16,957	16,957	0	0	0	0	0	0	0	0	0	0
Federal-Aid	16,238	16,238	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Arterial

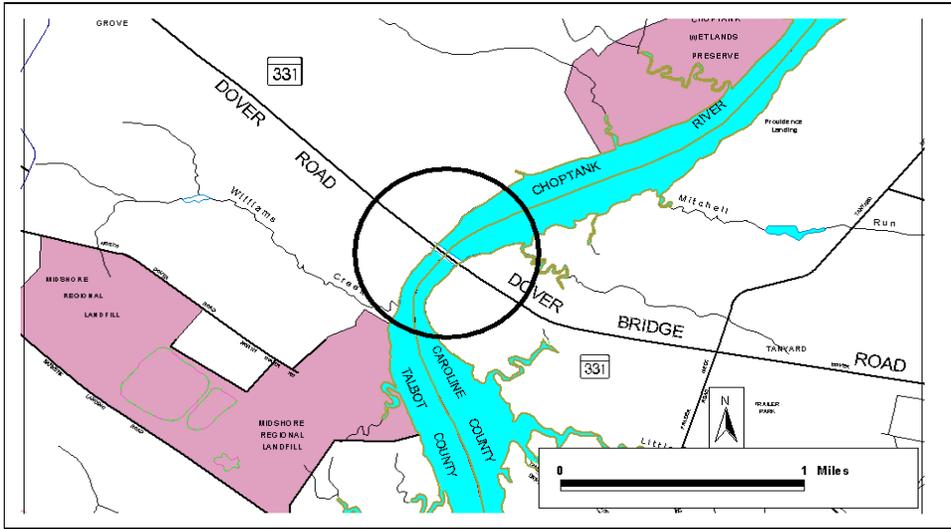
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 7,025

PROJECTED (2030) - 9,850



**PROJECT:** MD 331, Dover Road

**DESCRIPTION:** Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway and will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties with the drawbridge in the past that affected commerce and emergency services in Caroline and Talbot counties. This bridge is functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- Safety & Security
- System Preservation & Performance
- Environmental Stewardship
- Connectivity for Daily Life

**EXPLANATION:** The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

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

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved from the Development and Evaluation Program to the Construction Program. Added \$53.4 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	636	10	626	0	0	0	0	0	626	0
Construction	53,442	0	3,736	18,999	19,538	11,169	0	0	53,442	0
Total	56,337	2,269	4,362	18,999	19,538	11,169	0	0	54,068	0
Federal-Aid	43,660	1,350	776	11,531	12,700	11,251	6,052	0	42,310	0

**CLASSIFICATION:**

STATE - Minor Arterial

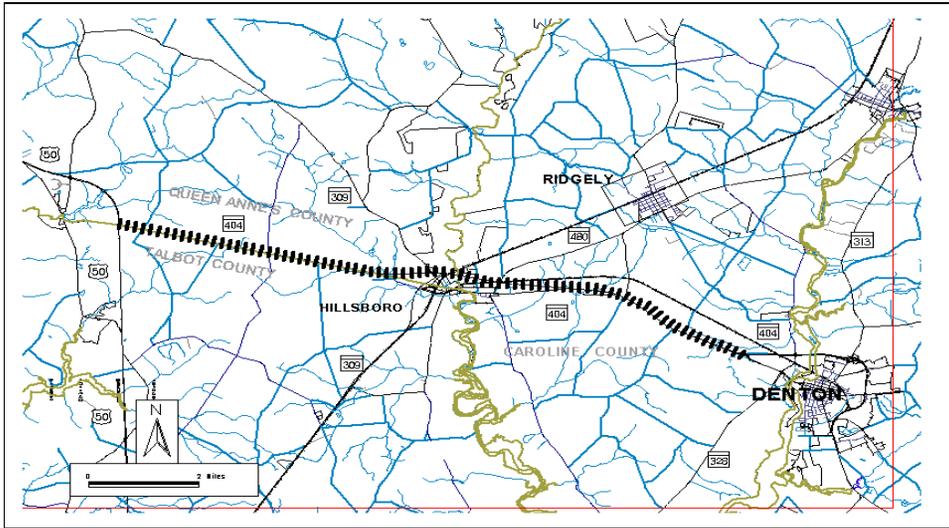
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 16,000

PROJECTED (2030) - 21,100



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 50, US 301 to MD 404 (Queen Anne's County Line 4)

**STATUS:** Engineering on hold.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Moved MD 404 from MD 309 to Cemetery Road (Phase 1B) to Construction Program (Line 1).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	4,883	4,883	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,442	5,442	0	0	0	0	0	0	0	0
Federal-Aid	3,809	3,809	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 20,625  
 24,775 (Summer)  
**PROJECTED (2030) -** 28,500  
 33,450 (Summer)

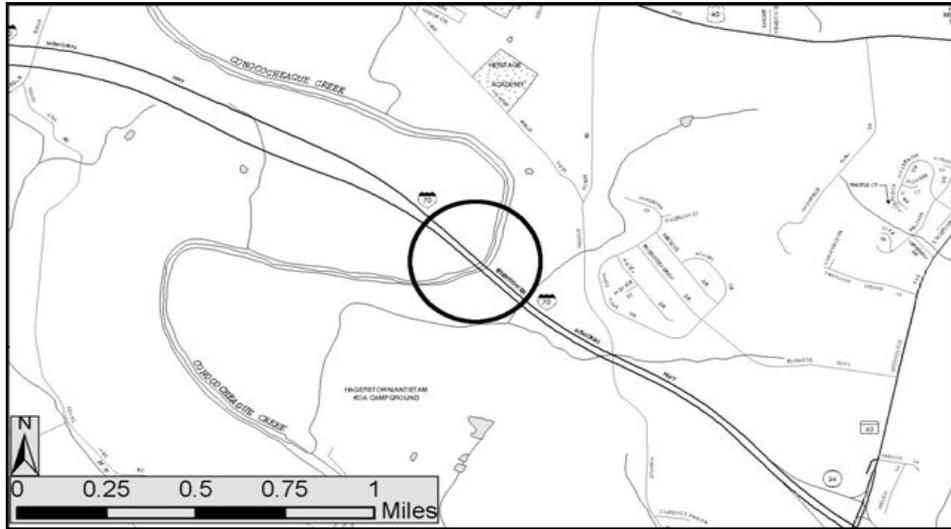
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Year 2013 Completions</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1		Various locations in Talbot County; resurface	3,333	Completed
		<b><u>Safety/Spot Improvement</u></b>		
2	US 50	Ocean Gateway; Rabbit Hill Road to Schwaninger Road; guard rail	1,670	Completed
		<b><u>Fiscal Years 2014 and 2015</u></b>		
		<b><u>Community Safety and Enhancements</u></b>		
3	MD 333	Morris Street; Strand Street to north of Bonfield Avenue; urban street reconstruct (Project on Hold)		
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
4		Easton Rail Spur Line Project; 12,500' hiker biker trail	827	FY 2014



***WASHINGTON COUNTY***



**PROJECT:** I-70, Eisenhower Memorial Highway

**DESCRIPTION:** Widen and rehabilitate Bridge 2110604 and 2110603 over Conococheague Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** Bridge rehabilitation for cleaning, painting, superstructure and substructure repairs. Deck will be widened to provide full shoulders.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** I-70 provides a critical link through Western Maryland. Maintaining this bridge supports this east/west movement.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increase of \$2.0 million is due to repairs required on the existing footers and pier modifications.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,078	1,078	0	0	0	0	0	0	0	0
Right-of-way	36	36	0	0	0	0	0	0	0	0
Construction	17,026	9,669	7,357	0	0	0	0	0	7,357	0
Total	18,140	10,783	7,357	0	0	0	0	0	7,357	0
Federal-Aid	17,797	10,458	7,339	0	0	0	0	0	7,339	0

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 47,000

PROJECTED (2030) - 63,000



**PROJECT:** I-70, Eisenhower Memorial Highway

**DESCRIPTION:** Total replacement of the existing dual bridges 2110802 and 2110804 on I-70 over MD 63.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridge is being replaced because it has a structurally deficient deck and superstructure. Deck will be widened to provide full shoulders.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** I-70 provides a critical link through central and Western Maryland. Replacing this bridge supports this east/west connection for travel and goods movement.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** The cost increase of \$2.1 million is due to additional paving needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,169	1,169	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,725	3,943	8,436	3,346	0	0	0	0	11,782	0
Total	16,894	5,112	8,436	3,346	0	0	0	0	11,782	0
Federal-Aid	4,853	3,797	757	299	0	0	0	0	1,056	0

**CLASSIFICATION:**

STATE - Urban Interstate

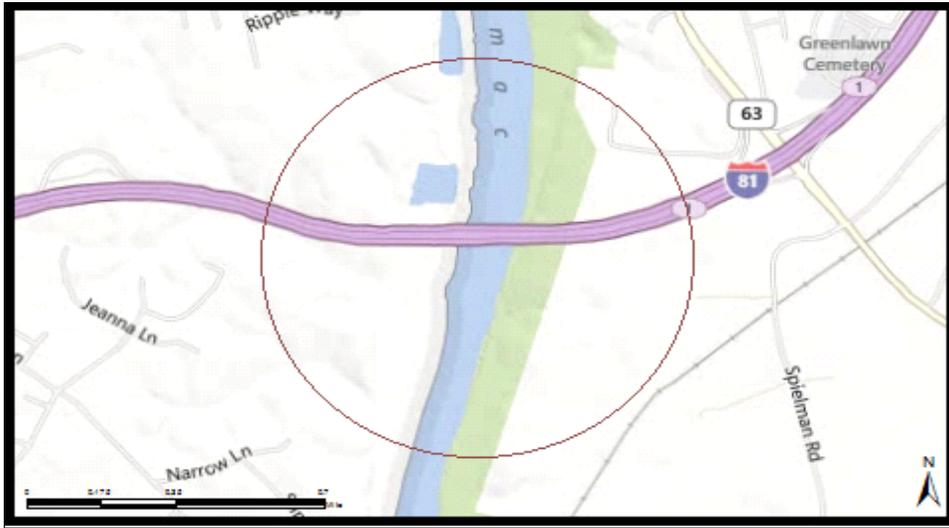
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 47,400

PROJECTED (2030) - 64,600



**PROJECT:** I-81, Maryland Veterans Memorial Highway

**DESCRIPTION:** Widen and rehabilitate the I-81 bridge over the Potomac River.

**PURPOSE & NEED SUMMARY STATEMENT:** Existing structure is functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** I-81 provides a critical link through western Maryland. Maintaining this bridge supports this north-south movement.

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added to the Construction Program. Added \$44.0 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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	43,981	0	0	0	0	12,086	15,853	16,042	43,981	0
Total	43,981	0	0	0	0	12,086	15,853	16,042	43,981	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Rural Interstate

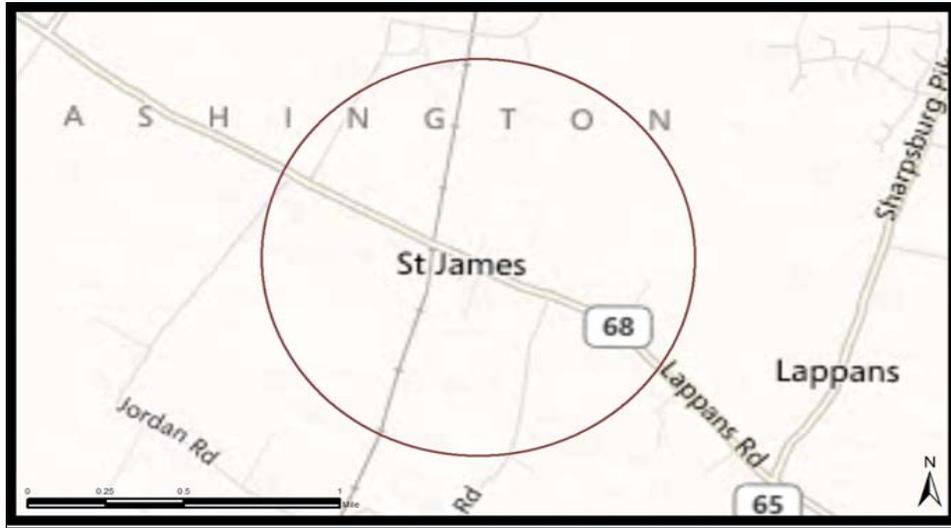
FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 61,300

PROJECTED (2030) - 84,375



**PROJECT:** MD 68, Lappans Road

**DESCRIPTION:** Replace small structure 21185XO over St.James Run. The existing small structure will be replaced with a prestressed concrete slab bridge.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing pipe culvert is in an advanced state of deterioration with significant corrosion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The existing structure is in an advanced state of deterioration. MD 68 is an important east west link in Washington County.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	751	385	244	122	0	0	0	0	0	366	0
Right-of-way	158	158	0	0	0	0	0	0	0	0	0
Construction	1,221	510	711	0	0	0	0	0	0	711	0
Total	2,130	1,053	955	122	0	0	0	0	0	1,077	0
Federal-Aid	1,695	732	865	98	0	0	0	0	0	963	0

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

**CLASSIFICATION:**

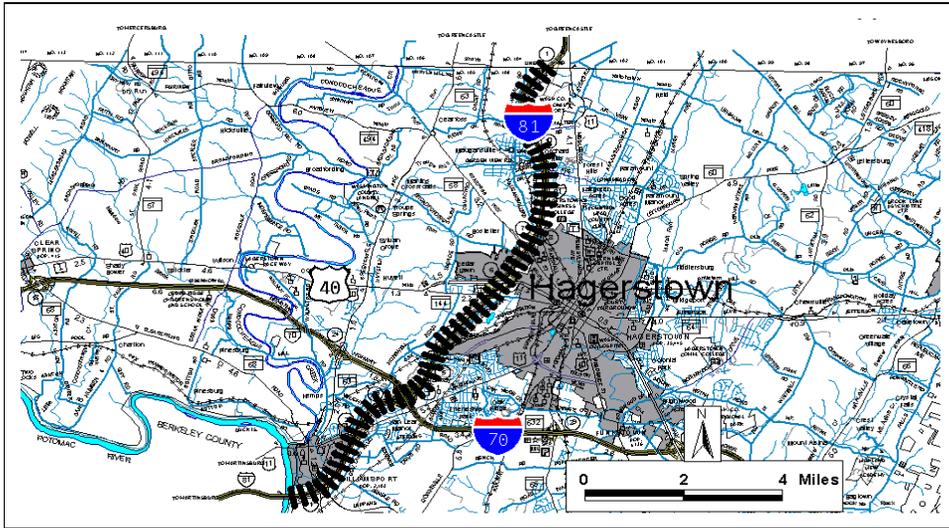
STATE - Rural Major Collector  
 FEDERAL - Rural Major Collector

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 5,500

**PROJECTED (2030) -** 7,200



**PROJECT:** I-81, Maryland Veterans Memorial Highway

**DESCRIPTION:** Study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (12.08 miles).

**JUSTIFICATION:** Existing I-81 is a 4 lane freeway that experiences operational problems due to the heavy traffic volumes and truck traffic. Projected residential and commercial development in the Hagerstown area will further contribute to congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-81, Feasibility Study (Pennsylvania)  
 I-81, Martinsburg to Falling Waters Interchange (West Virginia)

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	3,502	3,502	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	3,502	3,502	0	0	0	0	0	0	0	0	
Federal-Aid	2,451	2,451	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**  
 STATE - Principal Arterial  
 FEDERAL - Interstate  
**STATE SYSTEM:** Primary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
**CURRENT (2013) -** 44,725 - 77,275  
**PROJECTED (2030) -** 49,375 - 108,150

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 6**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Year 2013 Completions</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
1	US 40 Alt	Boonsboro Pike; at Poffenberger Road; geometric improvements	989	Completed
2	I 81	Maryland Veterans Memorial Highway; at I 70 Interchange Phase II; Upgrade Ramps 6 and 8, widen Hopewell Road Bridge	4,397	Completed
<b><u>Fiscal Years 2014 and 2015</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
3		Various locations in Washington County; resurface	4,993	FY 2014
4	MD 65	Sharpsburg Pike; I 70 to north of Fourth Street; safety and resurface (Transportation Infrastructure Investment Act of 2013)	1,127	FY 2014
5	I 70	Eisenhower Memorial Drive; east of Boyd Road to Little Conococheague Creek; surface treatment	1,156	FY 2015
6	I 70	Eisenhower Memorial Highway; US 40 to MD 66; resurface	1,354	Under construction
7	MD 550	Fort Ritchie Road; Frederick County Line to MD 491; resurface	1,138	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
8		Cleaning and painting bridges on MD 144 WB, I 70 and I 68	1,167	Under construction
9		Clean and painting 8 bridges on US 40, MD 56 and I 70	979	Under construction
10	US 11	Potomac Street; Bridge on US 11 over 21001 over Potomac River and bridge 21036 on MD 68 over Conococheague Creek; clean/paint bridges	1,525	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 6 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
11		Various locations in Washington County; geometric improvements	1,286	Under construction
12	MD 66	Mapleville Road; north of Benevola Church Road to Little Beaver Creek; geometric improvements (Transportation Infrastructure Investment Act of 2013)	595	FY2014
13	MD 66	Mapleville Road; at San Mar Road; geometric improvements (Funded for preliminary engineering)	820	PE Underway
14	I 70	Eisenhower Memorial Highway; Pennsylvania Avenue Bridge o Tonoloway Creek Bridge; guardrail	634	FY 2014
15	MD 494	Fairview Road; west of Fairview Church Road to east Fairview Church Road; geometric improvements	851	FY 2014
<b><u>Community Safety and Enhancements</u></b>				
16	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); urban street reconstruct (Project on hold)		
<b><u>Commuter Action Improvements</u></b>				
17	I 81	Maryland Veterans Memorial Highway; at MD 68; ridesharing facilities	1,496	FY 2014
<b><u>Sidewalks</u></b>				
18	US 40 Alt	Frederick Street; Willow Circle to Kenly Avenue; sidewalks (Transportation Infrastructure Investment Act of 2013)	400	FY 2014
<b><u>Intersection Capacity Improvements</u></b>				
19	US 40	National Pike; at MD 63; geometric improvement	1,658	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 6 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>TMDL Compliance</u></b>				
20	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to Frederick County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	9,750	FY 2014
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
21		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2014
<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>				
22		Lock 44 Restoration; repair leak under C&O Canal Lock 44 in Williamsport	164	FY 2014
<b><u>Environmental Mitigation</u></b>				
23		Greenbriar State Park Wildlife Mortality Project; construction of new and improved long culverts with fencing; Mitigation of water pollution due to highway runoff (Project on Hold)	130	FY 2014
<b><u>Congressional Earmarks</u></b>				
24		Eastern Boulevard at Antietam Drive; intersection improvement design Eastern Boulevard widening design; widen from a two lane open section highway to a four lane divided roadway (Earmark \$0.4 million; PE)	0	
25		Hagerstown Area Northeast Bypass; Eastern Boulevard at Antietam Drive to Maryland Route 60; design and construct a new two lane roadway with closed section drainage and sidewalks (Earmark \$0.1 million; PE)	0	



***WICOMICO COUNTY***

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Year 2013 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 50	Ocean Gateway; Nanticoke River to Waltertown Road; resurface	1,648	Completed
2	US 50 BYP	Salisbury Bypass; in the vicinity of Naylor Mill Road; slope stabilization	450	Completed
<b><u>Fiscal Years 2014 and 2015</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
3		Various locations in Wicomico County; resurface	4,242	FY 2014
4		Various locations in Wicomico County; resurface	3,554	Under construction
<b><u>Safety/Spot Improvement</u></b>				
5	US 13 BUS	South and North Salisbury Boulevard; north of South Boulevard to US 50 (Phase 6); drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,349	FY 2014
6	US 13 BUS	South Salisbury Boulevard; West College Avenue to North of South Boulevard; drainage improvement (Transportation Infrastructure Investment Act of 2013)	2,979	FY 2014
7	US 13 BUS	North Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	6,761	Under construction
8	US 50	Ocean Gateway; at Walston Switch Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,500	FY 2014
9	US 50	Salisbury Bypass, Northwood Drive to US 13; drainage improvements	344	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

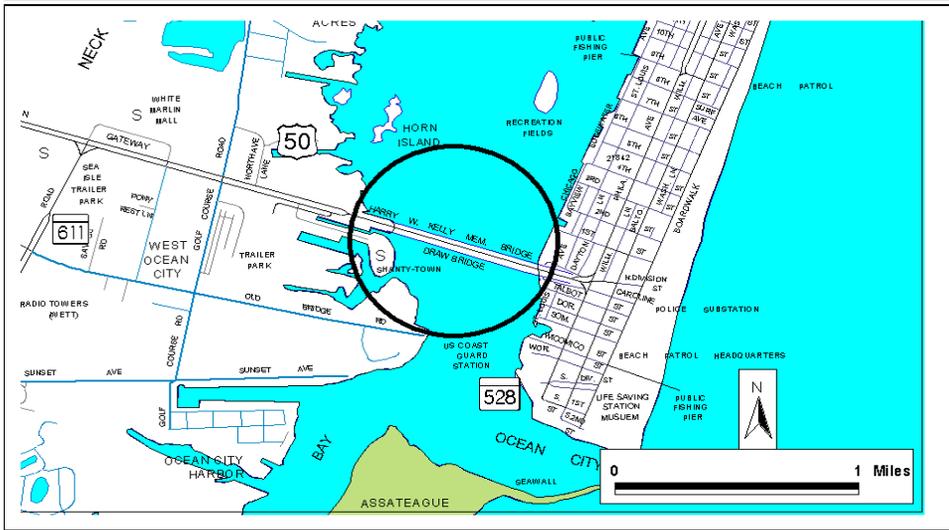
**STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>		
		<b><u>Environmental Preservation</u></b>		
10	US 50	Ocean Gateway; US 13 Bypass interchange to Worcester County Line; landscaping	386	FY 2014
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
11		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2014

**SHA**



***WORCESTER COUNTY***



**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure. Shoulders or wide curb lanes and sidewalks will accommodate bicycles and pedestrians.

**JUSTIFICATION:** The 67 year old draw span is estimated to have 15 to 20 years of life span left. This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	3,117	2,889	80	148	0	0	0	0	0	228	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,117	2,889	80	148	0	0	0	0	0	228	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

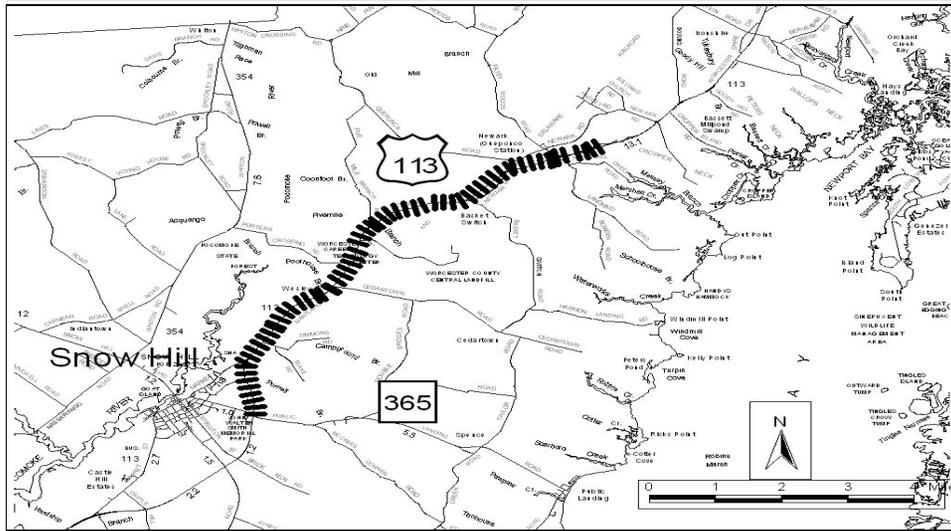
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2013) - 17,350  
49,575 (Summer)

PROJECTED (2030) - 20,900  
61,900 (Summer)



**PROJECT:** US 113, Worcester Highway

**DESCRIPTION:** Upgrade existing US 113 as a 4 lane divided highway, including access controls from north of MD 365, Public Landing Road, to Massey Branch (8.9 miles). Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations and freight movement.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 113, Goody Hill Road to Massey Branch (Line 1)

**STATUS:** Engineering underway for Phase 3 & 4 and Right-of-Way underway for Phase 3.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added \$10.7 million to Right-of-Way due to the Transportation Infrastructure Investment Act of 2013.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,267	6,111	1,228	920	8	0	0	0	2,156	0
Right-of-way	10,700	594	3,567	3,567	2,972	0	0	0	10,106	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,967	6,705	4,795	4,487	2,980	0	0	0	12,262	0
Federal-Aid	6,218	4,237	1,132	849	0	0	0	0	1,981	0

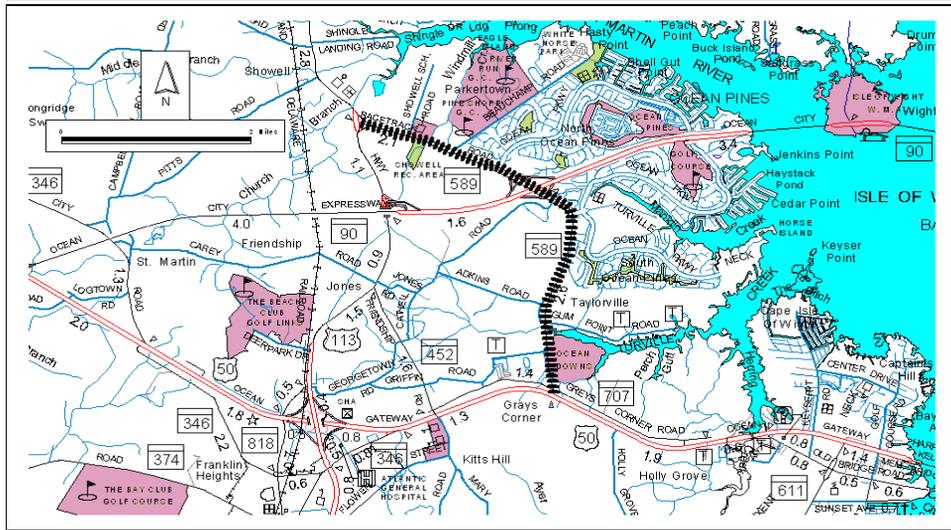
**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 7,125 - 12,500  
**PROJECTED (2030) -** 9,000 - 18,850  
 11,300 - 23,700 (Summer)



**PROJECT:** MD 589, Racetrack Road

**DESCRIPTION:** Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles). Bicycles and pedestrians will be accommodated by a shared-use path and sidewalks.

**JUSTIFICATION:** This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 intersection.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Feasibility study complete. Developing short term needs.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,506	1,416	10	80	0	0	0	0	0	90	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,506	1,416	10	80	0	0	0	0	0	90	0
Federal-Aid	717	627	10	80	0	0	0	0	0	90	0

**CLASSIFICATION:**

STATE - Minor Arterial

FEDERAL - Minor Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2013) -** 21,000  
26,700 (Summer)

**PROJECTED (2030) -** 27,000  
43,650 (Summer)

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

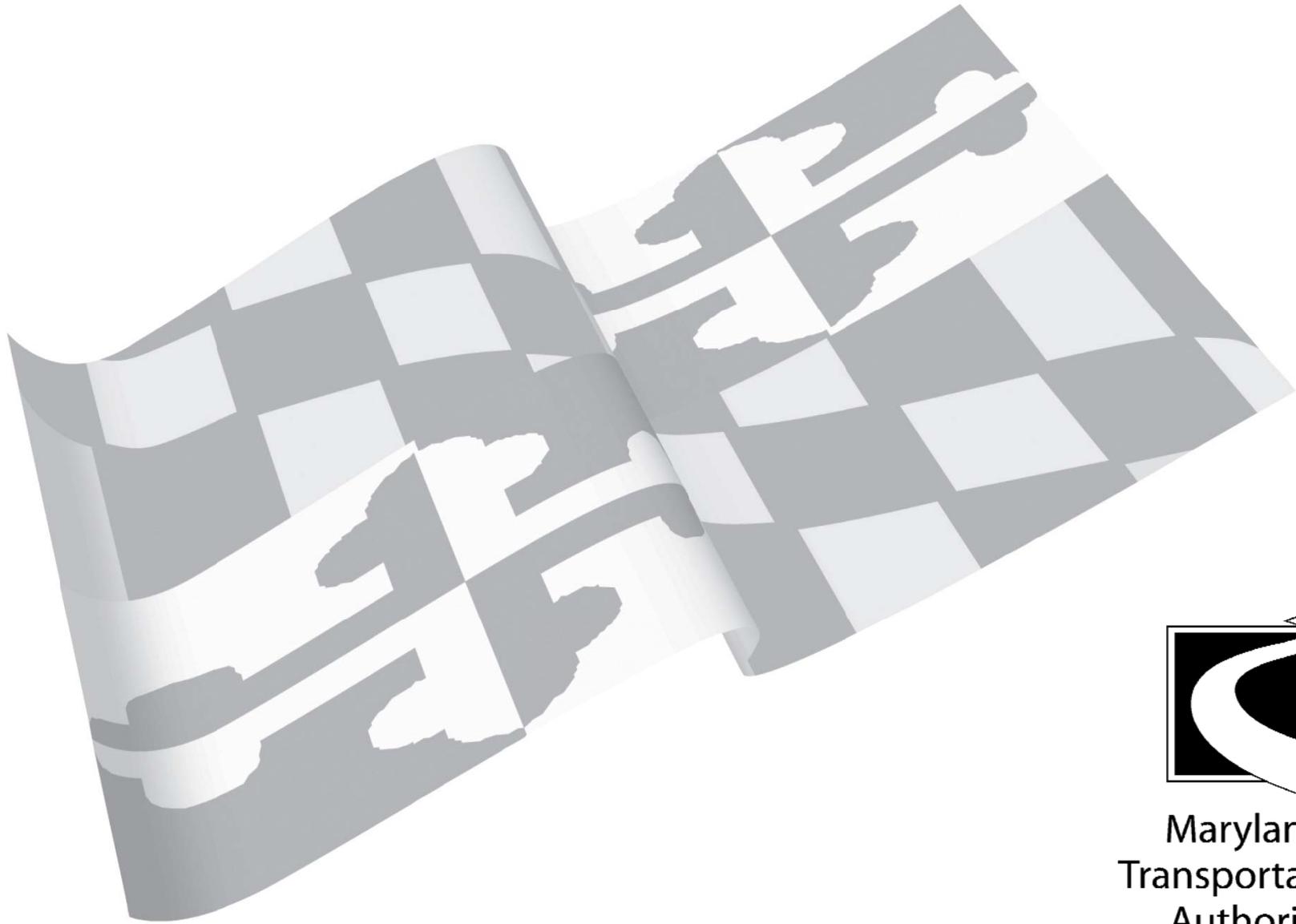
**STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Year 2013 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 50	Ocean Gateway; MD 818 to Wicomico County Line; resurface	2,525	Completed
<b><u>Safety/Spot Improvement</u></b>				
2	MD 374	Broad Street; West of Henry's Mill Drive to MD 818; ADA improvements	446	Completed
<b><u>Fiscal Years 2014 and 2015</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
3		Various locations in Worcester County; resurface	4,242	FY 2014
4		Various locations in Worcester County; resurface	3,667	Under construction
5	US 50 WB	Ocean Gateway; Herring Creek to MD 818; resurface	2,200	FY 2014
<b><u>Bridge Replacement/Rehabilitation</u></b>				
6	US 13	Ocean Highway; bridge 2301601 and 2301602 over Pocomoke River; bridge rehabilitation	8,866	FY 2014
7	MD 346	Old Ocean City Boulevard; small structure over Double Bridge Branch; structure replacement	429	FY 2014
8	MD 575	Structure over Crippen Branch, structure replacement	430	Under construction
9	MD 568	Hatchery Road; small structure over Bunting Branch; structure replacement	429	FY 2014

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 4 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<b><u>Fiscal Years 2014 and 2015 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
10	US 113	Worcester Highway; at MD 12 and MD 365; geometric improvements	3,000	FY 2014
11	MD 528	Coastal Highway; 72nd Street to 81st Street; ADA improvements	500	Under construction
12	MD 528	Coastal Highway; 123rd Street to 131st Street; ADA improvements	500	Under construction
<b><u>Community Safety and Enhancements</u></b>				
13	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Project on hold)		
<b><u>Intersection Capacity Improvements</u></b>				
14	US 50	Ocean Gateway; at Seahawk Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	800	FY 2014



Maryland  
Transportation  
Authority



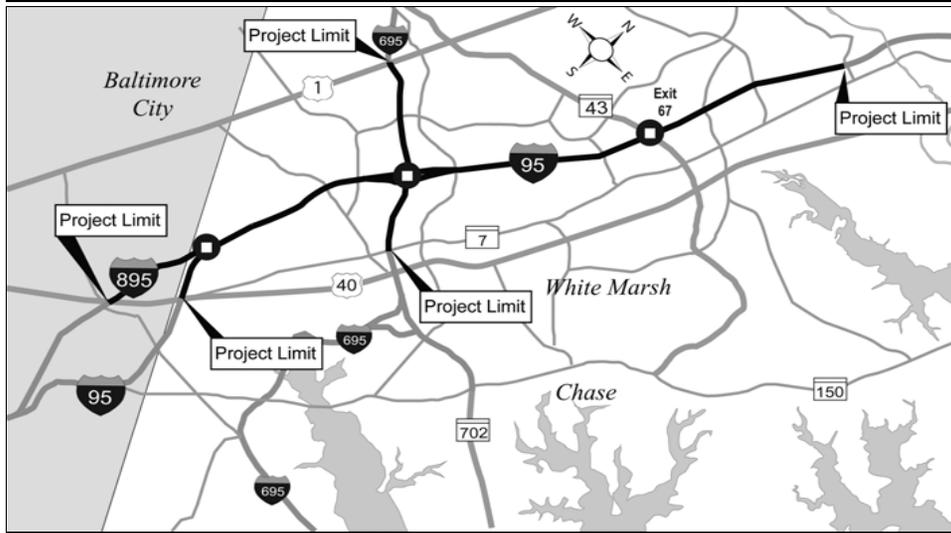
**MARYLAND TRANSPORTATION AUTHORITY**

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**MARYLAND TRANSPORTATION AUTHORITY  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	394.3	231.8	75.4	79.7	60.2	10.5	851.9
System Preservation Minor Projects	129.8	182.0	235.5	284.5	273.0	249.2	1,353.9
<b><u>Development &amp; Evaluation Program</u></b>	<u>3.7</u>	<u>8.0</u>	<u>4.9</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>16.6</u>
<b>TOTAL</b>	527.8	421.8	315.8	364.1	333.2	259.7	2,222.5

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**PROJECT:** I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)

**DESCRIPTION:** Construct two Express Toll Lanes in each direction from I-895 North to north of MD 43 (8.0 miles) and improve the interchanges with I-895, I-695 and MD 43. (BRAC related.)

**PURPOSE & NEED SUMMARY STATEMENT:** This segment of I-95 is the most congested section of I-95 in Maryland north of Baltimore City. Currently, I-95, south of MD 43, operates at Level of Service (LOS) F (lowest level of efficiency) during morning and evening rush hours. By 2025, this section is also expected to operate at LOS E (irregular flow with speed variations) and LOS F (lowest level of efficiency, frequent slowing required) during weekend peak periods. I-95 is the backbone of the east coast's transportation network and is essential to the movement of people and freight.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

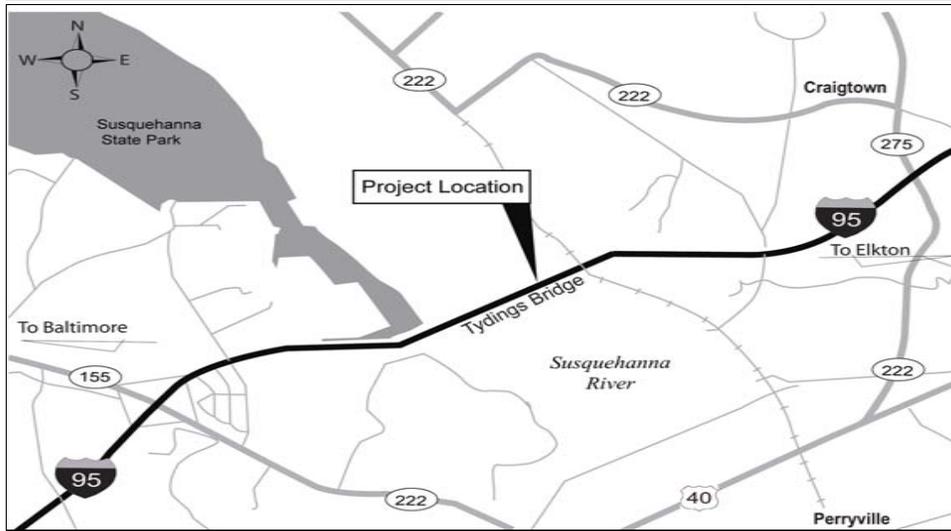
I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 3)

**EXPLANATION:** I-95, south of MD 43, experiences congestion during the morning and evening rush hours. By 2025, this section is also expected to experience congestion during weekend peak periods.

**STATUS:** Engineering, right-of-way acquisition and construction are underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	6,032	6,032	0	0	0	0	0	0	0	0
Engineering	117,260	114,593	1,670	997	0	0	0	0	2,667	0
Right-of-way	44,015	43,015	1,000	0	0	0	0	0	1,000	0
Construction	910,496	711,716	116,140	71,962	10,678	0	0	0	198,780	0
<b>Total</b>	<b>1,077,803</b>	<b>875,356</b>	<b>118,810</b>	<b>72,959</b>	<b>10,678</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>202,447</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge

**DESCRIPTION:** Rehabilitate pier foundations and provide pier scour protection.

**PURPOSE & NEED SUMMARY STATEMENT:** Pier foundations in the river exhibit wear and analysis shows scour protection is needed. This improvement will extend the useful life of the pier foundations.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

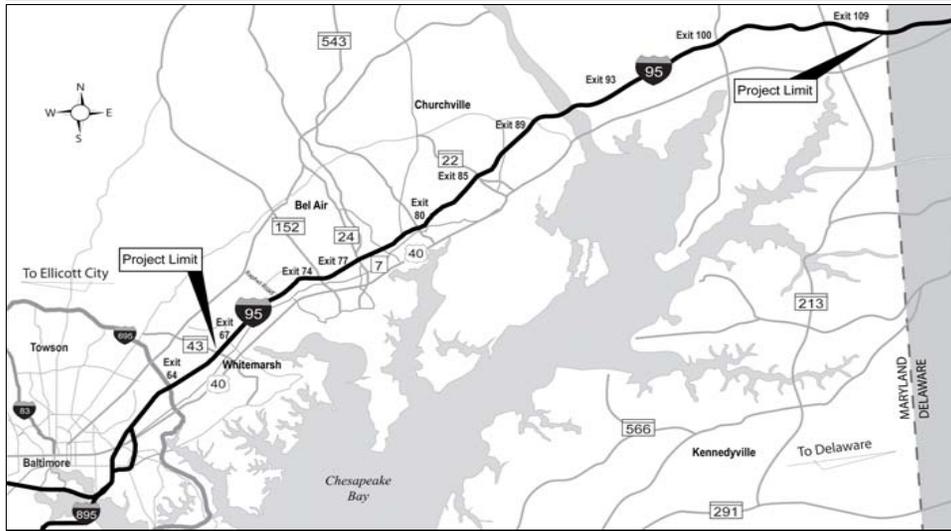
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Pier foundations were found to have advanced wear and require scour protection.

**STATUS:** Engineering is complete. Construction is underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016....	.....2017....	.....2018....	.....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	798	798	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	42,694	30,207	12,487	0	0	0	0	0	12,487	0
<b>Total</b>	<b>43,492</b>	<b>31,005</b>	<b>12,487</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,487</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Resurfacing

**DESCRIPTION:** Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is from MD 43 to MD 24. Phase II is from MD 24 to the Tydings Bridge. Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

**PURPOSE & NEED SUMMARY STATEMENT:** The I-95 roadway north of MD 43 is in need of resurfacing. Phase I is I-95 from MD 43 to MD 24, Phase II is MD 24 to the Tydings Bridge and Phase III will be from the Tydings Bridge to the Maryland/Delaware state line. Only Phases I and II are funded at this time.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

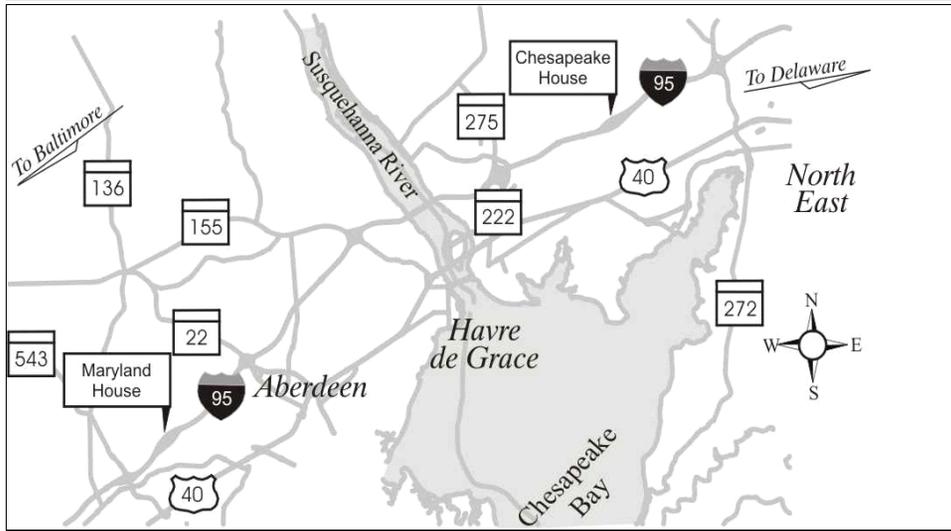
I-95 Express Toll Lanes - Construction Program (Line 1)

**EXPLANATION:** The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound). Phase I is I-95 from MD 43 to MD 24, Phase II is MD 24 to the Tydings Bridge and Phase III will be from the Tydings Bridge to the Maryland/Delaware state line.

**STATUS:** Engineering for Phase I is complete. Construction is underway. Engineering for Phase II is underway. Construction is to begin in FY 2015.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost increased by \$23.8 million with the addition of Phase II.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	375	250	125	0	0	0	0	0	125	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	36,853	5,712	7,641	23,402	98	0	0	0	31,141	0	
<b>Total</b>	<b>37,228</b>	<b>5,962</b>	<b>7,766</b>	<b>23,402</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31,266</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Redevelop Travel Plazas

**DESCRIPTION:** Redevelop the Maryland House and Chesapeake House Travel Plazas. The private-public partnership includes designing, building, operating, maintaining and financing the redevelopment of the two I-95 travel plazas.

**PURPOSE & NEED SUMMARY STATEMENT:** The Maryland House and Chesapeake House Travel Plazas have aged to the point in which redesign and/or reconstruction is necessary to adequately meet public demand over the next 30 years.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

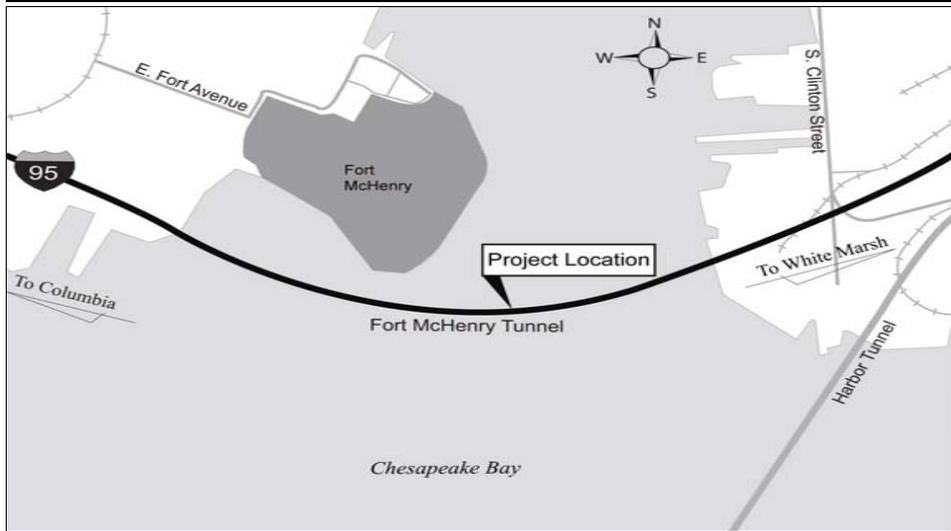
**ASSOCIATED IMPROVEMENTS:**  
None.

**EXPLANATION:** The structures were built in the 1960's and 70's and are nearing the end of their design life. Age and condition require major rehabilitation or replacement.

**STATUS:** Construction is underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	2,027	2,027	0	0	0	0	0	0	0	0	
Engineering	2,317	2,317	0	0	0	0	0	0	0	0	
Right-of-way	250	250	0	0	0	0	0	0	0	0	
Construction	1,680	420	1,260	0	0	0	0	0	1,260	0	
Total	6,274	5,014	1,260	0	0	0	0	0	1,260	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck

**DESCRIPTION:** Rehabilitate the tunnel deck for all four bores.

**PURPOSE & NEED SUMMARY STATEMENT:** The bottom of the tunnel deck is showing signs of wear throughout the length of the tunnel. This improvement will significantly increase the useful life of the tunnel deck.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

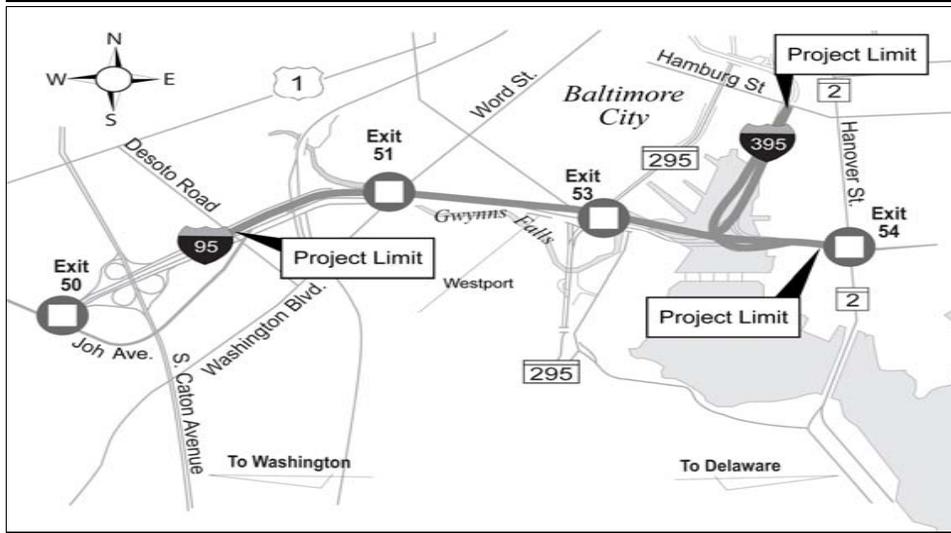
I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Miscellaneous Repairs South of the Tunnel - Construction Program (Line 6)

**EXPLANATION:** The tunnel deck shows signs of wear. This improvement will extend the useful life of the tunnel deck.

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016....	.....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	758	568	190	0	0	0	0	0	190	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,273	14,324	3,750	5,199	0	0	0	0	8,949	0
Total	24,031	14,892	3,940	5,199	0	0	0	0	9,139	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost decreased by \$1.2 million due to termination of Contract B as Shotcrete line item was depleted faster than anticipated. Remaining work will be done under future Contract C.



**PROJECT:** I-95/I-395 Fort McHenry Tunnel - Rehab Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs South of Tunnel

**DESCRIPTION:** Rehabilitate decks, repair superstructure, replace joints, add drainage troughs and paint fifty-one bridges south of the Fort McHenry Tunnel.

**PURPOSE & NEED SUMMARY STATEMENT:** The decks exhibit varying degrees of deterioration. Superstructure and paint exhibit various degrees of wear. This improvement will correct current wear and extend the useful life of the decks and superstructure. The joints are near the end of their useful life and need to be replaced.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 5)

**EXPLANATION:** Repairs are needed to correct current wear and to prevent further wear of the decks, superstructure and paint. The joints are nearing the end of their useful life and need to be replaced.

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	CURRENT YEAR THRU 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY	SIX YEAR TOTAL	BALANCE TO COMPLETE				
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,574	2,174	1,400	0	0	0	0	0	1,400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	113,816	5,106	18,305	58,957	31,448	0	0	0	108,710	0
<b>Total</b>	<b>117,390</b>	<b>7,280</b>	<b>19,705</b>	<b>58,957</b>	<b>31,448</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110,110</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost increased by \$63.5 million to include deck rehabilitation on I-95.



**PROJECT:** I-95 Fort McHenry Tunnel - Replace Weathering Steel High Mast Light Poles North and South of the Tunnel

**DESCRIPTION:** Replace all weathering steel high mast light poles with galvanized steel poles on I-95 in Baltimore City, north and south of the Fort McHenry Tunnel. Also, replace foundations and associated conduits/controls. Most of these weathering steel poles represent the original lighting structures when the facility was first built.

**PURPOSE & NEED SUMMARY STATEMENT:** The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

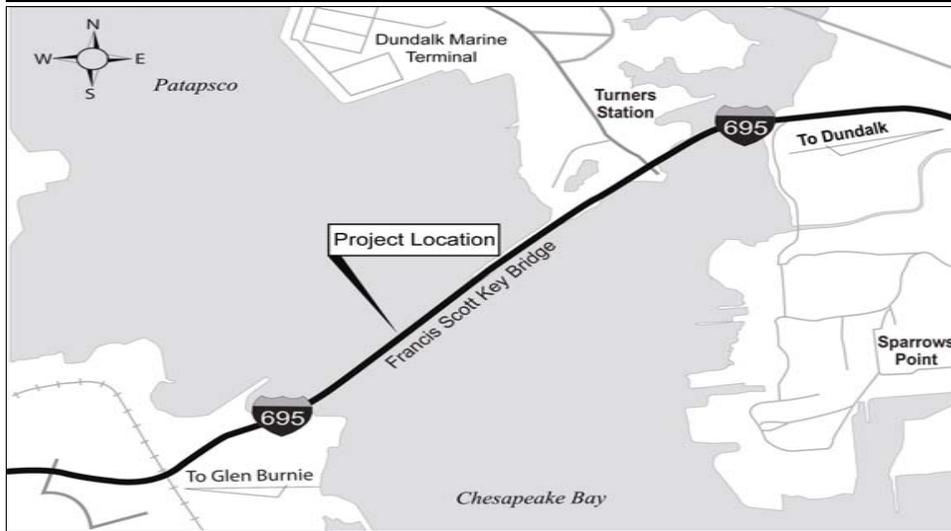
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

**STATUS:** Engineering is underway. Construction is to begin in FY 2015.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			YEAR 2014	YEAR 2015	....2016....	....2017....			....2018....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,000	698	302	0	0	0	0	0	302	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	16,094	0	0	1,610	7,242	7,242	0	0	16,094	0	
<b>Total</b>	<b>17,094</b>	<b>698</b>	<b>302</b>	<b>1,610</b>	<b>7,242</b>	<b>7,242</b>	<b>0</b>	<b>0</b>	<b>16,396</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans to Francis Scott Key Bridge and Miscellaneous Repairs

**DESCRIPTION:** Cleaned, painted and repaired the approach spans.

**PURPOSE & NEED SUMMARY STATEMENT:** The approach spans exhibited various degrees of wear. This improvement addressed existing deterioration and prevents further deterioration.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

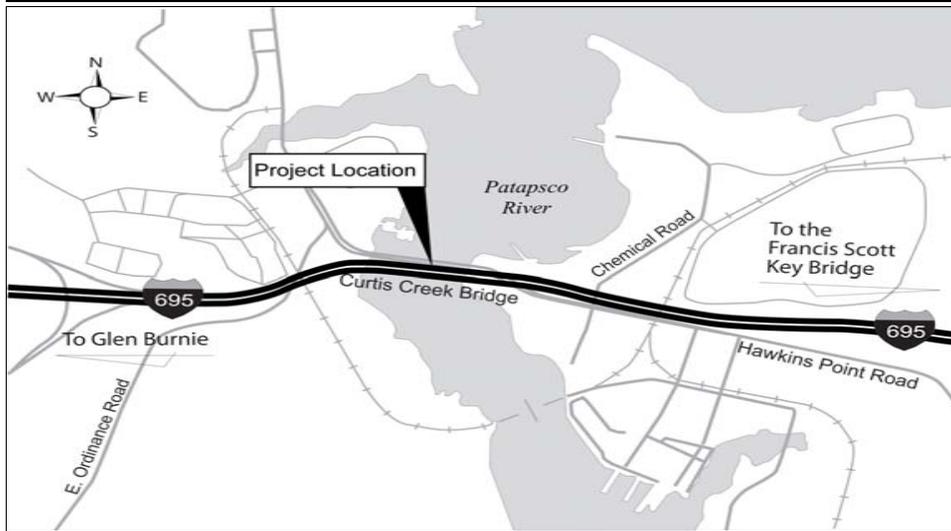
MD 695 Francis Scott Key Bridge - Clean and Paint Paint Approach Spans on Bridges over Curtis Creek - Construction Program (Line 9)

**EXPLANATION:** The approach spans exhibited various degrees of wear. This improvement addressed existing deterioration and prevents further deterioration.

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016....	.....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	245	245	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,927	6,627	300	0	0	0	0	0	300	0
<b>Total</b>	<b>7,172</b>	<b>6,872</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek

**DESCRIPTION:** Clean and paint the structural steel at the approach spans of inner loop and outer loop bridges on MD 695 over Curtis Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** Paint throughout the spans is deteriorating. These bridges have never been repainted since they were originally built, over 30 years ago. This improvement will address existing deterioration and prevent further deterioration.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

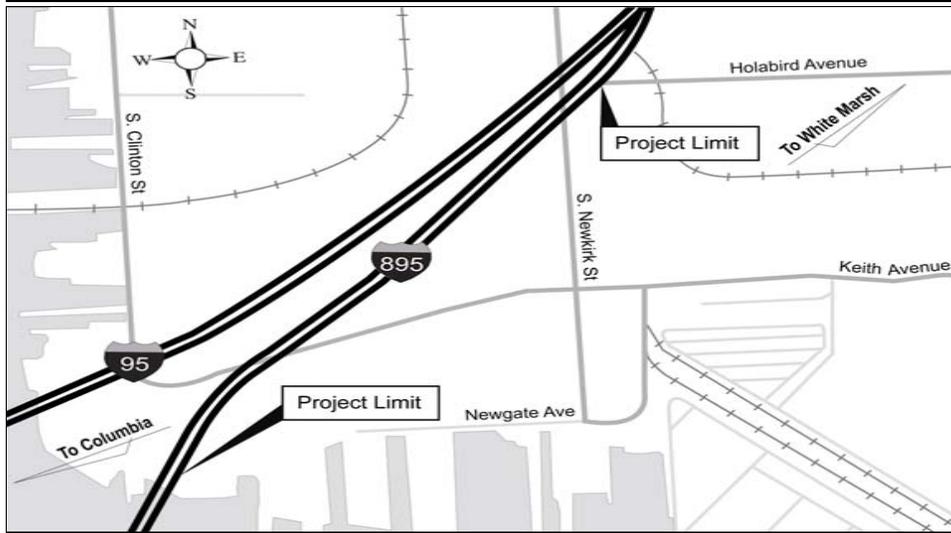
MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans to Francis Scott Key Bridge and Miscellaneous Repairs - Construction Program (Line 8)

**EXPLANATION:** Paint throughout the spans is deteriorating. This improvement will address existing deterioration and prevent further deterioration.

**STATUS:** Engineering is underway. Construction is to begin in FY 2014.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016....	.....2017....	.....2018....	.....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	30	30	20	20	0	0	0	70	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,370	0	2,000	6,000	3,370	0	0	0	11,370	0
Total	11,470	30	2,030	6,020	3,390	0	0	0	11,440	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Added to the Construction Program.



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct

**DESCRIPTION:** Replace the Canton Viaduct which is the elevated portion of the roadway from the north portal entrance to Holabird Avenue.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the viaduct are nearing the end of their life cycle. The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is one of the MDTA's Structurally Deficient bridges.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is one of the MDTA's Structurally Deficient bridges.

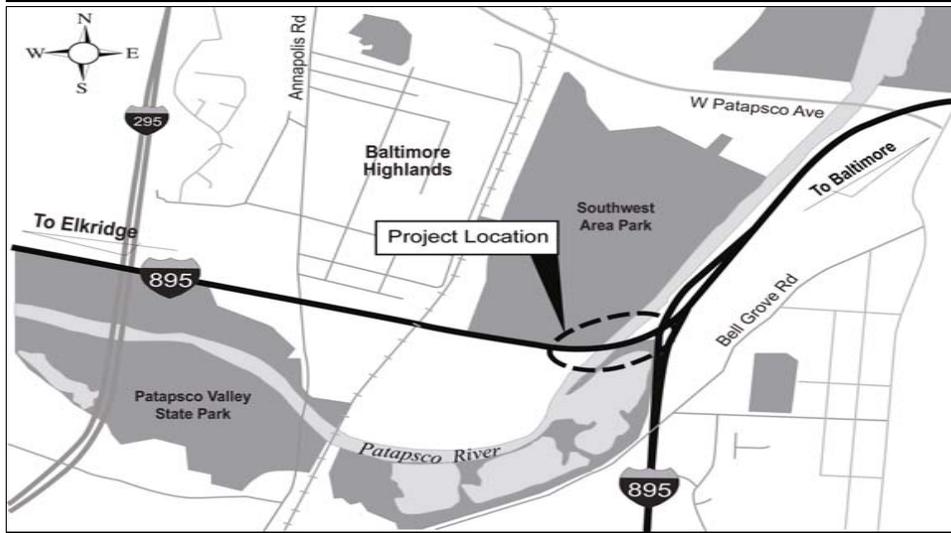
**ASSOCIATED IMPROVEMENTS:**

- I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure - Construction Program (Line 11)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 12)

**STATUS:** Engineering is underway. Right-of-way acquisition is to begin in FY 2014. Construction is to begin in FY 2016.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost increased by \$3.4 million for additional engineering.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					.....2016....	.....2017....	.....2018....	.....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,735	6,220	1,615	315	108	250	195	32	2,515	0
Right-of-way	10,920	0	5,460	5,460	0	0	0	0	10,920	0
Construction	162,497	59	0	0	20,000	72,000	60,000	10,438	162,438	0
<b>Total</b>	<b>182,152</b>	<b>6,279</b>	<b>7,075</b>	<b>5,775</b>	<b>20,108</b>	<b>72,250</b>	<b>60,195</b>	<b>10,470</b>	<b>175,873</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure

**DESCRIPTION:** Repaired worn concrete of the pier bearing pedestals, caps, and columns.

**PURPOSE & NEED SUMMARY STATEMENT:** Pier bearing pedestals, caps, and columns exhibited various degrees of wear. This improvement addressed existing wear and prevents further wear.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Pier bearing pedestals, caps, and columns exhibited various degrees of wear. This improvement addressed existing wear and prevents further wear.

**ASSOCIATED IMPROVEMENTS:**

I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 10)  
 I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 12)

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016....	.....2017....	.....2018....	.....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	607	607	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,475	2,475	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,082</b>	<b>3,082</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks

**DESCRIPTION:** Replace the bridge decks on the South Hanover Street, Potee Street and West Patapsco Avenue bridges and repair identified structural defects.

**PURPOSE & NEED SUMMARY STATEMENT:** These bridge decks are reaching the end of their useful life and need to be replaced.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** These bridge decks are reaching the end of their useful life and need to be replaced.

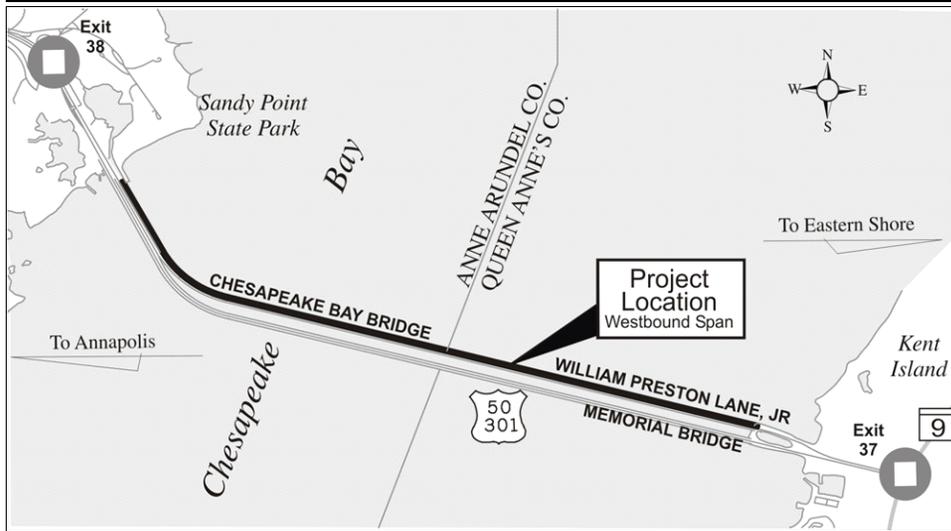
**ASSOCIATED IMPROVEMENTS:**

I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 10)  
 I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure - Construction Program (Line 11)

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	971	971	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,827	4,000	7,215	612	0	0	0	0	7,827	0
<b>Total</b>	<b>12,798</b>	<b>4,971</b>	<b>7,215</b>	<b>612</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,827</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.



**PROJECT:** US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge

**DESCRIPTION:** Partial painting of all structural steel surfaces on the westbound bridge of approximately 3 million square feet including girder spans, deck trusses, overhead truss members and suspension spans. Construction funding only included for Phases I (painting west girder spans), II (cleaning and painting the suspension towers, spot painting the remainder of the suspension span and zone painting the deck truss spans) and III (cleaning and painting the deck truss spans and steel rail posts and rehabilitating the steel barrier). Phase IV (cleaning and painting the east girder and through truss spans) construction funding will be addressed as engineering progresses.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of wear. This improvement will protect the steel components of the bridge and extend the useful life.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

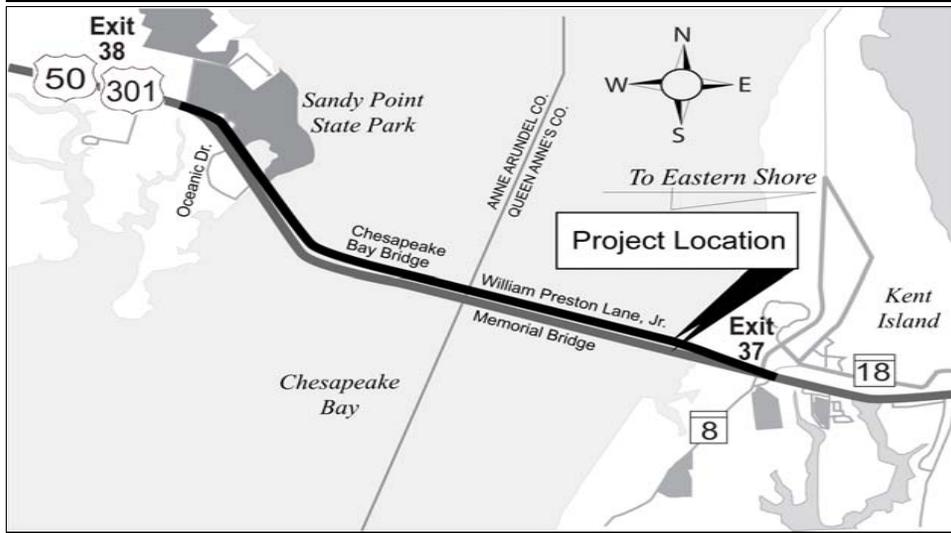
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 14)
- US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 15)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Development and Evaluation Program (Line 23)

**STATUS:** Engineering and construction are underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016....	.....2017....	.....2018....	.....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	457	392	60	5	0	0	0	0	65	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	73,346	31,537	15,841	25,226	742	0	0	0	41,809	0
<b>Total</b>	<b>73,803</b>	<b>31,929</b>	<b>15,901</b>	<b>25,231</b>	<b>742</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41,874</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost decreased by \$10.9 million to close out Phase I and based on actual bid price for Phase III.



**PROJECT:** US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification

**DESCRIPTION:** Rewrap and dehumidify the main cables and anchorages on both spans.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing suspension cable wrapping is reaching the end of its useful life. This improvement will prevent cable corrosion.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Cable wrapping is nearing the end of its useful life and needs to be replaced.

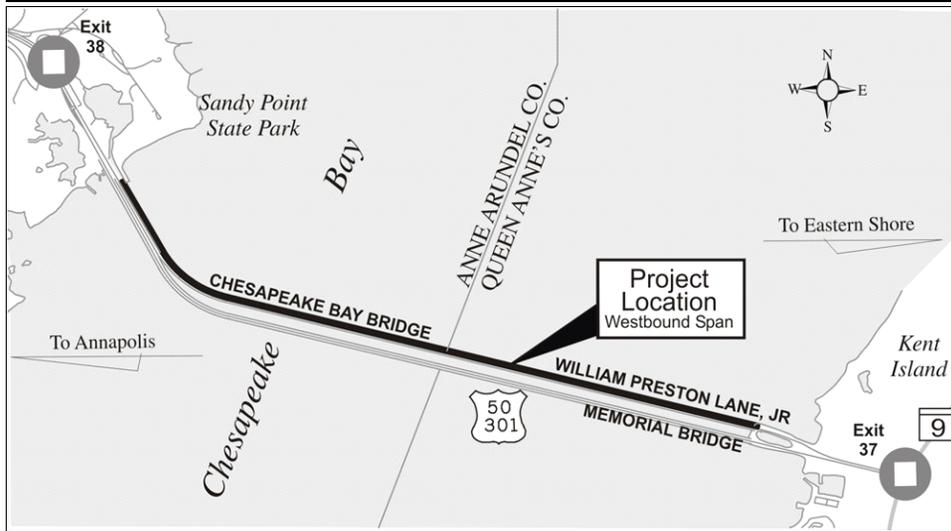
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Construction Program (Line 13)
- US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 15)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Development and Evaluation Program (Line 23)

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2016....	....2017....	....2018....	....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,269	3,269	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,809	6,581	23,889	20,339	0	0	0	0	44,228	0
<b>Total</b>	<b>54,078</b>	<b>9,850</b>	<b>23,889</b>	<b>20,339</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44,228</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.



**PROJECT:** US 50/301 Bay Bridge - Repair Substructure Westbound Bridge

**DESCRIPTION:** System preservation work consisting of repairing wear to concrete piles and pile caps and replacing missing and damaged pile jackets on the east and west approach spans of the westbound bridge.

**PURPOSE & NEED SUMMARY STATEMENT:** Piles and pile caps exhibited various degrees of wear. This improvement addressed existing wear and extends the useful life of the piles on the east and west approach spans of the westbound bridge.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Repaired wear to concrete piles and pile caps and replaced missing and damaged pile jackets on the east and west approach spans of the westbound bridge.

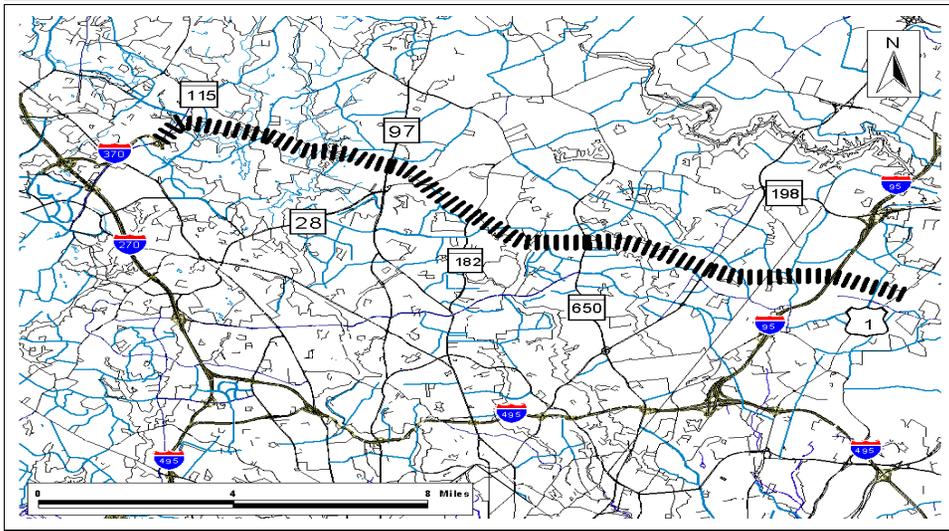
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Construction Program (Line 13)
- US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification - Construction Program (Line 14)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Development and Evaluation Program (Line 23)

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	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	726	726	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,458	4,458	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,184</b>	<b>5,184</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.



**PROJECT:** MD 200, InterCounty Connector

**DESCRIPTION:** Construction of a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

**PURPOSE & NEED SUMMARY STATEMENT:** This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

**ASSOCIATED IMPROVEMENTS:**

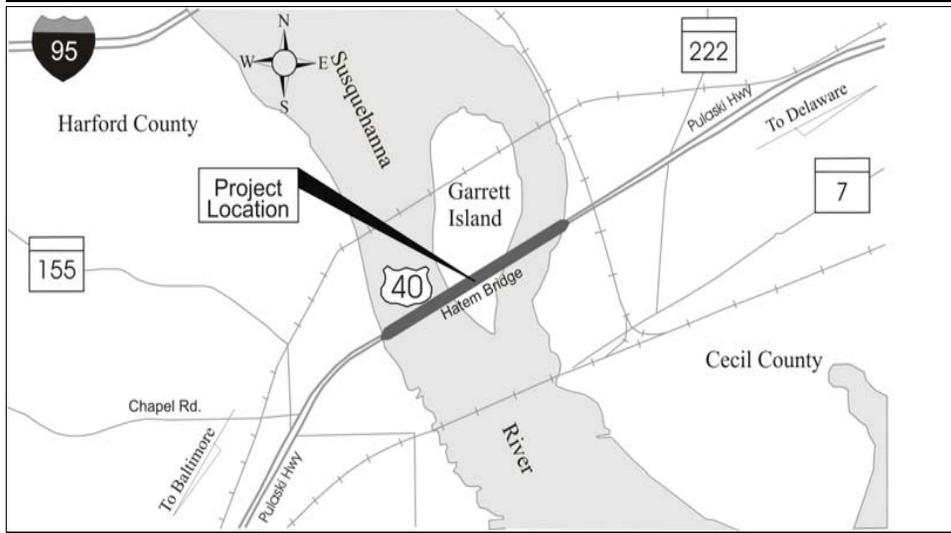
- US 29 Interchanges (Lines 10, 11 Montgomery County - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 12, Montgomery County - SHA)
- I-95/Contee Road Interchange (Line 1, Prince George's County - SHA)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 21, Prince George's County - SHA)

**STATUS:** Planning and engineering are complete. Right-of-way and construction are underway. Contract A from I-370 to MD 97 was opened to traffic in February 2011. Contracts B and C, extending to I-95, opened to traffic in November 2011. Construction is underway for Contracts D and E extending to I-95/US 1.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input checked="" type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016.....	.....2017.....			.....2018.....
Planning	28,889	28,889	0	0	0	0	0	0	0	0	0
Engineering	75,181	75,181	0	0	0	0	0	0	0	0	0
Right-of-way	260,656	247,149	13,507	0	0	0	0	0	13,507	0	0
Construction	2,034,385	1,908,597	122,711	1,538	1,539	0	0	0	125,788	0	0
<b>Total</b>	<b>2,399,111</b>	<b>2,259,816</b>	<b>136,218</b>	<b>1,538</b>	<b>1,539</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>139,295</b>	<b>0</b>	<b>0</b>
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0	0

The Federal aid share of \$19.27 million is also included in SHA's portion of the CTP.  
1982



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

**DESCRIPTION:** Rehabilitate pier foundations with advanced wear and address pier scour protection.

**PURPOSE & NEED SUMMARY STATEMENT:** Pier foundations in the river exhibit wear and analysis shows scour protection is needed. This improvement will extend the useful life of the pier foundations.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

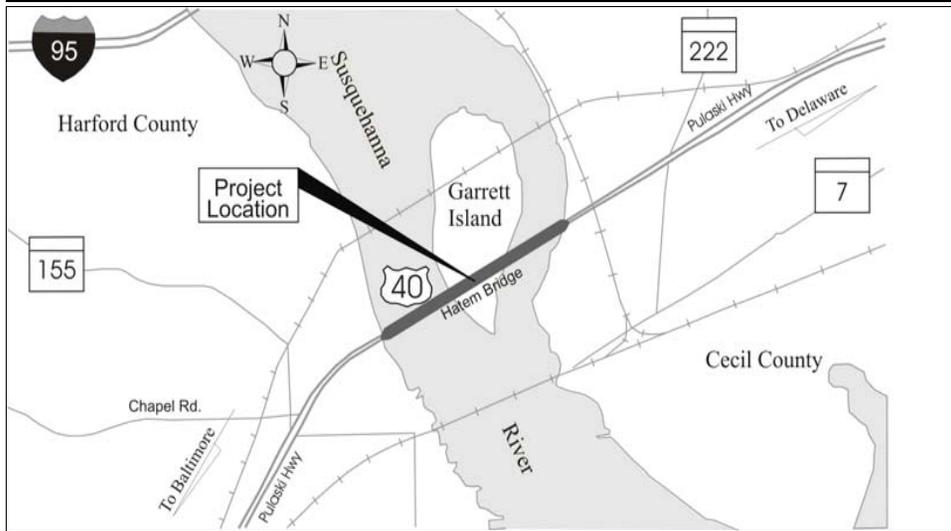
US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel - Construction Program (Line 18)

**EXPLANATION:** Pier foundations have advanced wear and require scour protection. This improvement will address existing wear and prevent further wear.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016.....	.....2017.....			.....2018.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,592	1,592	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	47,014	17,638	23,693	5,683	0	0	0	0	29,376	0	
Total	48,606	19,230	23,693	5,683	0	0	0	0	29,376	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.



**PROJECT:** US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel

**DESCRIPTION:** Paint structural members throughout the bridge.

**PURPOSE & NEED SUMMARY STATEMENT:** Bridge had areas of paint wear. This improvement addressed existing paint wear and extended the useful life of the structural steel.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

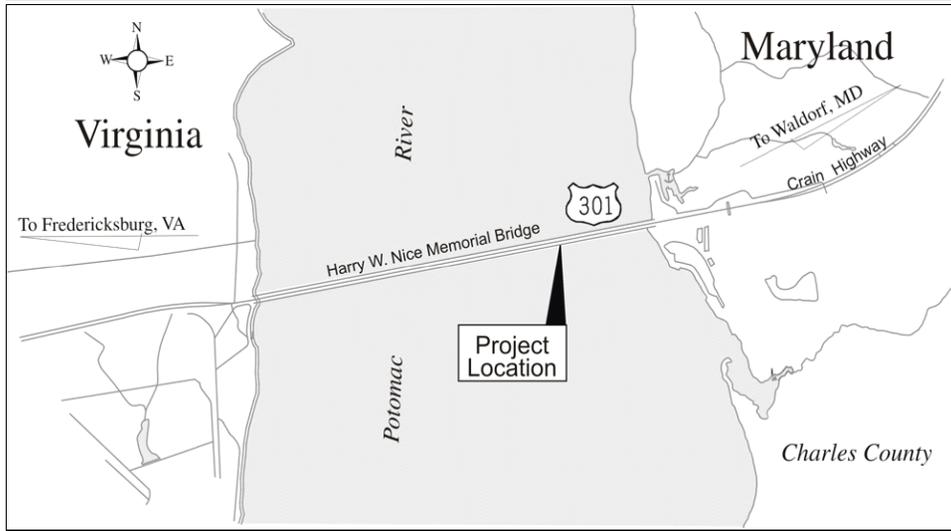
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs - Construction Program (Line 17)

**EXPLANATION:** Bridge had paint wear. This improvement addressed existing wear and prevents further wear.

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016.....	.....2017.....			.....2018.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	100	100	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	8,867	8,867	0	0	0	0	0	0	0	0	
Total	8,967	8,967	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** US 301 Harry W. Nice Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs

**DESCRIPTION:** Spot paint as required throughout the full length of the bridge and zone paint at locations of roadway joints. Repair miscellaneous structural elements.

**PURPOSE & NEED SUMMARY STATEMENT:** Last zone paint completed was on the truss towers in 2002. Paint on many locations throughout the bridge has wear. This improvement will extend the useful life of the structural steel.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge - Development and Evaluation Program (Line 22)

**EXPLANATION:** Paint throughout the bridge has wear. This improvement will address existing wear and prevent further wear.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	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	537	537	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,712	1,713	6,725	4,274	0	0	0	0	10,999	0
<b>Total</b>	<b>13,249</b>	<b>2,250</b>	<b>6,725</b>	<b>4,274</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,999</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost decreased by \$1.5 million based on actual bid price.



**PROJECT:** Authority-Wide - Procure, Upgrade, Repair and Replace Signs Including Dynamic Message Signs and Sign Structures

**DESCRIPTION:** Upgrade and replace signs and sign structures and perform miscellaneous repairs. Also, supply dynamic message signs (DMS) for a 5 year period to support about 20+ projects that are replacing or installing new DMS throughout MDTA's facilities. The project also provides for preventive maintenance, emergency maintenance, and parts and supplies as needed to maintain the DMS signs.

**PURPOSE & NEED SUMMARY STATEMENT:** Existing DMS signs were experiencing reliability issues and other signs and sign structures were worn. This improvement brought signs and other safety features MDTA-wide up to latest standards.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Worn signs, sign structures and DMS signs were upgraded and replaced.

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	....2016....	....2017....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,204	3,204	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,244	21,244	0	0	0	0	0	0	0	0
Total	24,448	24,448	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost decreased by \$4.9 million. Projects designated to receive signs from this contract were delayed or deleted for a reduction of \$1.9 million. \$3 million worth of DMS's were furnished by this contract for ICC and ETL and were charged to those budgets.



**PROJECT:** Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges

**DESCRIPTION:** Install electronic security systems and video surveillance at five major bridges.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will enhance the safety and security at five major bridges.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

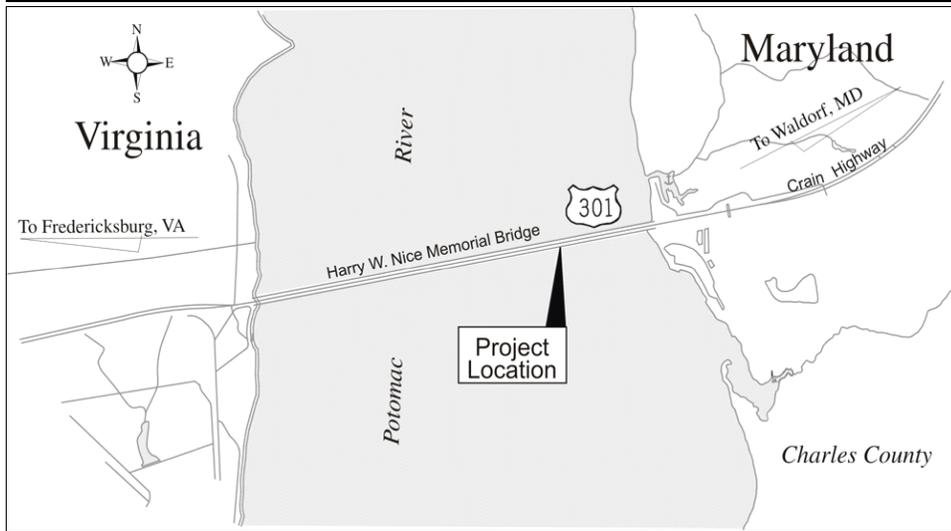
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** This project will enhance the safety and security at five major bridges.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:										
			<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	FOR PLANNING PURPOSES ONLY	.....2016....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	612	612	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,310	4,321	6,400	200	200	189	0	0	6,989	0
Total	11,922	4,933	6,400	200	200	189	0	0	6,989	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.



**PROJECT:** US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge

**DESCRIPTION:** Investigate capacity and safety needs of the bridge and approaches. Begin design of replacement bridge.

**JUSTIFICATION:** The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

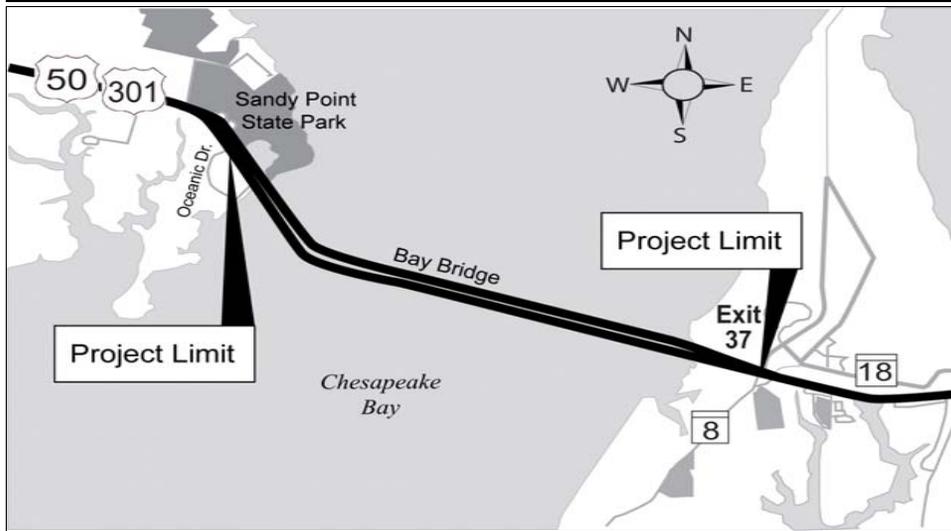
**ASSOCIATED IMPROVEMENTS:**

US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs - Construction Program (Line 19)

**STATUS:** Planning study is complete. Preliminary engineering is underway.

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Cost increased by \$5.1 million to add geotechnical/boring program, preliminary engineering and ordnance detection.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			YEAR 2014	YEAR 2015	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	5,500	5,400	100	0	0	0	0	0	100	0
Engineering	6,100	100	2,800	3,200	0	0	0	0	6,000	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>11,600</b>	<b>5,500</b>	<b>2,900</b>	<b>3,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,100</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

**DESCRIPTION:** Rehabilitate and/or replace the eastbound bridge deck.

**JUSTIFICATION:** The eastbound deck is exhibiting various degrees of deterioration as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge - Construction Program (Line 13)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 14)
- US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 15)

**STATUS:** Engineering is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	2015	.....2016.....	.....2017.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,700	300	700	4,800	4,900	0	0	0	10,400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>10,700</b>	<b>300</b>	<b>700</b>	<b>4,800</b>	<b>4,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,400</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** None.



**PROJECT:** Upgrade Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge

**DESCRIPTION:** Upgrade the existing truck weigh facilities in accordance with increased truck traffic.

**JUSTIFICATION:** The truck weigh facilities will be upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project will improve the efficiency and effectiveness of commercial vehicle safety programs.

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** Engineering is underway.

POTENTIAL FUNDING SOURCE:  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2016....	.....2017....	.....2018....	.....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	300	160	140	0	0	0	0	0	140	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	300	160	140	0	0	0	0	0	140	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP:** Increased the scope to add the Bay and Hatem Bridges. Transferred the project to the Development and Evaluation Program as construction funding of \$10.7 million was removed. Construction funding will be added when design is further along.

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 25**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2014 and Prior</u></b>			
<b><u>BALTIMORE HARBOR TUNNEL</u></b>			
1	Replace Electrical Vault (0265)	2,009	Complete
2	Rehabilitate Pavement between Toll Plaza and the K-Truss Bridge (2037)	2,161	Complete
3	Replace Dynamic Message Signs & Lane Use Signals with LED Based Technology (0281)	1,491	Complete
4	Replace Overheight Detection System (2151)	527	Complete
5	Replace Roof and Repair HVAC of Fairfield Service Building (2036)	1,402	Complete
6	Clean and Paint Structural Steel - Phase I (2253)	3,229	Complete
7	Rehabilitate K-Truss Bridge Deck (Code 1 System Preservation) (2210)	5,452	Complete
8	Repair Canton and Fairfield Vent Building Envelopes (Engineering only) (2306)	300	Underway
9	Replace Deck and Superstructure of Bridge over Patapsco Flats (Engineering only) (2292)	5,230	Underway
10	Replace HVAC at Administration Building (Engineering only) (2308)	200	Underway
11	Clean and Paint Structural Steel on Various Bridges - Phase II (2255)	4,422	Underway
12	Install Tunnel Sprinkler System (Engineering only) (2337)	1,550	Underway
13	Rehabilitate K-Truss Approach Spans (Engineering only) (2334)	1,000	Underway
14	Repaint Harbor Tunnel Switchgear Enclosures (Engineering only) (2330)	60	Underway
15	Replace Vent Fans (Engineering only) (2263)	2,130	Underway
16	Zone Paint Various Bridges (2279)	2,412	Underway
<b><u>F.S.KEY BRIDGE</u></b>			
17	Superstructure Fatigue Retrofits at Curtis Creek Bridge (2214)	1,645	Complete
18	Replace Light Poles on Bridge (2150)	1,286	Underway
19	Clean and Paint Structural Steel on Various Bridges - Phase I (2258)	1,583	Underway
20	Clean and Paint Structural Steel at Bear Creek Bridges (2252)	3,959	Underway
21	Convert to All Electronic Tolling (AET) and Install Virtual Weigh Station (Engineering only) (2304)	1,500	Underway
22	Overlay Bridge Decks over Dock Road and CSXT (2327)	2,114	Underway
23	Reconstruct Service Road #3 (2234)	2,458	Underway
24	Replace HVAC at Engineering and Administration Buildings (Engineering only) (2319)	68	Underway
25	Replace Salt Storage Facility (Engineering only) (2309)	200	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 25 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2014 and Prior (cont'd)</u></b>		
	<b><u>F.S.KEY BRIDGE (cont'd)</u></b>		
26	Replace Underground Storage Tanks with Vaulted Aboveground Storage Tanks (2202)	1,576	Fall, 2013
	<b><u>FORT MCHENRY TUNNEL</u></b>		
27	Replace Electrical Vault (1478)	928	Complete
28	Upgrade Central Utility Plant (1477)	1,051	Complete
29	Install Police Detention Area at FMT East Vent Building (1402)	2,557	Complete
30	Replace and Rehabilitate Electrical Switchgear (1476)	3,295	Complete
31	Repair Hanover Street Ramp (2157)	1,617	Complete
32	Replace Administration Building Generator (2138)	363	Complete
33	Replace Dynamic Message Signs and Lane Use Signals with LED Based Technology (1463)	2,913	Underway
34	Repair Vent Fans (Engineering only) (2251)	1,100	Underway
35	Replace or Rehabilitate Tunnel Lighting System (Engineering only) (2269)	500	Underway
36	Replace Salt Barn (Engineering only) (2299)	16	Underway
37	Rehabilitate Four Bridges on I-95 over Herring Run and CSX (Engineering only) (2333)	550	Underway
38	Replace Generator at Maintenance Building (Engineering only) (2348)	89	Underway
39	Replace HVAC at Administration Building, Maintenance Building and Emergency Garages (2285)	2,855	Underway
40	Replace Roof of Maintenance Building (2301)	974	Underway
41	Zone Paint Various Bridges North of Tunnel (2256)	5,791	Underway
42	Install Sweeper Dirt Dewatering Pad (2310)	680	Spring, 2014
	<b><u>HATEM BRIDGE</u></b>		
43	Convert to All Electronic Tolling, Rehabilitate Approach Roadways and Install VWS (Engineering only) (2273)	1,516	Underway
44	Remove Underground Storage Tanks and Replace Oil Water Separator (Engineering only) (2222)	125	Underway
45	Replace HVAC at Administration Building and Scale Houses (Engineering only) (2303)	123	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 25 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2014 and Prior (cont'd)</u></b>			
<b><u>KENNEDY HIGHWAY</u></b>			
46	Replace 5KV Cable at MD 222 Interchange (2155)	399	Complete
47	Replace Salt Barn at MD 7 and I-695 (Joint project with SHA) (2181)	1,557	Complete
48	Clean and Paint Structural Steel on Various Bridges (2238)	3,257	Complete
49	New Maintenance Facility (Equipment, Vehicle Acquisition & ROW only) (2136)	6,185	Underway
50	I-95/MD 222 Concept Study (Planning only) (2237)	425	Underway
51	Modify Expansion Joints on the Tydings Bridge (SB) and Miscellaneous Structural Repairs (2182)	4,755	Underway
52	Replace 230kW Generator at Administration Building (2239)	325	Underway
53	Clean and Paint Structural Steel on Various Bridges - Phase II (2257)	5,989	Underway
54	Overlay Deck & Repair - Bouchelle Road & MD 213 Bridges over I-95 (2275)	1,506	Underway
55	Replace Light Poles (Engineering only) (2323)	660	Underway
56	Replace Navigational Lighting on the Tydings Bridge (Engineering only) (2332)	100	Underway
57	Zone Paint Various Bridges - Phase III (2281)	3,551	Underway
58	Renovate HVAC System at Administration Building (2272)	883	Summer, 2013
59	Clean and Zone Paint Tydings Bridge (2313)	8,661	Spring, 2014
60	Install Sweeper Dirt Dewatering Pad at Maintenance 1 (2314)	250	Spring, 2014
61	Replace Underground Storage Tank with Aboveground Storage Tank-Maintenance 1 (2218)	656	Spring, 2014
<b><u>MULTI-AREA</u></b>			
62	Improve Building Security - Phase II (1983)	8,051	Complete
63	Install Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	865	Complete
64	Install Highway Advisory Radio Transmitters and Signs - JFK and WPL (2008)	1,183	Complete
65	Miscellaneous Paving Repairs (2142)	3,945	Complete
66	On-Call Miscellaneous Shotcrete Repair (2149)	10,695	Complete
67	On-Call Structural Repairs and Miscellaneous Modifications (2124)	5,862	Complete
68	Replace Intercom Systems at Toll Collection Booths - Authority-Wide (2162)	267	Complete
69	Law Enforcement IT Systems Plan - Multi-Area (2060)	3,147	Underway
70	Replace Electronic Toll Collection and Operating System - 3rd Gen. (Engineering only) (2147)	3,897	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 25 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2014 and Prior (cont'd)</u></b>			
<b><u>MULTI-AREA (cont'd)</u></b>			
71	Right-of-Way and General Fencing at Various Locations (2144)	282	Underway
72	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	1,629	Underway
73	Install E-ZPass Back-Up Site (Engineering only) (2225)	100	Underway
74	On-Call Structural Repairs and Miscellaneous Modifications (2168)	13,036	Underway
75	Furnish and Install Radiax Cable within Tunnels (2156)	1,929	Underway
76	Repair and Modify Miscellaneous Roadway Lighting (1913)	4,911	Underway
77	Replace Navigational Lighting Systems at Francis Scott Key, Nice Memorial and Bay Bridges (2074)	2,603	Underway
78	Design & Construct Security Fencing at Shores of Major Bridges (TJH, FSK, HWN, Tydings & WPL) (2130)	2,041	Underway
79	On-Call Miscellaneous Electrical Repairs (2236)	1,339	Underway
80	On-Call Structural Repairs and Miscellaneous Modifications (2254)	13,212	Underway
81	Replace Generators at JFK, WPL, BHT and FSK (Engineering only) (2265)	473	Underway
82	Fatigue Retrofits for Various Structures (2219)	1,298	Underway
83	Implement Video Citation Process (2294)	3,950	Underway
84	Law Enforcement Computer-Aided Dispatch/Records Mgmt/Auto Field Report/Auto Veh Locator System Plan (2324)	6,952	Underway
85	On-Call Facility/Building Repairs (2240)	2,309	Underway
86	On-Call Miscellaneous Paving Repairs (2335)	7,686	Underway
87	On-Call Structural Repairs and Miscellaneous Modifications (2291)	11,953	Underway
88	On-Call Structural Repairs and Miscellaneous Modifications (2296)	9,006	Underway
89	Overlay Bridge Decks and Misc. Repairs of I-895A Ramp over I-895B and Quarantine Road over I-695 (2270)	3,188	Underway
90	Remove, Replace and Upgrade Sign Structures - Northern Region (Engineering only) (2289)	850	Underway
91	Replace Roofs at JFK and Hatem Bridge Campuses (2241)	2,180	Underway
92	Replace Roofs at the Baltimore Harbor Tunnel and Francis Scott Key Campuses (2247)	195	Underway
93	Replace Toll Booths at JFK and BHT (Engineering only) (2311)	176	Underway
94	Seal Decks of Various Bridges on I-95, I-695 and I-895 (JFK, FSK, BHT) (Engineering only) (2326)	400	Underway
95	Total Maximum Daily Load (TMDL) Storm Water Retrofits (Engineering only) (2346)	700	Underway
96	Allocated Long Range Capital Needs Reserve (2325)	5,090	Underway
97	Equipment Budget (1702)	2,625	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 25 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2014 and Prior (cont'd)</u></b>			
<b><u>MULTI-AREA (cont'd)</u></b>			
98	On-Call Furnishing and Installation of Camera and Compressor-Decompressor (CODEC) Equipment (2014)	645	Underway
99	On-Call Structural Repairs and Miscellaneous Modifications (2176)	476	Underway
100	On-Call Total Maximum Daily Load (TMDL) Storm Water Retrofits on JFK and BHT (2290)	921	Underway
101	System Preservation Allocated Reserve (1979)	27,751	Underway
102	System Preservation Unallocated Reserve (1981)	2,500	Underway
103	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	10,822	Summer, 2013
104	Replace Toll Booths at Bay Bridge and Fort McHenry Tunnel (2276)	4,813	Summer, 2013
105	Furnish, Deliver and Commission DMS (2229)	1,439	Fall, 2013
106	On-Call Sign Structures (2298)	3,375	Fall, 2013
107	Total Maximum Daily Load (TMDL) Storm Water Retrofits (2300)	8,658	Spring, 2014
<b><u>NICE BRIDGE</u></b>			
108	Renovate Administration Building (1025)	2,141	Underway
109	Replace Generators at Administration and Maintenance Buildings (2328)	605	Summer, 2013
110	Replace Roofs of Administration and Maintenance Buildings and Rehab Roof of Metal Storage Building (2302)	524	Summer, 2013
111	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	530	Fall, 2013
<b><u>POINT BREEZE</u></b>			
112	Replace Roof of Garage Building (2108)	659	Complete
113	Point Breeze - Second Floor Renovation (2295)	6,542	Underway
114	Rehabilitate IT Building and Pad Site for Storage Trailer (Engineering only) (2350)	200	Underway
115	Replace Roof and Repair Brick Masonry at 2310 Point Breeze Building (2242)	2,172	Spring, 2014
<b><u>W. P. LANE BRIDGE</u></b>			
116	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	8,594	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

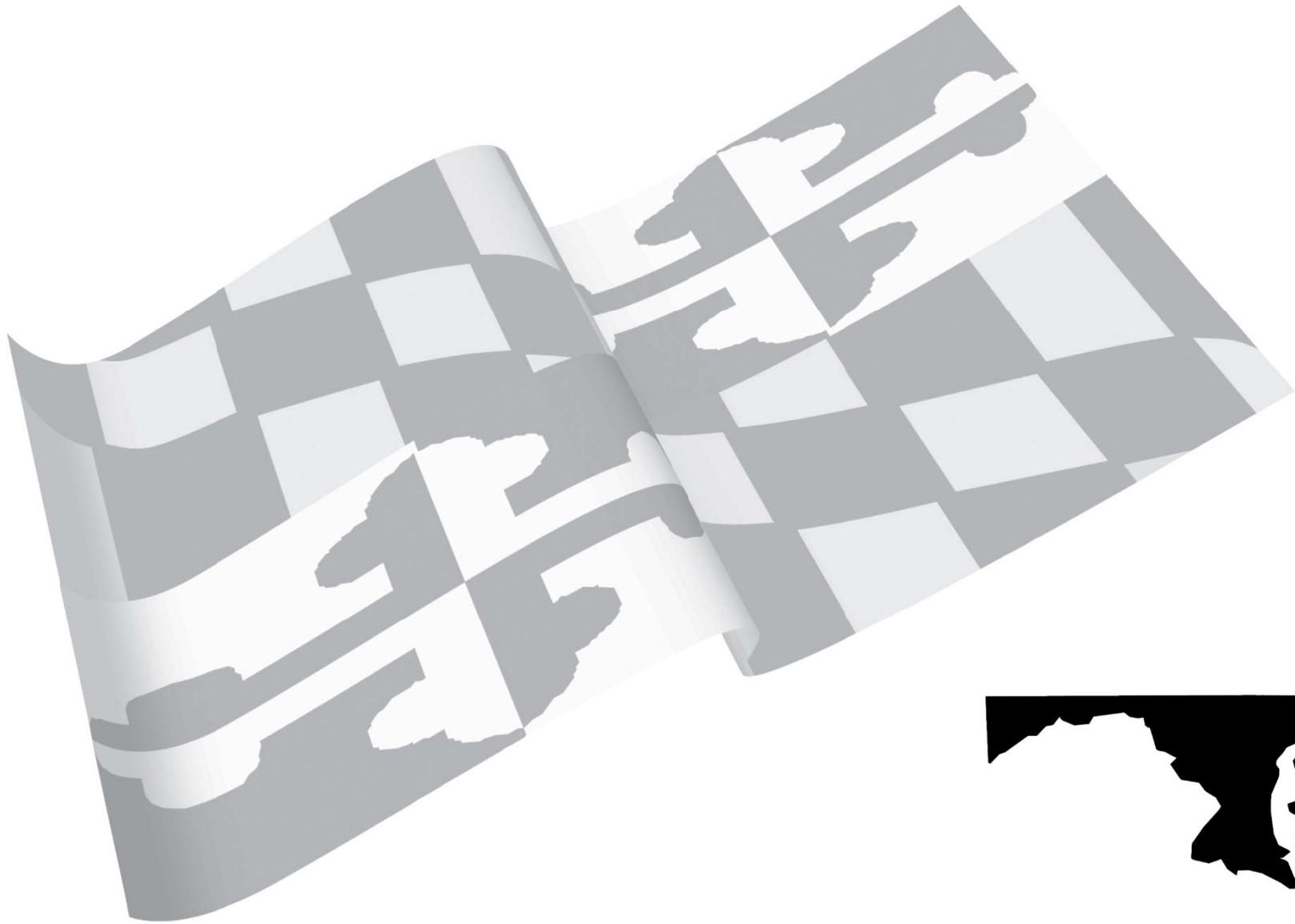
**MARYLAND TRANSPORTATION AUTHORITY - LINE 25 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2014 and Prior (cont'd)</u></b>			
<b><u>W. P. LANE BRIDGE (cont'd)</u></b>			
117	Replace Existing DMS Near Bridge and Install New DMS - east of MD 404 (1914)	938	Underway
118	Replace Underground Tanks at Administration Building & Police West Garage (2051)	1,300	Underway
119	Install Four Isolation Points and Access Ladder - Eastbound Bay Bridge (2054)	1,069	Underway
120	Modify WPL Crossover and Resurface EB and WB Approaches (Engineering only) (2344)	391	Underway
121	On-Call Facility-Wide Structural Repairs and Misc. Modifications (Engineering only) (2349)	240	Underway
122	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	125	Underway
123	Rehabilitate Suspension Spans - WB Bridge only (Engineering only) (2342)	3,000	Underway
124	Repair Toll Plaza Concrete Paving (Engineering only) (2318)	400	Underway
125	Replace 5KV Feeder on Eastbound Bay Bridge (Engineering only) (2329)	1,359	Underway
126	Replace Eastbound Bay Bridge Navigational Lighting (Engineering only) (2347)	92	Underway
127	Replace Roofs at Bay Bridge Campus (2245)	377	Underway
128	Renovate Conduit Hangers - Both Spans (2267)	1,040	Summer, 2013
129	Furnish and Install Uninterruptible Power Supply (UPS) (2268)	1,132	Fall, 2013
130	Replace Acoustic Monitoring on Eastbound Bay Bridge (2341)	2,894	Fall, 2013
131	Modify WPL Lane Use System (2340)	1,049	Spring, 2014
<b><u>FY 2015</u></b>			
<b><u>F.S.KEY BRIDGE</u></b>			
132	Facility-Wide Resurface (Engineering only) (2277)	1,081	Summer, 2014
<b><u>MULTI-AREA</u></b>			
133	Allocated Long Range Capital Needs Reserve (2325)	118,641	Summer, 2014
134	Equipment Budget (1702)	3,990	Summer, 2014
135	On-Call Total Maximum Daily Load (TMDL) Storm Water Retrofits on JFK and BHT (2290)	921	Summer, 2014
136	System Preservation Allocated Reserve (1979)	686	Summer, 2014

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 25 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2015 (cont'd)</u></b>			
<b><u>MULTI-AREA (cont'd)</u></b>			
137	System Preservation Unallocated Reserve (1981)	20,000	Summer, 2014
138	On-Call Electrical and ITS (2345)	4,766	Fall, 2014
<b><u>W. P. LANE BRIDGE</u></b>			
139	Fabricate and Install Hangers on Potomac Piers (2286)	974	Summer, 2014



**GLOSSARY**

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY***

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)***

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)***

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.